



# **FLORIDA PORTS COUNCIL**

## ***2018 Spring Board Meeting & Legislative Forum***

**January 31 – February 1**

**TALLAHASSEE**

**Hotel Duval**



## Spring Board Meeting & Legislative Forum ITINERARY

**Wednesday, January 31, 2018 –  
Thursday, February 1, 2018**  
**Hotel Duval**  
**Tallahassee, Florida**

### Wednesday, January 31, 2018

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11:30 a.m. – 12:00 p.m.	Lunch	<i>Opal Room Hotel Duval</i>
12:30 p.m. – 5:30 p.m.	FPC Board Meeting	<i>Opal Room Hotel Duval</i>
6:00 p.m. – 7:30 p.m.	Legislative Reception <i>Transportation Provided</i>	<i>Main Dining Room Governors Club</i>
7:30 p.m. – 9:30 p.m.	Dinner (Private) <i>Transportation Provided</i>	<i>Lucilla</i>

Break Sponsored by:



Reception Sponsored by:



### Thursday, February 1, 2018

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8:00 a.m. – 9:00 a.m.	Port Director's Breakfast (Port Directors Only)	<i>Shula's 347 Grill Hotel Duval</i>
9:30 a.m. – 11:30 a.m.	FPC Board Meeting	<i>Opal Room Hotel Duval</i>
11:45 a.m. – 12:45 p.m.	Lunch	<i>Hotel Duval</i>
1:00 p.m. – 4:00 p.m.	FSTED Meeting	<i>Opal Room Hotel Duval</i>

*\*Dress for all meetings is business attire*

For more information contact: Christy Gandy at (850) 222-8028  
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# The Florida Ports Council

*Cordially Invites You to Its*

## 2018 Legislative Reception

Wednesday, January 31, 2018

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

### Governors Club

202 South Adams Street  
Tallahassee, Florida  
Main Dining Room

Please join the port directors and staff of Florida's seaports to network with business & transportation leaders from around the state convened for the Florida Ports Council's Spring Board Meeting and Legislative Forum.

*RSVP to Christy Gandy at  
[christy.gandy@flaports.org](mailto:christy.gandy@flaports.org) or (850) 222-8028*

*In Partnership With:*



**LLW**

**LEWIS  
LONGMAN  
WALKER**

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



# ***2018 SPRING BOARD MEETING & LEGISLATIVE FORUM***

**Wednesday, January 31 – Thursday, February 1  
Hotel Duval, Tallahassee**

## **AGENDA**

**1. Call to Order and Chairman's Welcome**

**2. Roll Call and Opening Comments**

**3. Administration**

A. Approval of the Minutes: August 29-30, 2017 Fall Board Meeting

B. Budget Report

i. FY 17/18 Financial Statements

C. President's Comments

D. Program Administration

i. FSTED

SEMC

FSTED Security Committee

ii. FPFC

E. Other Issues

i. FPC Summer Board Meeting: May 23 - Orlando

ii. FPC Fall Board Meeting & Annual Meeting: September 5-6 - St. Pete

**4. Partner Updates**

American Association of Port Authorities (AAPA)

Coalition of America's Gateways and Trade Corridors (CAGTC)

Enterprise Florida (EFI)

Florida Chamber of Commerce

Florida Department of Transportation (FDOT)

Florida Harbor Pilots Association

Florida Ocean Alliance

Florida Recycling Partnership

## 5. Communications/Marketing Update

## 6. Legislative

### A. State:

- i. 2018 Legislative Session
  - a. Budget/Port Funding/FDOT Legislative Package
  - b. Port-Related
    - Seaport Security Grant Program Funding
  - c. Constitutional Revision Commission:
    - CRC 23
    - CRC 69
    - CRC 95
  - d. Partner Issues

### B. Federal:

- i. Federal Initiatives
  - a. Florida Ports Council Washington DC Fly-In
- ii. Issues:
  - a. Agricultural Quarantine & Inspection Fee
  - b. WRDA/HMTF
  - c. CBP Staff & Infrastructure Funding
  - d. Miscellaneous
    - Cruise Tax provision
    - Volkswagen/Triumph Settlement Funds
    - Port Performance Freight Statistics Program: Annual Report to Congress

## 7. Other Issues

- A. FPC Environmental Stewardship Initiative
- B. “Attracting Distribution Center and Related Logistics Investment to Florida to Anchor Traffic Through Florida Ports” Study
- C. New Business
- D. Board Member Closing Comments

## 8. Adjournment

**TAB 2**  
**ROLL CALL/**  
**OPENING COMMENTS**



## **ROLL CALL**

### **MEMBER:**

### **DESIGNEE:**

JOHN MURRAY, CANAVERAL

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STEVE CERNAK, EVERGLADES

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LAURA DIBELLA, FERNANDINA

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STAN PAYNE, FT. PIERCE

---

ERIC GREEN, JACKSONVILLE

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DOUG BRADSHAW, KEY WEST

---

CARLOS BUQUERAS, MANATEE

---

JUAN KURLA, MIAMI

---

MANNY ALMIRA, PALM BEACH

---

WAYNE STUBBS, PANAMA CITY

---

AMY MILLER, PENSACOLA

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GUERRY MADIGSON, PORT ST. JOE

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DAVID WIRTH, ST. PETERSBURG

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PAUL ANDERSON, TAMPA

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**TAB 3**  
**ADMINISTRATION**

**TAB 3A**  
**APPROVAL OF MINUTES**

**FPC 2017 Fall Board Meeting  
& Annual Meeting**

**Port Canaveral – August 29-30, 2017**





## ***ANNUAL BOARD MEETING***

**August 29-30, 2017**

**Hilton Cocoa Beach Oceanfront, Sawgrass Ballroom**

### **1. Call to Order and Chairman's Welcome**

Chairman Anderson called the meeting to order at 1:34 p.m.

**Members Present:** Paul Anderson, Steven Cernak, Amy Miller, Walt Miller, Wayne Stubbs, John Murray, Doug Bradshaw, Manuel Almira, Stan Payne, Laura DiBella

**Others Present:** Ram Kancharla, Ryan Elliott, Mike Poole, David Kauffman, David Anderton, Kevin Lynskey, Jim Dubea, George Isiminger, Dianne Luensmann, Alex King

**FPC Staff:** Doug Wheeler, Mike Rubin, Toy Keller, Niki McKinnell, Christy Gandy

### **2. Roll Call & Opening Comments**

Chairman Paul Anderson welcomed everyone to the Annual Board Meeting.

Christy Gandy called the roll and a quorum was present.

**Panama City** – Wayne Stubbs, Port Director reported that the port signed a new contract with Ineva. They also started construction on a new warehouse at the East terminal. Future plans will expand the older warehouses at a later time.

**Pensacola** – Port Director Amy Miller reported offshore oil industry activity is not picking up at the port. There is a new wood treating facility on the port however, and International Paper has two ship calls per month.

**Palm Beach** – Manuel Almira, Port Director reported on berth Construction occurring at Port. Bahamas Paradise Cruise Line has purchased a second ship and the port will have one of their ships calling on the port daily. This will allow passengers to extend their stay in the Bahamas. Almira asked Everglades and Miami about the Coast Guard wanting to implement a charge for escorts for cruise sailings out of the port. He asked that they please let him know about potential costs.

**Jacksonville** – Mike Poole reported on the port's current dredging project with the Army Corps. The project was sent out for bids in July. Bids were received in August. The estimated cost was \$45 million however the bids came in at \$22 million. JAXPORT received a total of six bids for this multi-phase dredge. They plan to award the contract in October.

**Fernandina** – Port director Laura DiBella, reported on a project they are working on to obtain a million-gallon lignon storage tank on the port. They are also trying to identify larger projects for the port.

**Manatee** – George Isiminger reported that port business is picking up and currently, they are running out of berth and warehouse space. They are trying to manage the growth and capacities. Berth 9 construction has been completed and came in under budget.

**Ft. Pierce** – Port Director Stan Payne reported the entrance road project is 70% complete and the port will next begin design of the Fisherman's Wharf project.

**Miami** – Kevin Lynskey reported on an issue with the harbor pilots. They are working with them to install meters in the water so anyone can see the depths and the way the water is flowing. This will take a couple of months to get up and running. They will be finalizing construction on one of the cruise terminals which will increase the capacity for cruise passengers. They are Also finalizing construction on a third cruise terminal with Norwegian Cruise Lines (NCL).

**St. Pete** – Walt Miller, Port Director, stated the port was still heavily focused on getting the research facility to the port, and the marine exploration center to open before the end of the year. They have partnered with a small marketing firm to attract large yachts. The benefits from the marketing program have allowed them to expand their market and get inquiries from other parts of the country. The port continues to host events and food truck rallies. There were 3500 people at the last rally, so they are moving the event to a larger venue. They will also be partnering with another individual to have a small farmers market on the port weekly. The Grand Prix race in St. Pete will bring some large vessels to the port. A tall ship event is potentially scheduled for April 18, 2018. Miller noted that The Army Corps had been great to work with at Port St. Pete.

**Canaveral** – Captain John Murray, Port Director, reported they are hitting on all cylinders with their dredging project, to be completed by spring. Cargo numbers are up on all the charts, with lumber at the top. He noted the port was having a hard time trying to find places to put everything. Hoegh Lines will start runs to Western Asia soon. NCL will start going to Cuba and home porting at Canaveral. The port master planning process is coming to a conclusion. A new cruise terminal is being built with the old terminal being demolished, and hopes to have the new terminal opened in the fourth quarter of 2019. A bid for terminal construction is currently out. The space industry is booming but the port is having an issue finding bulkhead space. They are looking at supplying liquefied natural gas (LNG) at the port because many ships and the SpaceX program are now using it. It will most likely be an import operation with storage on the port.

**Key West** – Port Director, Doug Bradshaw, reported cruise passenger numbers are looking good and the port will be up to 92 ships and 165,000 passengers in 2018. Many of the smaller ships will be going to Cuba. Things are looking good and ramping back up.

**Everglades** – Steve Cernak, Port Director reported on the completed projects: Slip 2 Expansion, Berth 4 and Terminal 4, which will be Carnival's berth. The board awarded their largest construction contract ever yesterday. Rail infrastructure is going in October or later, along with additional berths. A land transfer with the State of Florida closed last week and the construction contractor has been approved to begin. Port is in the midst of renovating Terminal 25 to accommodate the new Hedge Class Royal Caribbean Cruise Lines (RCCL) ship, the terminal will be complete in October 2018 with the first ship scheduled to arrive in November 2018. The port is also in discussions with Carnival to renovate an additional terminal. The port recently submitted an application for a TIFIA loan of \$105 million with the federal government.

**Tampa** – Port Director Paul Anderson reported tonnage was up 6% for the year, cargo is up 9%, dry-bulk is up 14%, and they are currently flat on liquid bulk for the foreseeable future. Though cruise passenger throughput is up only 6%, they still had an all-time record year with just less than 1 million cruise passengers, many due to new calls to Cuba. Terminal 6 Expansion which handles RCCL, is coming to a conclusion. Demand for construction and building materials is very strong. Negotiations with new tenants are underway for bulk. General cargo is up 38%, with mostly containers and steel. The Board has approved, and the permit process is underway at Port Red Wing for a \$240 million private investment steel manufacturing facility. The port is projecting record revenue this year. Mr. Anderson expressed his concern for maintaining 10% growth next year.

Chairman Anderson had other port staff around the room introduce themselves.

### **3. Administration**

#### **A. Approval of the minutes from the June 2017 Summer Board Meeting**

Motion: Mike Poole

Second: Walt Miller

Motion passed unanimously.

#### **B. Budget Report**

##### **i. FY 2016/2017 Budget Statements**

No questions or comments on current budget.

##### **ii. FY 17/18 Proposed Budget**

Wheeler presented the FY 17/18 annual budget noting the FSTED assessment fee was lowered to 1.75%, and a doubling of the payment for the mortgage with the bank in an effort to have the note paid off in 3 years and realizing a significant savings in interest payments. David Anderton asked for a memo to be sent out to the ports explaining the lower administrative FSTED fees.

Motion to approve the FY 17/18 Budget as presented by Michael Poole

Second: Walt Miller

Motion passed unanimously.

**C. President's Comments**

Wheeler thanked everyone in attendance and appreciates attendees for making the time to participate in the meetings.

He noted the FPC was at the end of the fiscal year 2017 and everything seems to be coming in pretty much as budgeted, obviously, there are little overages here and there, where we come under on this and that, try to adjust accordingly with next budget, but overall, pleased with where the FPC is ending the year, from both an income and expense standpoint, and offered to get into specifics on that later if need be during budget discussion.

Wheeler set up the agenda for the 2-day meeting including references to business and administrative issues, updates on communications and marketing efforts from Niki including the digital campaign, her work with the Marketing committee to develop the coming year's budget and marketing plan covering ads and advertorials, sponsorships and conference/expo participation. He also noted that, likely tomorrow morning, Mike will provide an update on potential legislative issues for the 2018 legislative session and covering a few federal issues as well. Wheeler quickly referenced the 5 projects funded outside the process which will discuss later as a few of those are still causing some problems and are expected to spill over into this year's session (Bean/Latvala). We will need to be somewhat careful as the 2018 session could be shaping up to be one of the more "political" in quite some time as we have a governor running for US Senate, a speaker running for governor and a Senate appropriations chairman running for governor.

Wheeler also warned members about Dan Norfleet, a gadfly and port critic from South Carolina who constantly emails, probably 1000 emails, going after Jaxport, Tampa and others. He uses random send lists and is relentless. Wheeler recommended members do not engage.

He reported that it is mere weeks away from his 7th year in this role, noting that there was probably some surprise on both sides and adding it's been a great run these last 7 years, been able to accomplish a lot he looks forward to the next 7 years and what may be accomplished. He added the FPC has a great staff, committed staff with tenure which is beneficial. Wheeler thanked the staff and the rest of the attendees for their continued support.

He closed by noting that officer elections would occur later, and thanked Paul for his leadership over the last two years, he was responsive and engaged and he appreciated the time and support he gave. He also mentioned that he looks forward to working with Steve going forward.

#### **D. Program Administration**

##### **i. Florida Ports Financing Commission (FPFC)**

Keller reported that the FPFC will meet in October to elect officers and approve the FY 17/18 budget as required.

##### **ii. Florida Seaport Transportation and Economic Development Council (FSTED)**

Keller reported that the FSTED Council will hold a publicly noticed meeting on August 30<sup>th</sup>. The agenda is in the FPC meeting notebook.

She also reported on the FSTED program project status of the CPCS *Attracting Distribution Center and Related Logistics Investment to Florida* study, stating that five focus regions had been selected for the study. Consultations have been completed with state and regional economic development organizations, and identification and survey question development has been completed for key DC/logistic companies, shippers and consignees. Working Paper #1 is due by the end of September.

Rubin reported on the activity of the FSTED Security Committee. Rubin directed the members to the information in their materials on the Florida Ports Security and Technology Conference to be held September 12<sup>th</sup> and 13<sup>th</sup>. Rubin stated that ports should send their security managers and IT personnel to the Conference. Rubin stated that the Committee would be meeting on the 13<sup>th</sup> to make recommendations for the allocation of the \$500,000 for security grants. The Legislature has directed the FSTED Council to focus on projects that help resolve cybersecurity and other technology gaps when allocating these funds. The full FSTED Council would then be required to approve the final allocation of the security grant funds. Members asked about the submission of grant applications for the funds, and Rubin stated that there was still time to submit a security project grant application if they had any requests.

##### **iii. Seaport Environmental Management Committee (SEMC)**

Keller reported that the SEMC met earlier in the day. Chairman Walt Miller provided a summary of the meeting.

#### **E. Governance**

FPC Nominating Committee Report and Election of 2017/2018 Officers was presented by Walt Miller, Chair of the Nominating Committee. Miller reported that the committee was proposing the following slate of officers:

Chair – Steve Cernak

Vice Chair – Juan Kuryla

Secretary/Treasurer – Manuel Almira

Motion made by Walt Miller to accept slate as presented. Second: Laura DiBella  
Motion was passed unanimously

## **F. Other Issues**

Christy Gandy noted the meeting information for the FPC Legislative Forum and Spring Board meeting and FSTED Spring Board meeting would be held in Tallahassee January 31<sup>st</sup> - February 1<sup>st</sup>, 2018. The FPC Summer Board meeting would be held in Orlando, May 24<sup>th</sup>, 2018. The FPC Annual Board Meeting, FSTED Fall Board Meeting and SEMC meeting will be September 4<sup>th</sup> - 5<sup>th</sup>, 2018 at the Vinoy in St. Petersburg.

## **4. Marketing/Communications Update**

Niki McKinnell provided an update on all areas of public relations efforts at the FPC including media coverage, social media coverage and analytics, collateral materials, event sponsorships and participation and the ongoing marketing campaign.

Cernak made comments on Hurricane Harvey from the AAPA email went out to ports about the port employee relief fund. In the past, San Diego had large wildfires that impacted the port there and their employees lost their homes. This fund went directly to the employees with losses, with up to \$1000 to each employee. Each port authority has opportunities to help. Checks can be made out to AAPA or Seaports of Americas for the Hurricane Harvey relief. It is tax deductible and will be helping other port professionals. The board discussed making a contribution and it was decided that staff would work with Cernak to come up with a donation amount.

Meeting took break at 3:05pm. Meeting reconvened at 3:43pm

## **5. Partner Updates**

- i. **AAPA** – Wheeler referenced materials in the book
- ii. **Coalition of America's Gateways and Trade Corridors (CAGTC)** – Wheeler referenced materials in the book
- iii. **Enterprise Florida (EFI)** – Wheeler referenced materials in the book, including the upcoming Trade Mission to Costa Rica.
- iv. **Florida Chamber of Commerce (FCOC)** – Wheeler referenced materials in the book
- v. **Florida Harbor Pilots Association (FHPA)** – Wheeler referenced the FHPA newsletter in the book
- vi. **Florida Recycling Partnership (FRP)** – Wheeler referenced materials in the book

Meeting adjourned for the day at 4:07 p.m.

Meeting reconvened at 9:47 a.m. on Wednesday, August 30<sup>th</sup>, 2017.

Guest speaker Peter Antonacci, President & CEO of Enterprise Florida (EFI) addressed the group about his new role with EFI and the challenges faced in light of efforts by some in the legislature to reduce operations.

## **6. Legislative**

### **A. State**

Rubin provided the members with an update on initial discussions by the Florida Legislature for Regular Session 2018. Rubin stated that there was no expectation of significant legislation concerning transportation issues during Session 2018.

**i. Budget/Port Funding**

Rubin stated that they expected the Governor to release his budget recommendations by the end of the year, and expect a similar recommendation from previous years – approximately \$175 million for seaport issues.

**ii. Seaport Security Grants**

Rubin noted that based on the grant requests received for the Security Grant program, there was an expectation to request additional funds – with some security members proposing an increase of state appropriations for the grant program of up to \$1 million.

**iii. Miscellaneous**

**a. Environmental**

Rubin stated, at this time, staff was unaware of any potential environmental proposals or legislation that would impact seaports.

**b. Partner Issues**

Rubin stated that staff was continuing to follow the impact of previous legislation on Enterprise Florida. Concerns remain over the impact on the international programs at Enterprise Florida, but it was too early to determine the overall impact on those activities.

**B. Federal**

**i. Federal Initiatives**

**a. FPC Washington, D.C. Fly-in – March 27-28, 2018**

Rubin reminded members that the current plan was to have the annual FPC D.C. Fly-in on March 27<sup>th</sup>-28<sup>th</sup>. Issues for the Fly-in include new WRDA legislation and CBP issues.

**ii. Issues**

**a. INFRA Grants**

Keller directed the members to the CAGTC report on the INFRA grants in their materials. The U.S. DOT had identified a proposed list of 10 project awards under the small project program. Keller recommended ports in eligible rural areas review the process and awards for potential submission under the next cycle.

**b. Water & Energy Appropriations**

Rubin stated that the U.S. House and Senate had begun work on their respective water and energy appropriation bills. Rubin directed the members to the reports on the House and Senate bills in their materials. The House bundled several appropriations bills, including the Water and Energy Appropriation bill, into the defense appropriation bill (Make America Secure Appropriations Act) on July 25<sup>th</sup>. The bill funds the Army Corps of Engineers at \$6.16 billion, an increase of \$120 million above the fiscal year 2017 enacted level and \$1.16 billion above the President's budget request. The bill includes authority for six (6) New Start construction projects, and provides approximately \$1.7 billion for construction

projects in 2018. The House bill is now in the Senate for their review and action on the legislation.

The full Senate Appropriations Committee approved the Senate's Water and Energy Appropriations bill (S 1609) on July 20<sup>th</sup>. The bill provides similar funding for the Army Corps of Engineers at \$6.2 billion. The bill also provides a similar amount of \$1.7 billion for construction projects in 2018, and provides the authority for six (6) New Start construction projects. The Senate bill is now available for the full Senate to review.

Rubin stated that it was unclear when, or if, Congress will take up these appropriation bills and resolve any differences. Given current difficulties in passing legislation in D.C., Congress may simply pass continuing resolutions to allow for the federal government to remain open without passing new budget authority for 2018.

**c. WRDA/HMTF**

Rubin directed the members to the latest memorandum for the House Subcommittee on Water Resources and Environment concerning the development of WRDA legislation. The House Subcommittee was beginning hearings with reports from the Army Corps concerning implementation of reforms required by WRRDA 2014 and WRDA 2016. There is an expectation that the Subcommittee will work on the introduction of new WRDA legislation in 2018.

Rubin also noted that Geoff Bowman, the long time staff director of the House Subcommittee, had left the House to work in the private sector. No new staff member had been designated yet to replace Mr. Bowman.

**d. CBP**

Rubin stated that CBP issues, both staffing and infrastructure, remains a significant concern for Florida ports and ports around the country. Rubin stated that Cernak had been part of a discussion in D.C. on the issue in both his role as an FPC member and AAPA Chair-elect. Rubin directed the members to the letter from AAPA in their materials that outlined some of the issues presented to Congress.

**e. Miscellaneous**

**7. Other Issues**

- A. Governor Scott's 2017 Latin America Summit**
- B. Board Member Closing Comments**

With no other issues presented to the board, the meeting was adjourned at 11:23 a.m.



**TAB 3B**  
**BUDGET REPORT**

**FY 17/18**  
**Financial Statements**

# Florida Seaports Council, Inc

## Balance Sheet

As of January 24, 2018

Accrual Basis

	Jan 24, 18
<b>ASSETS</b>	
Current Assets	
Checking/Savings	
HANCOCK BANK MONEY MARKET ACCT	252,048.04
HANCOCK BANK OPERATING ACCT	418,018.55
110 · PETTY CASH ACCT	31.16
Total Checking/Savings	670,097.75
Accounts Receivable	
200 · Administrative Fees Receivable	279,505.00
Total Accounts Receivable	279,505.00
Other Current Assets	
226 · Miscellaneous Receivable	-800.00
220 · Prepaid Expenses	21,707.02
Total Other Current Assets	20,907.02
Total Current Assets	970,509.77
Fixed Assets	
254 · Loan Costs	3,632.00
257 · Accumulated Amortization	-1,589.00
250 · Equipment & Furnishings	48,289.34
251 · Building	
252 · Building Improvements	152,729.87
251 · Building - Other	287,641.83
Total 251 · Building	440,371.70
253 · Land	200,000.00
255 · Accumulated Depreciation	-188,065.00
Total Fixed Assets	502,639.04
Other Assets	
260 · Deposits	250.00
265 · Prepaid IRS Interest Payments	-0.44
Total Other Assets	249.56
<b>TOTAL ASSETS</b>	<b>1,473,398.37</b>
<b>LIABILITIES &amp; EQUITY</b>	
Liabilities	
Current Liabilities	
Accounts Payable	
300 · Accounts Payable	247.95
Total Accounts Payable	247.95
Credit Cards	
First Bankcard	47,023.85
Total Credit Cards	47,023.85
Other Current Liabilities	
315 · Accrued Leave	6,759.00
350 · Deferred Revenue - Dues	4,000.00

Florida Seaports Council, Inc

Balance Sheet

As of January 24, 2018

Accrual Basis

	Jan 24, 18
301 · PAYROLL LIABILITIES	
301.2 · Direct Deposit Liabilities	21,649.02
301.3 · 401K Payable	29,811.70
301 · PAYROLL LIABILITIES - Other	22,489.34
Total 301 · PAYROLL LIABILITIES	73,950.06
Total Other Current Liabilities	84,709.06
Total Current Liabilities	131,980.86
Long Term Liabilities	
304 · Mortgage Note Payable	
304.1 · Mortgage Note Payable - Current	17,511.00
304 · Mortgage Note Payable - Other	125,168.99
Total 304 · Mortgage Note Payable	142,679.99
Total Long Term Liabilities	142,679.99
Total Liabilities	274,660.85
Equity	
3900 · Unrestricted Net Assets	607,504.12
Net Income	591,233.40
Total Equity	1,198,737.52
TOTAL LIABILITIES & EQUITY	1,473,398.37

**Florida Seaports Council, Inc**  
**Profit & Loss Budget vs. Actual**  
October 2017 through September 2018

Accrual Basis

	Oct '17 - Sep 18	Budget	\$ Over Budget	% of Budget
<b>Income</b>				
601 · FPC Dues	619,500.00	619,500.00	0.00	100.0%
602 · FSTED Prog. Admin/Chapter 311	378,001.00	430,500.00	-52,499.00	87.8%
610 · INTEREST INCOME	0.00	300.00	-300.00	0.0%
615 · SPONSORSHIP REVENUES	16,400.00	15,000.00	1,400.00	109.3%
<b>Total Income</b>	<b>1,013,901.00</b>	<b>1,065,300.00</b>	<b>-51,399.00</b>	<b>95.2%</b>
<b>Expense</b>				
6560 · PAYROLL EXPENSES	10,716.57	38,000.00	-27,283.43	28.2%
701 · PRESIDENT	58,362.61	184,871.00	-126,508.39	31.6%
702 · VICE PRESIDENT - PUBLIC AFFAIRS	16,598.78	101,278.00	-84,679.22	16.4%
703 · VICE PRESIDENT GOVT AFFAIRS	46,688.05	146,655.00	-99,966.95	31.8%
704 · DIRECTOR OF ADMINISTRATION	22,523.52	75,439.00	-52,915.48	29.9%
706 · VP PROGRAMS & PLANNING	40,125.96	125,812.00	-85,686.04	31.9%
707 · EMPLOYEE BONUS POOL	7,500.00	10,000.00	-2,500.00	75.0%
710 · CONSULTANTS				
710.2 · Legal Consultants	2,000.00	8,000.00	-6,000.00	25.0%
710.3 · Environmental & Growth Mgmt	10,000.00	30,000.00	-20,000.00	33.3%
<b>Total 710 · CONSULTANTS</b>	<b>12,000.00</b>	<b>38,000.00</b>	<b>-26,000.00</b>	<b>31.6%</b>
715 · INSURANCE	1,860.00	5,900.00	-4,040.00	31.5%
720 · ACCOUNTING	1,500.00	13,000.00	-11,500.00	11.5%
730 · BANK CHARGES/INTEREST	-48.79	100.00	-148.79	-48.8%
732 · COMMUNICATIONS				
732.1 · Telephone/Fax/Internet/Cable	1,880.97	4,500.00	-2,619.03	41.8%
732.2 · Cell Phones	1,464.70	4,200.00	-2,735.30	34.9%
732.3 · Printing	480.29	1,000.00	-519.71	48.0%
732.4 · Postage, Overnight Delivery	422.84	1,000.00	-577.16	42.3%
732.7 · Magazine Subscriptions	0.00	200.00	-200.00	0.0%
732.8 · Miscellaneous/Administrative	348.60	1,000.00	-651.40	34.9%
<b>Total 732 · COMMUNICATIONS</b>	<b>4,597.40</b>	<b>11,900.00</b>	<b>-7,302.60</b>	<b>38.6%</b>
733 · OUTREACH				
733.1 · Marketing/Branding	42,622.91	90,000.00	-47,377.09	47.4%
733.2 · Memberships	21,939.00	25,000.00	-3,061.00	87.8%
733.3 · Sponsorships	9,784.94	10,000.00	-215.06	97.8%
733.4 · Lobbying	0.00	5,000.00	-5,000.00	0.0%
<b>Total 733 · OUTREACH</b>	<b>74,346.85</b>	<b>130,000.00</b>	<b>-55,653.15</b>	<b>57.2%</b>

**Florida Seaports Council, Inc**  
**Profit & Loss Budget vs. Actual**  
October 2017 through September 2018

Accrual Basis

	Oct '17 - Sep 18	Budget	\$ Over Budget	% of Budget
<b>750 · EQUIPMENT/SUPPLIES</b>				
750.1 · Office Equipment	1,079.36	5,000.00	-3,920.64	21.6%
750.2 · Computer, Hardware & Software	1,812.39	5,000.00	-3,187.61	36.2%
750.3 · IT Services	1,695.75	7,000.00	-5,304.25	24.2%
750.4 · Office Supplies	848.45	4,500.00	-3,651.55	18.9%
750.6 · Miscellaneous	0.00	200.00	-200.00	0.0%
<b>Total 750 · EQUIPMENT/SUPPLIES</b>	<b>5,435.95</b>	<b>21,700.00</b>	<b>-16,264.05</b>	<b>25.1%</b>
<b>755 · FSTED &amp; FFPC Court Reporter</b>	<b>0.00</b>	<b>3,500.00</b>	<b>-3,500.00</b>	<b>0.0%</b>
<b>768 · MISCELLANEOUS</b>	<b>83.90</b>	<b>0.00</b>	<b>83.90</b>	<b>100.0%</b>
<b>777 · BUILDING EXPENSES</b>				
777.1 · Mortgage	16,909.60	51,000.00	-34,090.40	33.2%
777.2 · Maintenance/Repairs	3,651.24	5,000.00	-1,348.76	73.0%
777.3 · Pest/Security/Lawn/Housekeeping	1,446.86	6,000.00	-4,553.14	24.1%
777.4 · Insurance & Taxes	8,119.88	12,000.00	-3,880.12	67.7%
777.5 · Utilities	1,427.98	4,000.00	-2,572.02	35.7%
777.6 · Miscellaneous	15,819.00	11,000.00	4,819.00	143.8%
<b>Total 777 · BUILDING EXPENSES</b>	<b>47,374.56</b>	<b>89,000.00</b>	<b>-41,625.44</b>	<b>53.2%</b>
<b>782 · DATA</b>				
782.2 · Global Opportunities	35,069.60	0.00	35,069.60	100.0%
782.3 · Seaport Mission Plan	481.50	0.00	481.50	100.0%
<b>Total 782 · DATA</b>	<b>35,551.10</b>	<b>0.00</b>	<b>35,551.10</b>	<b>100.0%</b>
<b>791 · TRAVEL - CONFERENCES</b>				
791.1 · Conferences - Meals	281.66	2,000.00	-1,718.34	14.1%
791.2 · Conferences - Hotel	818.12	3,200.00	-2,381.88	25.6%
791.3 · Conferences - Airfare	245.00	2,000.00	-1,755.00	12.3%
791.4 · Conferences - Rental Car/Gas	455.80	1,700.00	-1,244.20	26.8%
791.5 · Conferences - Fees	30.00	2,000.00	-1,970.00	1.5%
791.6 · Conferences - Miscellaneous	17.00	100.00	-83.00	17.0%
<b>Total 791 · TRAVEL - CONFERENCES</b>	<b>1,847.58</b>	<b>11,000.00</b>	<b>-9,152.42</b>	<b>16.8%</b>
<b>792 · TRAVEL - GENERAL</b>				
792.1 · Travel - Meals & Entertainment	2,291.96	10,000.00	-7,708.04	22.9%
792.2 · Travel - Hotel	1,408.70	6,500.00	-5,091.30	21.7%
792.3 · Travel - Airfare	1,298.00	4,000.00	-2,702.00	32.5%
792.4 · Travel - Rental Car/Gas/Parking	1,815.33	6,500.00	-4,684.67	27.9%
792.5 · Travel - Speaking Engagements	0.00	1,500.00	-1,500.00	0.0%
792.6 · Travel - Miscellaneous	40.00	500.00	-460.00	8.0%
<b>Total 792 · TRAVEL - GENERAL</b>	<b>6,853.99</b>	<b>29,000.00</b>	<b>-22,146.01</b>	<b>23.6%</b>

**Florida Seaports Council, Inc**  
**Profit & Loss Budget vs. Actual**  
**October 2017 through September 2018**

Accrual Basis

	Oct '17 - Sep 18	Budget	\$ Over Budget	% of Budget
<b>793 · MEETING EXPENSES</b>				
793.1 · Meeting Expenses - MEALS	17,982.95	17,000.00	982.95	105.8%
793.2 · Meeting Expenses - ROOM RENTAL	0.00	4,000.00	-4,000.00	0.0%
793.3 · Meeting Expenses - AUDIO/VISUAL	7,694.62	350.00	7,344.62	2,198.5%
793.4 · Meeting Expenses - PRINTING	260.94	250.00	10.94	104.4%
793.5 · Meeting Expenses - CONF. CALLS	0.00	100.00	-100.00	0.0%
793.6 · Meeting Expenses - MISC	9,685.27	1,000.00	8,685.27	968.5%
793.7 · Meeting Expenses - NOTICES(FAW)	61.88	400.00	-338.12	15.5%
<b>Total 793 · MEETING EXPENSES</b>	<b>35,685.66</b>	<b>23,100.00</b>	<b>12,585.66</b>	<b>154.5%</b>
<b>805 · REACH</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.0%</b>
<b>806 · PROFESSIONAL DEVELOPMENT</b>	<b>405.00</b>	<b>1,000.00</b>	<b>-595.00</b>	<b>40.5%</b>
<b>930 · WEBSITE DEVELOPMENT</b>	<b>578.91</b>	<b>1,000.00</b>	<b>-421.09</b>	<b>57.9%</b>
<b>Total Expense</b>	<b>430,587.60</b>	<b>1,060,255.00</b>	<b>-629,667.40</b>	<b>40.6%</b>
<b>Net Income</b>	<b>583,313.40</b>	<b>5,045.00</b>	<b>578,268.40</b>	<b>11,562.2%</b>

**TAB 3C**  
**PRESIDENT'S COMMENTS**



**TO BE DISCUSSED AT MEETING**

**TAB 3D**  
**PROGRAM ADMINISTRATION**

**Florida Seaport Transportation & Economic  
Development Council  
(FSTED)**

# Florida Seaport Transportation and Economic Development 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 St. Pete • Tampa Port Authority  
Florida Department of Economic Opportunity • Florida Department of Transportation

## AGENDA

Thursday, February 1, 2018

1:00 p.m. – 4:00 p.m.

**Hotel Duval, Tallahassee, Florida**

1. Call to Order, Chairman's Welcome and Opening Comments
2. Roll Call
3. Approval of the August 30<sup>th</sup> 2017 Meeting Minutes
4. Report on FSTED Council Security Committee
5. Presentation by CPCS Consultant on Distribution Center and Related Logistics Investment Study
6. Legislative Report
7. Agency Reports
  - a. Department of Economic Opportunity
  - b. Department of Transportation
8. Strategic Intermodal Systems (SIS) Plan New Designation Structure
9. Project Updates and Review of Seaport Funding Spend Downs
10. Agency Reports on Consistency Review of FY 18/19 FSTED Program Project Application
11. Approval of Reallocation of FY 18/19 FSTED Program Funds
12. Other Issues
13. Adjournment

# **Seaport Environmental Management Committee (SEMC)**

# **FSTED Security Committee**



# FLORIDA PORTS SECURITY & TECHNOLOGY CONFERENCE

**PROTECTION | OPERATIONS | INNOVATIONS | INTEGRATION**

September 12 - 13, 2017  
Caribe Royale Orlando



# **Florida Ports Financing Commission (FPFC)**



# FLORIDA PORTS FINANCING COMMISSION

Canaveral Port Authority · Port Everglades · Port of Fort Pierce · Jacksonville Port Authority ·  
Manatee County Port Authority · PortMiami · Port of Palm Beach · Panama City Port Authority ·  
Port of Pensacola · Tampa Port Authority

## **TELECONFERENCE MEETING**

Tuesday, October 24, 2017  
10:30 A.M.

Call-in Number: 605-475-2874  
Access Code: 9348585

### **AGENDA**

1. Call to Order
2. Roll Call
3. Approval of November 18, 2016 FPFC Meeting Summary
4. Election of Officers
5. Administrative Report
6. Approval of FPFC FY17/18 Budget
7. Other Issues
8. Adjournment

**TAB 3E**  
**OTHER ISSUES**



## Summer Board Meeting

### *DRAFT ITINERARY*

Wednesday, May 23, 2018

10:00 a.m. – 4:00 p.m.

Hyatt Regency - Orlando International Airport

**Wednesday, May 23, 2018**

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10:00 a.m. – 12:00 p.m.	FPC Board Meeting	<i>Hyatt Regency Orlando</i>
12:15 p.m. – 1:15 p.m.	Luncheon	<i>Hyatt Regency Orlando</i>
1:30 p.m. – 4:00 p.m.	FPC Board Meeting	<i>Hyatt Regency Orlando</i>



*Dress for all meetings is business casual.*

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



## 2018 Fall Board Meeting & Annual Meeting

### ***DRAFT ITINERARY***

September 4, 2018 – September 5, 2018  
Renaissance Vinoy, St. Petersburg

#### **Tuesday, September 4, 2018**

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9:00 am – Noon	SEMC Meeting	<i>Renaissance Vinoy Room: Miller Ballroom</i>
Noon – 1:00 pm	Luncheon	<i>Renaissance Vinoy Room: Lassing Ballroom</i>
1:30 pm – 5:30 pm	FPC Board Meeting	<i>Renaissance Vinoy Room: Miller Ballroom</i>
6:00 pm – 7:30 pm	Reception	<i>Renaissance Vinoy Room: Fred's Cellar</i>
7:30 pm – 9:30 pm	Dinner (Private)	<i>To be Determined *Transportation Provided</i>

#### **Wednesday, September 5, 2018**

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8:00 am – 9:00 am	Port Director's Breakfast (Port Directors Only)	<i>Renaissance Vinoy Room: Veranda Room in Marchand's</i>
9:30 am – Noon	FPC Board Meeting	<i>Renaissance Vinoy Room: Miller Ballroom</i>
Noon – 12:45 pm	Luncheon	<i>Renaissance Vinoy Room: Lassing Ballroom</i>
1:00 pm – 5:00 pm	FTSD Meeting	<i>Renaissance Vinoy Room: Miller Ballroom</i>



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

**TAB 4**  
**PARTNER UPDATES**

**AMERICAN ASSOCIATION OF  
PORT AUTHORITIES  
(AAPA)**

# 2018 AAPA Seminars

## **Planning for Shifting Trade**

*January 30-31, Tampa, FL*

## **Port Legal Issues Workshop**

*February 22, Houston, TX*

## **Public Relations Workshop**

*March 1-2, Mobile, AL*

## **Smart Ports**

*March 6-7, Oakland, CA*

## **AAPA Spring Conference**

*March 20-21, Washington, DC*

## **Finance Seminar**

*April 17-19, Savannah, GA*

## **Capital Projects Seminar**

*May 8-9, Norfolk, VA*

## **Commissioners Seminar**

*June 19-21, Montréal, QC, Canada*

## **Port Security Seminar & Expo**

*July 25-27, Chicago, IL*

## **Energy & Environment Seminar**

*September 11-12, Jersey City, NJ*

## **Port Real Estate Workshop**

*September 18, Seattle, WA*

## **Marine Terminal Management Training**

*October 1-5, Long Beach, CA*

# 107th AAPA Annual Convention

Valparaíso, Chile - October 7-10, 2018



Traveling to Chile  
is easy!

Citizens from over 90 countries, including the U.S., Canada and all EU member nations, can visit Chile without a visa for up to 90 days.

There are direct flights daily from Atlanta, Dallas, Houston, Los Angeles, Miami, New York and Toronto to Santiago, Chile's capital and primary international airport.

In October, there will only be a two hour time difference (+2) between Chile and Eastern Standard Time (EST).

Visit the [Chilean Ministry of Tourism's website](#) for more information about traveling to Chile.

## Mark Your Calendar Today!

AAPA invites you to come to beautiful Valparaíso, Chile this October for its **107<sup>th</sup> Annual Convention**. Please note the revised dates, **October 7-10!**

The 2018 convention will include the familiar elements that make the AAPA Convention the premier event for the seaport industry:

- Outstanding general sessions covering the latest trends and global developments.
- The same great exhibit hall showcasing the latest products, services and technologies offered by the port service industry.
- Special events that facilitate special access among a industry wide mix of port professionals.

Don't miss the chance to participate in the port industry's premier event and travel to magnificent Chile!

Contact [Ed O'Connell](#), (703) 706-4709, for any questions.





**CAGTC**

(Coalition for America's Gateways and Trade Corridors)

# Coalition for America's Gateways and Trade Corridors

AECOM

Alameda Corridor-East  
Construction Authority

Broward County's  
Port Everglades

California Department  
of Transportation

Cambridge  
Systematics, Inc.

Canaveral Port Authority

Cascadia Center

Chicago Metropolitan  
Agency for Planning

City of Chicago

COMPASS – Community  
Planning Association of  
Southwest Idaho

Dewberry

Economic Development  
Coalition of  
Southwest Indiana

Florida Department  
of Transportation

Florida East  
Coast Railway

Florida Ports Council

Freight Mobility Strategic  
Investment Board  
(Washington State)

Gateway Cities Council of  
Governments

HERZOG

HNTB Corporation

Illinois Soybean  
Association

Intermodal Association  
of North America

Kootenai Metropolitan  
Planning Organization

Los Angeles  
County Metropolitan  
Transportation Authority

Majestic Realty Co.

Maricopa Association of  
Governments

Memphis Chamber of  
Commerce

Metropolitan  
Transportation  
Commission

Moffatt & Nichol

## Federal Updates for Freight Infrastructure

**Infrastructure Proposal:** President Trump campaigned on a promise of a \$1 trillion infrastructure proposal. In May 2017, the White House released a set of [guiding principles](#) for the infrastructure plan, which called for \$200 billion in federal spending to leverage a total of \$1 trillion in infrastructure investment. It identified four key principles, including: 1) make targeted federal investments; 2) encourage self-help; 3) align infrastructure investment with entities best suited to provide sustained and efficient investment; and 4) leverage the private sector. In June 2017, the White House released their "Plan to Rebuild America's Infrastructure."

This [fact sheet](#) provided more details as to where the \$200 billion in federal investment in infrastructure could go, including: 1) \$25 billion for rural infrastructure; 2) \$15 billion for transformative projects to reshape America's approach to infrastructure; and 3) \$100 billion for local prioritization of infrastructure needs. The fact sheet also indicated that the Administration will work to reduce the average length of permitting processing time by eight years (from 10 years to 2 years) and train one million apprentices in two years.

Despite the Administration emphasizing in the beginning that public-private partnerships (P3s) would be essential to getting to \$1 trillion in investment, President Trump has since walked back on that stance, saying they may not actually be the solution to repairing U.S. infrastructure. Meanwhile, USDOT officials still emphasize that P3s will be a tool in the tool box in their proposal. The trade press has recently reported that the White House will release a more detailed, 70-page infrastructure proposal sometime around the President's State of the Union address, taking place on January 30, 2018. The proposal has been described as a memo on which a bill could be based but will not be legislative text and will most likely not include pay-fors.

An unverified outline of the President's infrastructure plan was leaked on January 22, 2018. It outlined an infrastructure plan focused on leveraging non-federal dollars for infrastructure investment and not limited to transportation infrastructure alone but instead focused on all types of infrastructure, including: surface transportation, airports, passenger rail, maritime and inland waterway ports, flood control, water supply, hydropower, water resources, drinking water facilities, storm water facilities, and Brownfield and Superfund sites. The plan does not have dollar amounts attached and instead breaks down the programs by the share of appropriations each would receive.

Congress has begun proposing their own solutions, including a [report](#) released by the Problem Solvers Caucus (a bipartisan caucus made up of 48 Members of the House of Representatives, evenly divided on both sides of the aisle, who work to develop common sense solutions key issues like health care, tax reform, and infrastructure). Among other recommendations, the report suggested that Congress: increase funding eligibility for multimodal projects under the FAST Act's INFRA and the freight formula programs; call for transparency in federal grant decision making; develop project approval streamlining measures that reduce delivery time and costs without jeopardizing safety; and create sustainable and long-term funding solutions that support the freight system. A CAGTC produced summary of freight provisions in the Problem Solvers Caucus' report can be found at [tradecorridors.org](http://tradecorridors.org)

National Railroad  
Construction and  
Maintenance  
Association

NASCO – North  
American Strategy for  
Competitiveness

The Northwest  
Seaport Alliance

Nossaman LLP

Ohio Kentucky Indiana  
Regional Council of  
Governments

Orange County  
Transportation Authority

Oregon Department of  
Transportation

Parsons

Port Authority of  
New York & New Jersey

Port Houston

Port Newark Container  
Terminal

Port of Hueneme

Port of Long Beach

Port of Los Angeles

Port Miami

Port of Oakland

Port of Portland, OR

Port of San Diego

Port Tampa Bay

Port of Vancouver USA

Prime Focus, LLC

Puget Sound Regional  
Council

RAILCET

SANDAG - San Diego  
Association of  
Governments

Southern California  
Association of  
Governments

Tampa Hillsborough  
Expressway Authority

Tennessee Department  
of Transportation

Washington State  
Department of  
Transportation

Will County Center for  
Economic Development  
WSP

**Appropriations:** Congress has passed four continuing resolutions (CRs) for fiscal year 2018 (FY18) to keep the federal government running at fiscal year 2017 (FY17) levels while they worked to pass a full year appropriations package. On January 19, 2018 they failed to come to an agreement on a full package and failed to pass another CR resulting in a federal government shutdown. After a three day shutdown, Congress came to an agreement on January 22, 2018, passing a three week extension and funding the federal government until February 8, 2018.

**TIGER Grants:** Grant applications for the ninth round of the TIGER grants were due October 16, 2017. The FY17 appropriations bill made \$500 million available for the program. The FY17 solicitation reflected the Trump Administration's wish to emphasize projects located in rural areas, stating that special consideration will be given to projects which "emphasize improved access to reliable, safe, and affordable transportation for communities in rural areas." This round also differed from previous rounds by making it so no more than 10 percent of funding could be awarded to projects in a single state (in previous years, up to 20 percent could be awarded in a single state). The maximum grant size was reduced to \$25 million, down from \$100 million in FY16 (the average TIGER grant award is \$14.5 million but awards have ranged from \$1 million to \$105 million in the past). In closed door meetings, key USDOT officials have speculated that TIGER announcements could come in Q1 of 2018.

**INFRA Grants:** Grant applications for the INFRA grant program were due on November 2, 2017. Formerly FASTLANE under the Obama Administration, President Trump's USDOT rebranded the FAST Act's Nationally Significant Freight and Highway Project program the "Infrastructure for Rebuilding America (INFRA) grants." USDOT only made awards for the small project set aside (roughly \$80 million) under the October 2016 FASTLANE solicitation criteria, which they announced in August 2017. The other portion of the FY17 funds were rolled together with FAST Act designated FY18 funds, making around \$1.5 billion available for this most recent round of INFRA. The NOFO focused on new criteria, including merit criteria based on: national and regional economic vitality; the potential for innovation in key categories including safety, environmental review and permitting, and project delivery approach; the leveraging of federal funding; and performance and accountability. Under the Obama Administration, merit criteria focused on economic, mobility, safety, and community and environmental outcomes. Like TIGER, this NOFO placed an emphasis on transportation needs in rural areas. While key officials at USDOT have indicated that we could see INFRA announcements in Q2 of 2018, it is important to note that a full-year FY18 funding package is necessary in order for USDOT to announce the FY18 INFRA awards.

**State Freight Plan Updates:** A Federal Highway Administration representative reported in mid-January that 31 states plus D.C. have completed their FAST Act mandated state freight plans. As a reminder, the FAST Act required that each state publish a state freight plan in order to receive their freight formula funds. The FHWA representative reported that the completed plans are all available online and multimodal. An additional 12 states have plans currently under review and 6 states plus Puerto Rico have not yet submitted their plans. Of those states that have not yet submitted their plans, some have delayed on purpose for various planning reasons.

**State Formula Funds:** Like the INFRA program, the FAST Act's scheduled funding increase for the freight formula program will not be seen until a full year's funding bill is passed.

# Coalition for America's Gateways and Trade Corridors

## Freight Recommendations in the Problem Solvers Caucus' "Rebuilding America's Infrastructure" Report

On January 10, 2018 the bipartisan Problem Solvers Caucus released a report of proposed solutions for improving America's infrastructure. Created in January 2017, the Problem Solvers Caucus is comprised of 48 Members of the House of Representatives evenly divided on both sides of the aisle. The Caucus is chaired by Congressman Reed (R-NY) and Congressman Gottheimer (D-NJ) while its infrastructure working group is chaired by Congresswoman Esty (D-CT) and Congressman Katko (R-NY). Prior to its release, the Coalition for America's Gateways and Trade Corridors (CAGTC) had the pleasure of providing the Caucus with policy recommendations to inform the report's content. The Caucus used the Coalition's input, as well as that from other stakeholder groups, to develop recommendations on a variety of infrastructure, including: surface transportation, ports, inland waterways, water, wastewater, energy, broadband, and aviation. Freight infrastructure spans multiple modes and therefore the Report's recommendations on this topic can be found in various sections. A summary of provisions in the Report that pertain to freight can be found below and the text of the full Report can be found online [here](#).

The Report makes many freight recommendations, which can be sorted into two categories:

- Funding/Financing:
  - Lift the cap on the amount of money that can be used for multimodal projects under the FAST Act's INFRA and freight formula programs;
  - Support increased transparency in competitive grant program decision making;
  - Ensure stable and long-term funding for the Highway Trust Fund (HTF), which could be achieved through indexing the gas tax to inflation and modernizing the user fee;
  - Create alternative user fees to address changes in technology and mobility use, including:
    - A user fee based on the value of freight assessed through waybill taxes; or
    - Mileage-based user fees;
  - Preserve the tax exempt status of municipal bonds and private activity bonds;
  - Dedicate 100 percent of the Harbor Maintenance Trust Fund to support port and harbor dredging activities;
  - Incentivize public-private partnerships (P3s) while recognizing that they are not the only solution to funding needs; and
  - Appropriate \$12 million for the Regional Infrastructure Accelerator Demonstration Program, created by Section 1441 of the FAST Act to "connect financing and infrastructure professionals with local and state governments to provide them with the technical expertise and pre-development capital needed to attract private investment."
- Permitting:
  - Support project approval streamlining measures that reduce delivery time and costs without jeopardizing safety; and
  - Streamline the permitting process by implementing MAP-21 and FAST Act provisions, including FAST 41.

*National Railroad Construction and Maintenance Association*

*NASCO – North American Strategy for Competitiveness*

*The Northwest Seaport Alliance*

*Nossaman LLP*

*Ohio Kentucky Indiana Regional Council of Governments*

*Orange County Transportation Authority*

*Oregon Department of Transportation*

*Parsons*

*Port Authority of New York & New Jersey*

*Port Houston*

*Port Newark Container Terminal*

*Port of Hueneme*

*Port of Long Beach*

*Port of Los Angeles*

*Port Miami*

*Port of Oakland*

*Port of Portland, OR*

*Port of San Diego*

*Port Tampa Bay*

*Port of Vancouver USA*

*Prime Focus, LLC*

*Puget Sound Regional Council*

*RAILCET*

*SANDAG - San Diego Association of Governments*

*Southern California Association of Governments*

*Tampa Hillsborough Expressway Authority*

*Tennessee Department of Transportation*

*Washington State Department of Transportation*

*Will County Center for Economic Development*

*WSP*

## **Funding Principles**

- I. Infrastructure Incentives Initiative: encourages state, local and private investment in core infrastructure by providing incentives in the form of grants. Federal incentive funds will be conditioned on achieving milestones within an identified timeframe. ***Accounts for 50% of total appropriation.***
- A. Applies to: surface transportation, airports, passenger rail, maritime and inland waterway ports, flood control, water supply, hydropower, water resources, drinking water facilities, storm water facilities, Brownfield and Superfund sites
  - B. Eligible entities: States or groups of states, Puerto Rico, U.S. territories, metropolitan planning organizations, units of local government or a group of local governments, special purpose district or public authority responsible for maintaining infrastructure facilities, public utilities, non-profits, tribal governments, multijurisdictional group of eligible entities, private entities with sponsorship from an eligible public entity .
  - C. Core infrastructure projects are eligible. The lead federal agency administering the initiative will define eligible costs and conduct audits to ensure funds are used appropriately.
  - D. The lead federal agency will solicit applications every 6 months. Criteria includes:
    - 1. Dollar value of project (weighted at 10%)
    - 2. Evidence supporting how applicant will secure and commit new, non-federal revenue to create sustainable, long-term funding (weighted at 50%)
    - 3. Evidence supporting how applicant will secure and commit new, non-federal revenue for operations, maintenance and rehabilitation (weighted at 20%)
    - 4. Updates to procurement policies and project delivery approaches to improve efficiency in project delivery and operations (weighted at 10%)
    - 5. Plans to incorporate new technology (weighted at 5%)
    - 6. Evidence to support how project will spur economic and social returns on investment (weighted at 5%)
      - a. Calculated by multiplying the weighted score by the percentage of non-federal revenues used to fund the project
      - b. Lookback period:
- | Years Passed    | New Revenue Credit Score Multiplier |
|-----------------|-------------------------------------|
| >3 years        | 0%                                  |
| 2-3             | 30%                                 |
| 1-2             | 40%                                 |
| 0-1             | 50%                                 |
| After Jan. 2018 | 100%                                |
- E. Grant awards can't exceed 20% of total project cost. Any individual state can't receive more than 10% of the amount available
- II. Transformative Projects Program: makes available federal funding and technical assistance for innovative and transformative infrastructure projects based on competitive basis to viable projects unable to secure financing through private sector due to the uniqueness of the program. Applicable projects must be exploratory and ground-breaking ideas that have more risk than

standard infrastructure projects but offer a larger reward profile. Covered sectors include: transportation, clean water, drinking water, energy, commercial space, and telecommunications.

***Accounts for 10% of total appropriation.***

- A. Dept. of Commerce chairs administration of the program.
  - B. Eligible entities: States or groups of states, Puerto Rico, U.S. territories, metropolitan planning organizations, units of local government or a group of local governments, special purpose district or public authority responsible for maintaining infrastructure facilities, public utilities, non-profits, tribal governments, multijurisdictional group of eligible entities, private entities with sponsorship from an eligible public entity.
  - C. Funding tracks: *Applicants could apply for all or specific tracks.*
    - 1. Demonstration: funding provided for planning, construction, deployment and evaluation of demonstration trials. Can't be used for applied R&D activities but instead where a prototype is operated at or near full scale. *Federal funding may be used for up to 30% of eligible costs.*
    - 2. Project Planning: funding provided for final pre-construction activities – i.e. final design and engineering. Demonstration trial must have occurred and been successful. Must demonstrate construction would begin within a reasonable time frame. *Federal funding may be used for up to 50% of eligible costs.*
    - 3. Capitol Construction: funding provided for capital projects having independent utility and ready for intended use upon completion. *Federal funding may be used for up to 80% of eligible costs.*
      - a. Under this track, applicant required to enter into a financial partnership agreement with the Federal Government requiring that if a project begins to generate value, the Federal Government would have rights to share in the project value. The Federal Government would not assert first claim under any such agreement, would not accept a seat on any company's board of directors, and all partnership agreements would provide that the company retains ownership of any and all intellectual property.
  - D. Minimum match requirements in the form of equity investments by private or non-profit organizations. Applicant must demonstrate equity is committed and available.
  - E. Federal technical assistance available in addition to funding tracks, but no funding provided.
  - F. Dept. of Commerce would administer the program with an interagency selection committee. A notice of funding opportunity would be published in the federal register soliciting applications on an annual basis. Cost benefit analysis is required and applications are limited to one per lead applicant, although there would be no limit to the number of applications on which an applicant could be listed as a partner applicant.
  - G. Applicants selected would enter into a partnership agreement with the Federal Government which would specify terms and would not exceed 7 years to outlay funds. Milestones and schedules included in the agreement, the progress for which the lead Federal agencies would conduct regular audits.
- III. Rural Infrastructure Program: designed to encourage investment to enable rural economies, facilitate freight movement, improve access to reliable and affordable transportation, etc. States are incentivized to partner with local and private investment for completion and operation of projects under this program. ***Accounts for 25% of total appropriation.***
- A. Eligible entities rural programs include:

1. Transportation - roads, bridges, public transit, rail airports, and maritime and inland waterway ports;
  2. Broadband - and other high-speed data and communication conduits;
  3. Water and waste – drinking water, waste water, land revitalization, and Brownfields;
  4. Power and electric – governmental generation, transmission and distribution facilities; and
  5. Water resources – inland waterway ports, flood risk management, maritime ports and water supply.
- B. Funding:
1. 80% of funds made available for states would be provided to the Governor of each state via the following formula:
    - a. Ratio based on total rural lane miles in a state in relation to total rural lane miles in all states and a ratio based on the total adjusted rural population of a State in relation to the total adjusted rural population of all states.
  2. 20% reserved for rural performance grants
    - a. States encouraged to do so within 2 years of enactment
    - b. Grants available for up to 10 years after enactment or until funds run out.
    - c. To qualify, states must publish a comprehensive rural infrastructure investment plan (RIIP) within 180 days of receipt of formula funds.
  3. Funds made available would be distributed as block grants without Federal requirements, but must be used for projects in rural areas with a population of less than 50,000.
  4. Provides investment designed to address infrastructure needs on tribal lands and U.S. Territories.
- IV. Federal Credit Programs: designed to increase the capacity of existing Federal lending programs to increase investment. ***Accounts for 7.05% of total appropriation.***
- A. Would establish the (1) Transportation Infrastructure Finance and Innovation Act, (2) Railroad Rehabilitation and Improvement Financing, (3) Water Infrastructure Finance and Innovation Act, and (4) United States Department of Agriculture Rural Utilities Lending Programs under which specific funds would be set aside and appropriated to the relevant U.S. agency and would remain available until 2028.
- V. Public Lands Infrastructure Fund: would create a new infrastructure fund in the U.S. Treasury called the Interior Maintenance Fund comprised of additional revenues from the amounts due and payable to the U.S. from mineral and energy development on Federal lands and waters.
- VI. Disposition of Federal Real Property: would establish through executive order the authority to allow for the disposal of Federal assets to improve the overall allocation of economic resources in infrastructure investment.
- VII. Federal Capital Financing Fund: creates a funding mechanism similar to a capital budget but that operates within the traditional rules used for the Federal budget by establishing a mandatory revolving fund to finance purchases of federally owned civilian real property. Once approved in an Appropriations Act, the revolving fund would transfer money to agencies to finance large-dollar real property purchases. Purchasing agencies would then be required to repay the fund in 15 equal annual amounts using discretionary appropriations. ***Accounts for 5% of total appropriation.***



- VIII. Private Activity Bonds: would amend 26 U.S.C. 142 to allow broader categories of public-purpose infrastructure, including reconstruction projects, to take advantage of PABs would encourage more private investment in projects to benefit the public.
- A. Elimination of the AMT provision and the Advance Refunding prohibition on PABs
  - B. Elimination of the transportation volume caps on PABs and expend eligibility to ports and airports
  - C. Removal of state volume cap on PABs
  - D. Provide change-of-use provisions to preserve the tax exempt status of governmental bonds
  - E. Require public attributes for core public infrastructure projects
  - F. Provide change-of-use cures for private leasing of projects to ensure preservation of tax exemption for core infrastructure bonds

### **Principles for Infrastructure Improvements**

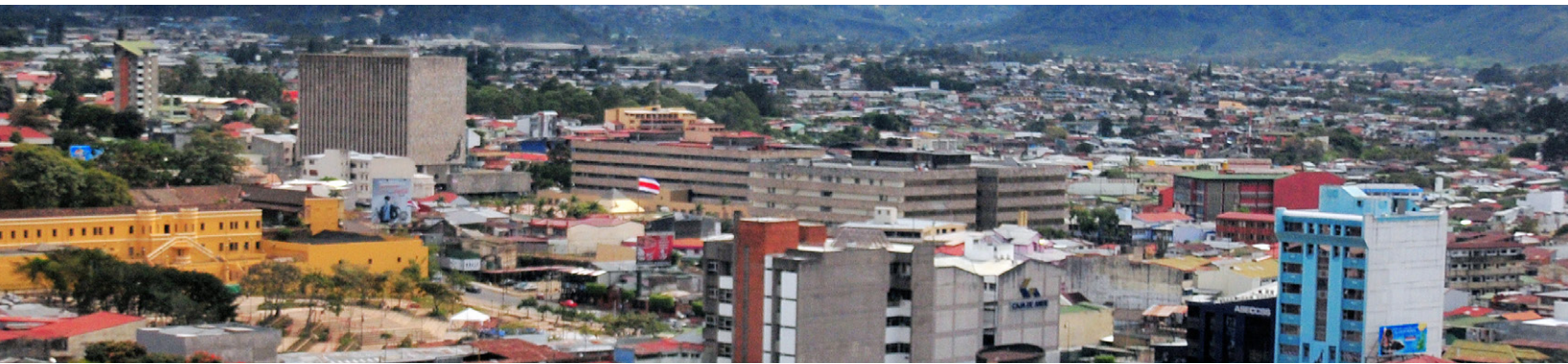
- I. Transportation
- A. Financing
    - 1. Allow states flexibility to toll on interstates and reinvest toll revenues in infrastructure
    - 2. Reconcile the grandfathered restrictions on use of highway toll revenues with current law
    - 3. Extend streamlined passenger facility charge process from non-hub airports to small hub sized airports
    - 4. Support airport and non-federal maritime and inland water way ports financing options through broadened TIFIA program eligibility
    - 5. Subsidize railroad rehabilitation and improvement financing for short-line and passenger rail
    - 6. Provide states flexibility to commercialize interstate rest areas
    - 7. Remove application of federal requirements for projects with de minimis Federal share
    - 8. Expand qualified credit assistance and other capabilities for state infrastructure banks
  - B. Highways
    - 1. Authorize federal land management agencies to use contracting methods available to states
    - 2. Raise the cost threshold for major project requirements to \$1 billion
    - 3. Authorize utility relocation to take place prior to NEPA completion
    - 4. Refund of federal investment to eliminate perpetual application of federal requirements
    - 5. Provide small highway projects with relief from the same Federal requirements as major projects
  - C. Transit
    - 1. Require value capture financing as condition for receipt of transit funds for major capital projects (Capital Investment Grants)
    - 2. Eliminate constraints on use of public-private and public-public partnerships in transit
    - 3. Codify expedited project delivery for Capital Investment Grants pilot program



- D. Rail
  - 1. Apply Fast Act streamlining provisions to rail projects and shorten the statute of limitations
- E. Airports
  - 1. Create more efficient federal aviation administration oversight of non-aviation development activities at airports
  - 2. Reduce barriers to alternative project delivery for airports
  - 3. Clarify authority for incentive payments under the Airport Improvement program
  - 4. Move oversight of AIP funds to post-expenditure audits
- II. Water Infrastructure
  - A. Financing
    - 1. Authorize Clean Water State Revolving Fund for privately owned public purpose treatment works
    - 2. Expand EPA's WIFIA authorization to include flood mitigation, navigation and water supply
    - 3. Eliminate requirement under WIFIA for borrowers to be community water systems
    - 4. Authorize Brownfield rehabilitation and clean up of superfund sites under WIFIA
    - 5. Reduce rating agency opinions from two to one for all borrowers
    - 6. Provide EPA authority to waive the springing lien in certain lending situations
    - 7. Increase the base level of administrative funding authorized to ensure EPA has sufficient funding to operate the WIFIA program
    - 8. Remove the restriction on the ability to reimburse costs incurred prior to loan closing under WIFIA
    - 9. Expand the WIFIA program to authorize eligibility for credit assistance for water systems acquisitions and restructurings.
  - B. Water programs
    - 1. Remove the application of Federal requirements for de minimis Federal involvement
    - 2. Provide EPA infrastructure programs with "SEP-15" authorizing language
    - 3. Apply identical regulatory requirements to privately owned "public purpose" treatment works and publicly owned treatment works
  - C. Inland waterways
    - 1. Authorize all third party construction and operation arrangements as eligible expenses for inland waterways trust fund and treasury appropriations
    - 2. Authorize non-federal construction and operation of inland waterways projects
  - D. Water infrastructure resources
    - 1. Authorize user fee collection and retention by the Federal government and third parties under the WRDA Section 5014 pilot program
    - 2. Expand U.S. Army Corps of Engineers' authority to engage in long-term contracts
    - 3. Authorize operation and maintenance activities at hydropower facilities
    - 4. Deauthorize certain federal civil works projects
    - 5. Expand authority for acceptance of contributed and advanced funds
    - 6. Retain recreation user fees for operation and maintenance of public facilities
    - 7. Amend the Water Resources Development Act to allow for waiver of cost limits

8. Expand WIFIA authorization to include Federal deauthorized water resource projects
- III. Veterans Affairs: designed to provide Veteran's with state-of-the-art facilities
    - A. Authorize VA to retain proceeds from sales of properties
    - B. Authorize VA to exchange existing facilities for construction of new facilities
    - C. Authorize pilot for VA to exchange land or facilities for lease of space
    - D. Increase threshold above which VA is required to obtain Congressional authorization for leases
  - IV. Land Revitalization (Brownfield/Superfund Reform)
    - A. Replicate the Brownfield Grant/Revolving Loan Fund program for Superfund projects
    - B. Clarify EPA's ability to create special accounts for third party funds for CERCLA clean up response without state assurances
    - C. Provide liability relief for states and municipalities acquiring contaminated property through actions as sovereign governments
    - D. Provide EPA express settlement authority to enter into administrative agreements
    - E. Integrate clean up, infrastructure and long-term stewardship needs by creating flexibility in funding and execution requirements
    - F. Authorize national priority list sites to be eligible for Brownfield grants
    - G. Clarify risks to non-labile third parties that perform superfund cleanup.

# **ENTERPRISE FLORIDA**



## **ENTERPRISE FLORIDA, INC.**

JOIN AN EXPORT SALES MISSION TO  
SAN JOSE, COSTA RICA | FEBRUARY 26 – MARCH 1, 2018



Organized by Enterprise Florida, the official economic development organization for the state of Florida.





## AN INVITATION FROM VICE CHAIRMAN STAN CONNALLY



Dear International Business Leader:

I am pleased to invite your participation in Enterprise Florida's Export Sales Mission to San Jose, Costa Rica from February 26 to March 1, 2018.

Costa Rica's market represents vast opportunity for Florida companies interested in increasing their footprint in the Central American market. Facilitated by the U.S.-Central America Free Trade Agreement, the U.S. has become the chief trading partner for Costa Rica and exporters benefit from reduced tariffs and barriers. Florida is the hub of this vigorous bilateral trade.

Trade between the U.S. and Costa Rica totaled \$10.2 billion in 2016, where Florida was the leading state in two way trade. Costa Rica ranks as Florida's 12th largest merchandise trading partner with nearly \$3.6 billion in total trade and nearly \$2.5 billion in exports alone in 2016.

Florida companies are well-positioned to benefit from these opportunities. The Enterprise Florida Export Sales Mission will provide you an excellent vehicle to initiate or expand your business profile in Costa Rica.

I urge you to join this mission as we work together to expand our state's economic ties with this important Central American trading partner.

Sincerely,

Stan Connally  
Chairman, President and CEO – Gulf Power  
Vice Chairman – Enterprise Florida

**Governor Rick Scott,**  
Chairman

**Stan Connally,**  
Vice Chairman

**ORLANDO**  
800 North Magnolia Avenue  
Suite 1100  
Orlando, Florida 32803  
T 407-956-5600

**MIAMI**  
201 Alhambra Circle  
Suite 610  
Coral Gables, Florida 33134  
T 305-808-3660

**TALLAHASSEE**  
101 North Monroe Street  
Suite 1000  
Tallahassee, Florida 32301  
T 850-298-6620

## MISSION ITINERARY\*

### Monday, Feb. 26

- Delegation departs Florida
- Transfer to hotel for check-in
- Welcome reception

### Tuesday, Feb. 27

- Country Commercial Breakfast Briefing by the U.S. Embassy staff
- Gold Key one-on-one appointments
- Networking reception hosted by the U.S. Ambassador to Costa Rica

### Wednesday, Feb. 28

- All Day: Gold Key one-on-one appointments

### Thursday, March 1

- Delegation departs Costa Rica

*\*Itinerary subject to change*



## BEST EXPORT OPPORTUNITIES

The industry sectors listed below provide the best opportunities for exports from the United States to Costa Rica. Given the recent easing of import restrictions, there are many promising prospects and interested companies should know that the list below is not exclusive. There are many ample opportunities that may not be explicitly listed. If your industry is not mentioned below, please contact us for a no-obligation assessment. Leading sectors for Florida exports to Costa Rica include:

- **Medical Device Manufacturers**
- **Civilian Aircraft, Engines, and Parts**
- **Building and Construction Equipment**
- **Automotive Parts/Service Equipment**
- **Renewable Energy**
- **Food Packaging**
- **Hotel and Restaurant Equipment**
- **Beauty Products Manufacturer**





## U.S. COMMERCIAL SERVICE IN SAN JOSE, COSTA RICA

As part of EFI's Gold Key Package, participants will have the opportunity to take advantage of the unparalleled trade facilitation services provided by the U.S. Commercial Service (USCS) in San Jose. The USCS will coordinate all one-on-one Gold Key appointments. The USCS offers a variety of products and services designed to facilitate U.S. exports and foreign direct investment opportunities.

### Option 1: GOLD KEY PACKAGE – 2 DAYS

- ☐ **First company representative** ..... **\$1,250<sup>†</sup>**  
(limited to 20)
- ☐ **Additional company representative** ..... **\$500**

#### Package includes the following:

- **Gold Key Service<sup>\*</sup>**: The U.S. Commercial Service will schedule one-on-one appointments with pre-screened Costa Rican companies that have expressed an interest in your product or service.

<sup>\*</sup> Gold Key participation will be limited to Florida manufacturers, distributors, and service companies that best meet the participation criteria. Selection of these firms will be on a first come first-served basis. Final selection will be determined by the U.S. Commercial Officer after a review to ensure market suitability.

**GRANTS:** EFI will offer a limited number of Gold Key Matchmaking one-on-one appointments through the USCS for participating Florida companies. The price of this service is \$1,250. However, small and mid-sized Florida manufacturers and eligible high tech companies and professional service providers may qualify for a **Gold Key Grant**, which will **offset 100% of the Matchmaking Registration fee** for the first company representative. A separate application process will be required for this grant. Additional company representatives will be charged a \$500 fee.

### Option 2: DELEGATE PACKAGE <sup>†</sup>

- ☐ **Delegate** ..... **\$600 per person**

Delegate package does not include any one-on-one appointments.

#### Package includes the following:

- Admission to all mission events
- Airport transfers in country when traveling on official mission flights
- Ground transportation to all mission events.

<sup>†</sup>Note: This option encourages delegates to schedule their own individual appointments and activities during their free time.

### TRAVEL ARRANGEMENTS

Express Travel, an independent travel agency, will coordinate all airline reservations. Special group discounted airfare rate has been negotiated for this event. Mission participants are expected to travel as a group and must do so in order to use ground transportation. For additional travel guidance, please contact Express Travel: (305) 341-1200.

The official mission hotel will be the Real InterContinental San Jose. A special group discounted hotel rate has been negotiated for this event. During the registration process a link to access this rate will be sent and the participant will be responsible for the booking. For additional guidance, please contact Emilio Cordoba, U.S. Embassy or Denis Segura, Real Intercontinental San Jose.

#### ESTIMATED TRAVEL COSTS:

**HOTEL:** Single or Double ..... **US \$140/night**  
(including breakfast, taxes and internet)

#### FLIGHTS: (Estimated costs)

Roundtrip airfare  
from Miami to San Jose, Costa Rica ..... **US \$410.00 +tax**

### FOR DELEGATES

The Delegate Package does not require a review and, therefore, registration and payment will be processed upon receipt of registration forms. The registration fee is \$600 per person.

### CANCELLATIONS

Cancellations prior to **January 26, 2018** must be made in writing and sent to Alejandra Henao at [ahenao@enterpriseflorida.com](mailto:ahenao@enterpriseflorida.com). NO VERBAL cancellations will be accepted. For a full refund, cancellations must be received by **January 26, 2018**.

Contact **Alejandra Henao** for further details:  
**305-808-3670** or [ahenao@enterpriseflorida.com](mailto:ahenao@enterpriseflorida.com).

### MISSION REGISTRATION | 305-808-3660

**Gold Key Registration Deadline: January 9, 2018 | Delegate Package Registration Deadline: January 26, 2018**

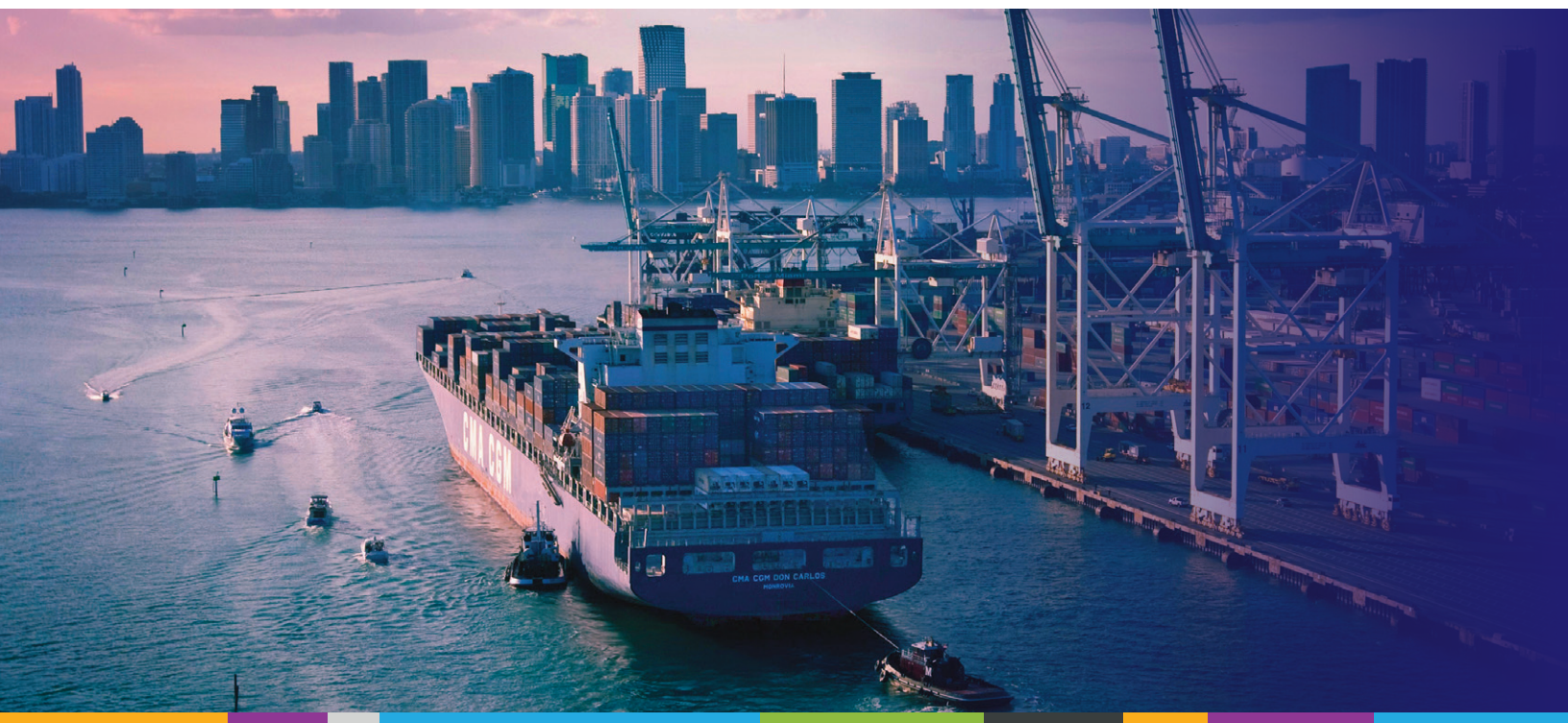
FOR REGISTRATION FORMS, CONTACT: Alejandra Henao at [ahenao@enterpriseflorida.com](mailto:ahenao@enterpriseflorida.com)

*Registration will not be considered final until ALL event & travel registration forms and payment have been received.*



# ENTERPRISE FLORIDA, INC.

JOIN AN EXPORT SALES MISSION TO  
HONG KONG AND GUANGZHOU, CHINA | JUNE 1–9, 2018



Organized by Enterprise Florida, the official economic development organization for the state of Florida.





## AN INVITATION FROM PRESIDENT &amp; CEO PETER ANTONACCI



Dear International Business Leader,

I am pleased to invite your participation in Enterprise Florida's **Export Sales Mission to Hong Kong and Guangzhou, China**, from **June 1 to June 9, 2018**.

Hong Kong and Guangzhou are two strong and vibrant export markets for U.S. companies. U.S. goods exports to China in 2015 were \$116.2 billion, and U.S. exports of services to China were an estimated \$42.5 billion in 2014 (latest data available).

According to the US-China Business Council, China ranked as the #5 global export market for the State of Florida and third largest export market for services in 2016. Florida exports to China supported 34,900 American jobs in 2015.

As a result of China's increasing domestic consumption and growing middle class, significant market potential exists for companies focused on collaboration and mutual benefit, especially in sectors such as energy efficiency, clean technology, healthcare, and e-commerce.

Hong Kong is an ideal platform for doing business in Asia, especially mainland China. Hong Kong is a free port that does not levy any customs tariff and has limited excise duties. Its strong rule of law and respect for property rights make it a strategic platform for U.S. companies, especially small- and medium-sized firms, seeking to do business in Asia. This program offers an excellent way to meet with potential business partners and build the much-needed contacts and relationships in both markets.

I encourage you to join me on this important mission as we continue the work of creating jobs in Florida through the promotion of international trade.

Sincerely,

Peter Antonacci  
President & CEO, Enterprise Florida, Inc.  
Florida Secretary of Commerce

**Governor Rick Scott,**  
Chairman

**Stan Connally,**  
Vice Chairman

**ORLANDO**  
800 North Magnolia Avenue  
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T 305-808-3660

**TALLAHASSEE**  
101 North Monroe Street  
Suite 1000  
Tallahassee, Florida 32301  
T 850-298-6620

## MISSION ITINERARY\*

- |                         |  |
|-------------------------|--|
| <b>Friday, June 1</b>   | Depart Florida   |
| <b>Saturday, June 2</b> | Arrive Hong Kong (late evening)  |
| <b>Sunday, June 3</b>   | Free for independent meetings  |
| <b>Monday, June 4</b>   | <ul style="list-style-type: none"> <li>• Market Briefing by U.S. Commercial Service</li> <li>• One-on-One Gold Key Meetings</li> </ul>   |
| <b>Tuesday, June 5</b>  | <ul style="list-style-type: none"> <li>• Gold Key Meetings A.M.; optional follow-up meetings P.M.</li> <li>• Evening Networking Reception at Consul General's Residence</li> </ul> |

- |                          |  |
|--------------------------|--|
| <b>Wednesday, June 6</b> | Depart Hong Kong; arrive in Guangzhou  |
| <b>Thursday, June 7</b>  | <ul style="list-style-type: none"> <li>• Market Briefing by U.S. Commercial Service</li> <li>• One-on-One Gold Key Meetings</li> <li>• Evening Networking Reception</li> </ul> |
| <b>Friday, June 8</b>    | <ul style="list-style-type: none"> <li>• Gold Key Meetings A.M.; optional follow-up meetings P.M.</li> </ul>   |
| <b>Saturday, June 9</b>  | Depart Guangzhou   |

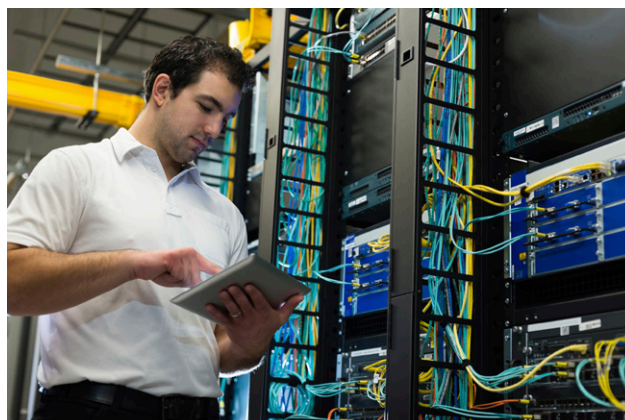
*\*Itinerary subject to change*

## BEST TRADE OPPORTUNITIES

The list of industries identified as best trade opportunities is not comprehensive. Other prospect categories may exist. If your industry is not mentioned below, please contact us for a no-obligation assessment. Some of the best trade opportunities for Florida companies include:

### HONG KONG

- Aviation
- Automotive Parts and Accessories
- Computer and Information Technology Equipment
- Cosmetics and Toiletries
- Education and Training Services
- Environmental Technologies
- Film
- Financial Services
- Medical Equipment and Devices
- Safety and Security Services/Products
- Travel and Tourism



Additionally, Hong Kong public infrastructure works valued at over US\$10.2 billion are in various stages of planning or execution: Ongoing projects include the West Kowloon Cultural District, the University of Hong Kong Campus Expansion, Ocean Park amusement park enhancement, the Hong Kong-Zhuhai-Macau Bridge, multiple subway and light rail lines, and the Guangzhou-Shenzhen-Hong Kong Express Rail Link. New projects include the Hong Kong International Airport Expansion Plan and tourism infrastructure and city improvement plans.

### GUANGZHOU, CHINA

- Aviation/Aerospace
- Agricultural Services
- Automotive Components Market
- Education and Training
- Electronics Industry Production/Test Equipment
- Environmental Technologies
- Franchising Sector
- Information & Communication Technology/Software
- Marine Industries
- Medical Devices
- Nuclear
- Oil and Gas
- Rail and Urban
- Safety and Security Products and Services
- Food Security & Safety Products and Services
- Skincare and Cosmetics & Bio Science
- Travel and Tourism



Although more widely known as a manufacturing base, Guangzhou is increasingly being recognized for its growing amount of domestic consumption. From 2012, total retail sales in the city increased by 28.8 percent and reached approximately US\$119 billion in 2014. Growth in retail sales is largely being fueled by Guangzhou's large population and high wages, as well as its efficient infrastructure. With the city's continued growth of an affluent middle class, more opportunities will arise for U.S. exporters.

## U.S. COMMERCIAL SERVICE IN HONG KONG & GUANGZHOU

As part of EFI's Gold Key Package, participants will have the opportunity to take advantage of the unparalleled trade facilitation services provided by the U.S. Commercial Service (USCS) in Hong Kong and Guangzhou. The USCS will coordinate all one-on-one Gold Key appointments. The USCS offers a variety of products and services designed to facilitate U.S. exports and foreign direct investment opportunities.

### Option 1: GOLD KEY PACKAGE – 2 DAYS

- ☐ **First company representative** ..... **\$1,800**  
(limited to 12 companies)
- ☐ **Additional company representative** ..... **\$600**
- ☐ **Check here if you require an interpreter in Guangzhou.**  
The cost for an interpreter in Guangzhou is \$1,000. This is optional but highly recommended.

#### Package includes the following:

- **Gold Key Service\***: The U.S. Commercial Service (USCS) will schedule one-on-one appointments with pre-screened Chinese companies that have expressed an interest in your product or service.

\*Gold Key participation will be limited to Florida manufacturers, distributors, and service companies that best meet the participation criteria. Selection of these firms will be on a first come first served basis. Final selection will be determined by the USCS officers in both markets after a review to ensure market suitability.

- Admission to all market briefings.
- Ground transportation Hong Kong to Guangzhou.
- Ground transportation to all networking receptions.

### Option 2: DELEGATE PACKAGE

- ☐ **Delegate<sup>†</sup>** ..... **\$800 per person**

The delegate package *does not* include any one-on-one appointments. Delegates are strongly encouraged to schedule their own individual appointments and activities during their free time.

#### Package includes the following:

- Admission to all market briefings.
- Ground transportation Hong Kong to Guangzhou.
- Ground transportation to all networking receptions.

### GRANTS

Enterprise Florida will offer a limited number of Gold Key Matchmaking one-on-one appointments through the USCS for participating Florida companies. The price of this service is \$1,800. However, small Florida manufacturers and eligible high tech companies and professional service providers may qualify for a **Gold Key Grant**, which will reimburse the full amount of the Matchmaking Registration Fee for the first company representative as well as the cost of the interpreter in Guangzhou, if needed. A separate application process will be required for this grant. Additional company representatives will be charged the \$600 fee.

### TRAVEL ARRANGEMENTS

Enterprise Florida has contracted the services of Express Travel, an independent travel agency, to assist your company with its travel needs. This service is strictly optional. If interested, please contact Express Travel directly at: (305) 341-1200 x222.

#### ESTIMATED TRAVEL COSTS:

##### FLIGHTS:

Round-trip airfare  
from Miami to Hong Kong ..... **US\$1,300.00 +tax** (approximate)

##### Lodging: (including breakfast and Wi-Fi)

Hotel Hong Kong ..... **US \$150/night \*\***  
Hotel Guangzhou ..... **US \$120/night \*\***

### CANCELLATIONS

**NO VERBAL cancellations will be accepted.**

**Cancellations must be made in writing. For a full refund, they must be submitted no later than March 30, 2018.**

<sup>†</sup> Please note that the Delegate Package does not require a review. Therefore, registration and payment will be processed upon receipt of registration forms. The same cancellation policy applies to both the Gold Key and Delegate packages.

**\*\* Hotel prices are approximate due to fluctuation in the currency exchange rate.**

### REGISTRATION

**Gold Key Registration Deadline: March 30, 2018 | Delegate Package Registration Deadline: April 16, 2018**

For questions about itinerary & visa requirements, please contact **John Diep: jdiep@enterprise-florida.com | (561) 832-8339**

For questions regarding registration, please contact **Andrea Moore: amoore@enterprise-florida.com | (850) 469-8989**

# **FLORIDA CHAMBER OF COMMERCE**



# FLORIDA TRADE & LOGISTICS INSTITUTE MEETING

DECEMBER 11, 2017 PORT CANAVERAL



Exploration Tower  
670 Dave Nisbet Dr,  
Cape Canaveral, FL 32920

2:00-4:30 PM

## Meeting Agenda

- I. **Gulftainer USA Terminal Tour**  
*Group will meet in Exploration Tower Parking lot for pick up*
- II. **Welcoming Remarks**  
*Jim Dubea, Deputy Executive Director, Government Relations and Strategic Partnerships, Port Canaveral*  
  
*Rob Palmer, Planning Group Leader, RS&H  
Chair, Florida Trade & Logistics Institute*
- III. **Education & Workforce Outlook**  
*Dr. Jerry Parrish, Chief Economist & Director of Research, Florida Chamber Foundation*
- IV. **Trade & Logistics Survey Results**  
*Dan Tapia, Manager of International Strategy & Policy, Florida Chamber of Commerce*
- V. **Open Discussion**

# **DEPARTMENT OF TRANSPORTATION**

# SIS POLICY PLAN UPDATE

## New SIS Designation Structure



The SIS Policy Plan sets strategies to guide decisions about the designation of SIS facilities, where future SIS investments should occur, and how to prioritize those investments. Since the SIS was originally developed in 2004-2005, three new facility types have been added due to legislative mandate (Military Access Facilities, General Aviation Airports, and Intermodal Logistic Centers), and two through SIS Plan updates (Urban Fixed Guideway Transit Corridor and/or Terminals Hub-to-Hub Connectors).

During the SIS Designation update, the 35-member steering committee and partners recommended reaffirming the original intent of the SIS through focusing on the largest, most strategic facilities by combining the SIS & Emerging SIS components. This would allow for the importance of smaller and high-growth facilities that are projected to soon meet SIS criteria to be recognized. This new component is called “Strategic Growth.” Potential facilities meeting the following criteria can be eligible for the proposed Strategic Growth category:

- Projected to meet SIS minimum activity levels within three years of designation, OR
- Determined by FDOT to be of compelling state interest, such as creating a significant economic development opportunity or potentially becoming the most strategic facility in a region without a designated SIS facility; AND
- Has a current Master Plan including prioritized list of production ready projects;
- Is identified in a local government comprehensive plan, Long Range Transportation Plan (LRTP), Comprehensive Economic Development Strategy (CEDS), Transit Development Plan (TDP) or equivalent;
- Has partner and public consensus on viability of a new or significantly expanded facility; and
- Meets community and environment screening criteria.

Support for more co-located facilities and intermodal facilities has also been emphasized. This focus supports improved mobility and last mile/first mile connectivity, such as:

- **Freight Hubs – Support global and domestic trade flows**
- Include facilities that support the freight network differently than an intermodal freight rail terminal, such as:
  - Intermodal Logistics Centers (ILCs); warehousing or logistics clusters, etc.
  - Proposed designations such as SIS Freight Activity Areas (FAAs), which are clusters or groups of freight facilities which generate, distribute or attract significant freight activity; and
  - SIS Freight Access Facilities (FAFs), which are roadway segments with significant freight activity which connect FAAs to existing SIS corridors.

**An FDOT pilot study is currently underway in Polk County to identify and designate potential FAAs/FAFs and evaluate their impact on freight mobility.**

- **Passenger Hubs – Better integrate modal infrastructure, services, information, and business processes;**
  - Support improved first mile/last mile connectivity
  - Require Interregional Bus and Rail Terminals to co-locate with another facility; consider retaining only those standalone Greyhound or Amtrak terminals that move 100,000 passengers a year or more.

The proposed SIS designation structure is currently undergoing re-development and is estimated to be completed and ready for FDOT management adoption in December 2018. There will be a public and partner comment period prior to the approval of FDOT management adoption.

# THE FDOT SOURCE BOOK

*produced by*

Florida Department of Transportation  
Forecasting and Trends Office

2017





**FLORIDA HARBOR  
PILOTS ASSOCIATION**

FHPA Newsletter - November/December 2017

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browser](#)

## Florida Harbor Pilots Association News & Updates

### 2017: A Year in Review

*A message from FHPA President Captain Sam Stephenson*

As we look toward a new year, we invite you to reflect on the piloting profession and its benefits to Florida in 2017. With tens of thousands of vessels traveling through Florida's waters annually, Florida's highly skilled and highly trained harbor pilots play a critical role safely and efficiently moving ships year-round, as well as protecting the state's resources.

Florida law mandates that harbor pilots protect Florida's waters, harbors, ports, environment, life and property, to the fullest extent possible, with safety as the primary objective. In light of recent events, the role of the harbor pilot is more important than ever.

In February 2017, Port Everglades Pilots Captains Todd Cooper and Grant Flavell rescued three people from the water after their boat capsized off Port Everglades. The three were not wearing life vests and were hanging onto debris from the capsized boat near a Port Everglades buoy about a mile and a half from shore.

Quick action by a Port Canaveral harbor pilot and a Brevard County Marine Unit Deputy saved two boaters from possible serious injury or worse, in March 2017. Florida Harbor Pilot Captain Doug Brown was navigating a vessel out of Port Canaveral when he noticed a personal water craft being operated within the navigation channel in the vicinity of the jetties. After the water craft flipped and both boaters ended up in the water in extremely close proximity to the bow of the ship, Captain Brown, working with the vessel's team, maneuvered the ship away from the boaters while the deputy pulled both boaters aboard his patrol vessel and out of harm's way.

In April 2017, the Biscayne Bay Pilots helped save the life of a cruise ship passenger who experienced a life-threatening medical emergency while at sea. At the time of the emergency, they were unable to go offshore due to massive seas and heavy winds; however, fortunately, the pilots were able to board the vessel and safely navigate it to PortMiami, where the passenger safely evacuated with her family.

Florida's harbor pilots also played an integral role before and after Hurricane Irma, as one of the main concerns before Hurricane Irma hit Florida was keeping the ports open as long as possible. The association managers did a great job in keeping FHPA updated on the status of their ports before and after the storm; and, after Hurricane Irma passed, the main push was to get Florida's ports open as soon as possible to restore depleted supplies and, more broadly, to get commerce flowing again. Our state's harbor pilots went above and beyond their statutory duties in order to get their ports open as soon as possible after the hurricane, saving Florida valuable time and millions of dollars in lost revenue.

Not only do harbor pilots act in the public's best interest and maintain independent judgment from any outside influences that may jeopardize maritime safety in Florida, but they also provide a safe and efficient service; and, as Florida's proven system of pilotage is funded by fees paid by the user of Florida's seaports – it comes at no cost to the taxpayer.

Harbor pilots work as a team and possess intimate, local knowledge of their ports; and, local, state and federal authorities depend on the harbor pilots' expertise for seaport expansion projects, new ship operations and port security. Without harbor pilots, the lives and safety of Floridians and the protection of the state's ports would be at risk.

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## Harbor Pilot Spotlight: The Canaveral Pilots Association

The Canaveral Pilots Association serves Port Canaveral, Fla., as state and federally licensed harbor pilots. Port Canaveral is the world's second busiest cruise port and serves as a strategic military facility. The harbor pilots are experienced Merchant Marine Master Mariners who, after serving for years on ships at sea, have completed an intense state testing and training program as deputy pilots to become fully licensed state harbor pilots.

The Canaveral Pilots are the local navigational experts for Port Canaveral, and board all inbound and outbound foreign-flagged, ocean-going ships, as well as U.S. flagged vessels on foreign and domestic voyages. They also possess specialized nuclear submarine handling expertise. While onboard the ships, Canaveral Pilots “take the conn” and direct the movement of the vessels when navigating the channels and basins of Port Canaveral. State harbor pilots provide compulsory pilotage as directed by state law and regulated by the State Board of Pilot Commissioners.

As federally licensed harbor pilots, they offer a level of experience and training that cannot be matched to all vessels requiring pilotage under federal law, and to all government and military vessels.

The Canaveral Pilots Association maintains close cooperation and coordination with the Canaveral Port Authority, the U.S. Coast Guard, the U.S. Navy, and federal and local law enforcement agencies to provide for the safe, secure and efficient management of ship traffic in Port Canaveral.

As the first to board foreign vessels arriving at U.S. ports, harbor pilots are an integral part of security and threat assessment.

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## FHPA Attends First Annual Florida Ports Security & Technology Conference



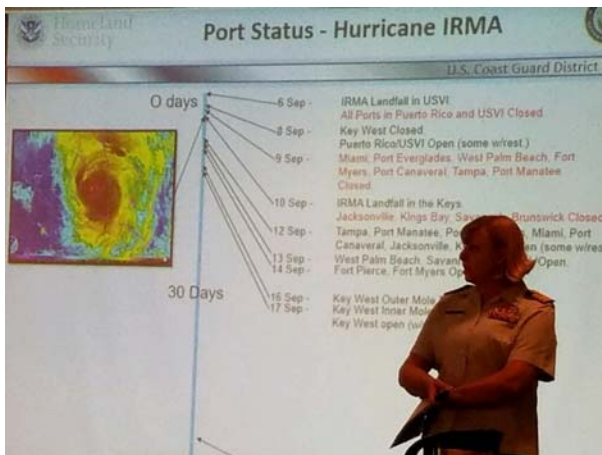
**ORLANDO, FLORIDA** - FHPA recently attended the first annual Florida Ports Security and Technology Conference in Orlando, Florida. The conference was hosted by the Florida Ports Council and was very educational on



port security technology of the future. FHPA had a booth at the event.

*FHPA's booth, attended by FHPA's Gretchen Winters, at the first annual Florida Ports Security and Technology Conference.*

## FHPA Holds Biennial Convention



**FORT LAUDERDALE, FLORIDA**  
- Recently, FHPA held its Biennial Convention in Fort Lauderdale.

The harbor pilots participated in meetings, furthered their piloting education and heard from many informative, educational speakers, including United States Coast Guard Captain LaDonn Allen, pictured here.

## SNAPSHOT: Port of Palm Beach Harbor Pilots in Action

**Port of Palm Beach** - Great snapshots of the Palm Beach harbor pilots navigating a large molasses tanker out of the Port of Palm Beach!





## WATCH: JAXPORT Harbor Pilots in Action



**JAXPORT** - Watch as Jacksonville harbor pilots expertly maneuver their pilot boat to allow a pilot to board a vessel and navigate it into JAXPORT.

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## FHPA Congratulates our 2017 Scholarship Recipients!

Each year, FHPA identifies two minority cadets who attend one of the seven maritime colleges nationwide, and who show enthusiasm and aptitude for a possible career as a state pilot. Each recipient is awarded a \$2,500 scholarship during the school year. In addition to the \$2,500 scholarship, recipients receive up to \$500 for travel expenses to attend a training session with a state pilot association in Florida, where they will experience hands-on training so that they are exposed to all aspects of a state harbor pilot's career. This year's recipients are:

Erick Toval, a Hispanic male from Miramar, Fla., who is a senior at Texas Maritime Academy. Erick completed his maritime internship with the Biscayne Bay Pilots in September.

Amelia Herrman, an African American female from Washington, who is a junior at California Maritime Academy. Amelia completed her maritime internship with the JAXPilots earlier this month.



*Erick Toval, top left, and Amelia Herrman, top right and bottom, are this year's FHPA scholarship recipients.*

## Did You Know?...

**"Starboard"** - The right-hand side of the vessel when facing forward. The name "starboard" is an ancient term that was used before ships had rudders. Before rudders, ships had a steering oar which was placed on the right-hand side of the vessel because the majority of ship's crew were right-handed. "Starboard" comes from "steobord," which was the side the ship was steered from.

**"Port"** - The left-hand side of a vessel when facing forward. Because the steering oar was on the starboard side, the ships would tie up on the left-side or "port" side while in port.

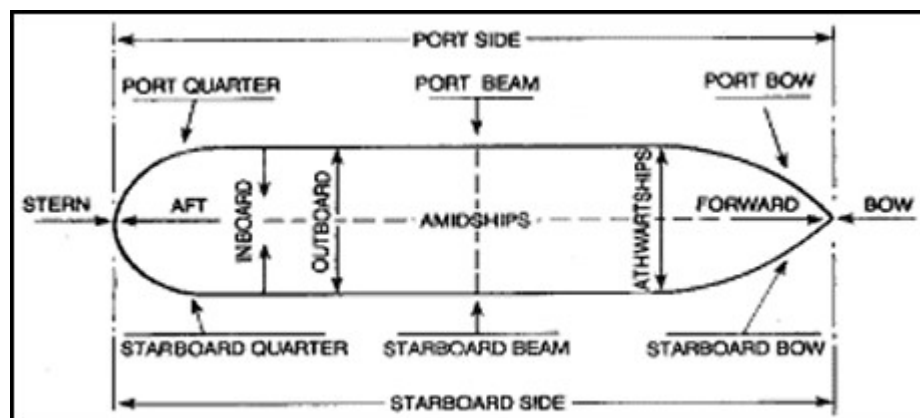
**"Bow"** - The front of the vessel.

**"Stern"** - The back of the vessel.

**"Amidships"** - The middle of the vessel.

**"Draft"** - The vertical distance from the waterline to the bottom of the vessel.

**"Bridge"** - The navigational center of the vessel.



*The FHPA represents the interests of Florida's nearly 100 professional harbor pilots around the state, advocating on their behalf regarding various state and federal issues that impact the harbor pilots. The FHPA encourages its members to perform their function as pilots in a professional manner and promotes continued cooperation with all governmental authorities in the preservation of life, the environment and property.*



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# **FLORIDA OCEAN ALLIANCE**



## FLORIDA'S COASTAL FUTURE: JOBS AND ECONOMIC GROWTH

**Monday ~ February 12, 2018**

*Ocean and Coastal Exhibits*

*The Capitol Rotunda, 2d and 3d floors, 9:00 am – 4:00 pm*

*FIO Legislative Reception, The Capitol, 22d floor, 6:00 pm*

*Sponsor: Florida Institute of Oceanography (FIO)*

**Tuesday ~ February 13, 2018**

*Mote Legislative Reception*

*The Capitol, 22<sup>nd</sup> Floor*

*5:30 pm – 7:30 pm*

*Sponsor: Mote Marine Laboratory*





**Board Schedule  
Oceans Day 2018  
February 12-13  
Tallahassee**

**Monday, February 12, 2018**

**FIO-sponsored Ocean Exhibits in the Capitol Rotunda by FOA Board Members and  
State Agencies,  
2<sup>nd</sup> & 3<sup>rd</sup> Floors,  
9:00 a.m. - 4:00 p.m.**

**FIO Reception,  
Capitol, 22d Floor,  
6:00 p.m.**

**Tuesday, February 13, 2018**

**Noon  
FOA Board Luncheon,  
Governors Club, Capital Room  
202 ½ S. Adams St.  
Tallahassee,  
Noon - 3 p.m.**

**5:30 p.m.  
Mote Legislative Reception,  
Capitol, 22d Floor,  
5:30 - 7:30 p.m.**

# **FLORIDA RECYCLING PARTNERSHIP**

# RECYCLING NEWS

Florida Recycling Partnership Newsletter

## Message from Our Chair

Happy New Year and welcome to 2018! I look forward to the New Year and all the opportunities and challenges it will bring. As we begin 2018, I would like to take time to reflect on the accomplishments of the Florida Recycling Partnership (FRP) during 2017. Here are some of last year's activities:

- Hosted two Florida Recycles Day at the Capitol;
- Collaborated with the Florida Department of Environmental Protection (FDEP) to provide recycling webinars;
- Actively demonstrated FRP Member's commitment to recycling through participation in four conferences/tradeshows reaching over 9,000 people;
- FRP Florida Recycling Summit at Port Tampa Bay.

### In this issue:

- Florida Recycling Summit at Port Tampa Bay
- Florida Recycles Day at the Capitol
- FRP gives presentation before House Subcommittee
- John Zapata retires from Rooms To Go

We are truly fortunate to have the leadership of Keyna Cory as the Executive Director of the Florida Recycling Partnership. She has a passion for what she does and has put forward a strategic plan for where she would like FRP to be in the future. I look forward to working with her and the FRP members to achieve our goals and objectives for 2018.



The Florida Recycling Partnership (FRP) and the Florida Department of Environmental Protection (FDEP) hosted the 5th Annual Florida Recycles Day at the Capitol on November 15, 2017. This event is a celebration of America Recycles Day, a Keep America Beautiful national initiative.

Joseph Ullo, FEDP Division Director for Waste Management, presented Recycling Recognition Awards to Rehrig Pacific, Suwannee American Cement Company, and Orange County Public Schools for their recycling efforts.

DEP also launch a new statewide recycling education program entitled "RETHINK. RESET. RECYCLE." during the event. You will find more information about the program in this newsletter.

Businesses and non-profits had displays on the Capitol's Plaza Level showcasing their individual recycling programs.

Florida has a recycling rate of 56% which is ahead of the national average of 34%. Florida Recycling Partnership believes that together, we can recycle more and recycle right.





## FRP members give presentation to House Subcommittee ...

On November 15, the Florida House of Representatives Natural Resources & Public Lands Subcommittee had presentations about recycling efforts in the state. Karen Moore from the Florida Department of Environmental Protection started the meeting by giving background on the history of recycling statutes. Following Ms. Moore, Keyna Cory, Executive Director for the Florida Recycling Partnership, gave a presentation about FRP members recycling efforts ... some traditional and some not. She stressed that what is being recycled has a value to both the company and the environment. For example:

**Florida Beverage Association** members continue their commitment to sustainability packaging. using containers that use fewer raw materials at the beginning of their lifecycle, and are easy to recycle at the end of it. Lighter, more streamlined packaging also cuts down on the fuel needed to transport our products. America's beverage companies have built technologies and business practices around it. Boosting and streamlining curbside recycling programs. Building a competitive market for post-consumer content. And of course, creating containers that can be fully recycled – even the caps.

**Anheuser-Busch** recycles a variety of materials including oil and packaging such as glass, cans and cardboard/sleeves. They also recycle plastic strapping which is pelletized and put into textile fibers like cushion stuffing. Spent grains are de-watered and collected in these silos. Then the grains are trucked to various dairy farms around Jacksonville ... The cows love it! Anheuser-Busch does a fantastic job with internal office recycling including paper, plastic beverage bottles, cans and glass. They make sure to have proper signage, so employees know which items to put in the recycling bin.

**At Publix Super Markets** you will notice containers at the entrance where you can deposit plastic bags, paper bags, foam trays and egg cartons for recycling. For example, the plastic bags are recycled and can be made into baskets and flower pots. They also encourage reusable bags and believe the customer should have a choice of paper, plastic or a reusable bag. A portion of the fee for the reusable bag is given back to the community for environmental projects. Since 2007, Publix has distributed over 44 million reusable bags! Publix also recycles medicine bottles. The prescription bottles are taken back and recycled into new containers.

**Wawa Stores** have found that by simply labeling container, it sends a message to the consumer to recycle. From the day Wawa first opened in Florida, its customers have recycled at the entrance, and starting at new stores in 2017, at the fuel pump! Inside the store, they recycle traditional items such as plastic, glass, and aluminum. Coming in 2018 – Wawa is going to have recycling at the Coffee Island

**NOVOLEX's** division Hilex – Poly has two plastic bag manufacturing plants in Florida; one in Jacksonville and the other in Orlando. Hilex diverts more than 50 million pounds of plastic bags and wrap from US landfills annually through its Bag-2-Bag program. Recycled bags can be manufactured into playgrounds, decking and new bags. A Bags Life – is a great website for people to find where they can return their plastic bags, and they are looking for more than just retail bags. Make sure to take dry-cleaning bags, newspaper sleeves, and other dry and clean plastic bags. Main message ... DON'T PUT PLASTIC BAGS IN CURBSIDE RECYCLING BINS!!!

**Rooms To Go** began recycling cardboard in 1992 and included plastics in 1997. Currently they are recycling 92% of all their waste stream and their recycling revenue in 2017 is expected to surpass \$4 million with an expected landfill reduction of 32 million tons.

Ever wonder what happens to old locomotives? Well, **CSX** recycles them! As locomotives age, they are disassembled and parts that can be reused are stored for future use. Old cabs are removed and cut into small pieces as scrap, which can be sold for repurposing and recycling. Many older locomotives are rebuilt at CSX's Huntington Locomotive Shop. Here, workers disassemble the old locomotive and rebuild it into a new locomotive that is equipped with all the latest technology. This provides train crews with a safer, more reliable and fuel-efficient locomotive that is environmentally friendly.

Now here is a recycling effort that is outside of the traditional items. **DAR PRO Solutions** takes recycled meat by-products from supermarkets, meat processors and butchers combines them with used cooking oils to be used in items such as pharmaceuticals, feed, pet food, biofuel and fertilizer.

**Southern Waste Information eXchange (SWIX)** is the original match maker in the recycling reuse world. They serve as a clearinghouse for industry and municipalities on waste management issues. SWIX has also helped with the disposal of unusual waste such as medications, ammunition, E-Waste, and agriculture plastics.

Following the Florida Recycling Partnership presentation, two of our members participated in a panel. **Kim Williams** from Marpan and **Dawn McCormick** from Waste Management were members of a panel discussing recycling opportunities and challenges within the state. Participating in presentations like the one before the House Subcommittee is just one of the many ways the Florida Recycling Partnership fulfills its mission *"to educate policy makers, other businesses and the general public on the benefits of recycling."*

To view the presentations, go to our website [www.flrecycling.org](http://www.flrecycling.org)



A collaborative statewide recycling education campaign, *"Rethink. Reset. Recycle."*, was announced at the Florida Recycles Day at the Capitol celebration. The campaign is a joint effort between the Florida Department of Environmental Protection (DEP), the Florida Recycling Partnership, Waste Management, MARPAN, Waste Connections, Single Stream Recyclers, LLC, and several statewide recycling coordinators to decrease recycling contamination and encourage proper curbside recycling techniques.

Using the new website

[www.FloridaRecycles.org](http://www.FloridaRecycles.org) recycling coordinators and other will be able to use materials provided to help educate residents and customers on what should go into the recycling bin and what doesn't belong.



We need to **RETHINK** what we recycle and **RESET** our behavior to focus on what we **RECYCLE**.

By eliminating the 30 percent of contaminated materials in curbside recycling bins, we could save \$100 million in recycling costs in one year. Tax dollars will be saved, the environment can be preserved for future generations, and scarce natural resources can be stretched to last longer.

A special thank you goes to Dawn McCormick from Waste Management and FRP Chair Elect for spear-heading the new educational campaign.

In 2016, Florida recycled 13.8 million tons of municipal solid waste, helping to increase the statewide overall recycling rate to 56 percent. Additionally, the recycling rate has increased from 30 percent in 2011. In order for Florida to reach 75 percent by 2020, a goal established by the Florida Legislature in 2008, the department is urging all sectors, especially the commercial sector, to actively increase recycling efforts.





## New Recycling Containers to debut in Florida Capitol Complex ...

Thanks to the Florida Beverage Association, a new Capitol Complex Recycling Program will be launched in January to encourage legislators, staff, and Capitol visitors to recycle bottles and cans during the 2018 Legislative Session. This program is a collaboration between the Florida Recycling Partnership, Keep Florida Beautiful, the Florida Department of Environmental Protection, the Florida Beverage Association and the American Beverage Foundation for a Healthy America.

New containers will be strategically placed throughout the Capitol. The goal of the project is to increase the recycling rate in the Capitol by 25% during the first six months of 2018.

## Keep America Beautiful Partnership with Zephyrhills® Brand Natural Spring Water Increases Access to On-The-Go Recycling Across Florida



*Grants Have Helped Four Communities Recycle Nearly 320,000 Bottles and Cans in Past Six Months*

**STAMFORD, Conn. (Nov. 13, 2017)** – In advance of America Recycles Day, Keep America Beautiful and Zephyrhills® Brand 100% Natural Spring Water are honoring four Florida communities that have increased their on-the-go recycling rates. This effort was enabled by a grant from Zephyrhills® that funded 220 recycling bins (100 event recycling and 120 permanent bins) to increase access to recycling on beaches and at other public recreation locations along Florida's waterways. Together, Keep Tampa Bay Beautiful, Keep Indian River Beautiful, Keep Wakulla County Beautiful and the City of Crystal River have enabled their communities to recycle nearly 320,000 bottles and cans in just the past six months. That equates to roughly 440 recyclables per permanent recycling bin per month.

In April 2017, Keep America Beautiful and Zephyrhills® teamed up to distribute these recycling bins to help keep plastic out of the waterways and landfills and reduce litter in key Florida recreation areas. This past summer, Zephyrhills® expanded the grant to these four communities by gifting picnic tables and bike racks made from 100% recycled plastic that illustrate that recycled plastic can be used to create something new.

.Zephyrhills is a member of IBWA ... thank you J.P. Toner, Director of Government Relations for IBWA and Florida Recycling Partnership Board Member for sending this article to us!



The SouthEastern Environmental Conference brings together professionals from Alabama, Florida, Georgia, South Carolina, Mississippi and Tennessee to hear presentations about regulations and trends in the environmental field. Their recent conference was held in October in Perdido Beach in Alabama.

The Florida Recycling Partnership was asked to represent Florida and participate on a featured panel about recycling. The panel was comprised of Jennifer Miler, Mississippi Recycling Coordinator, Bill Harkins, City of Mobile Public Works Executive Director, Gavin Adams from the Alabama Department of Environmental Management and Keyna Cory, Executive Director for the Florida Recycling Partnership. Each panelist spoke about recycling efforts in their state and highlighted special programs. To view the presentation by the panelist go to our website

Attendees were very interested in how we started the FRP and liked how we provide educational programs. This conference is similar to the Florida Chamber Environmental Permitting Summer School in which FRP has participated in for the last three years.







The Tampa Bay area tops the list of recycling rates in Florida. Participants from the public and private sector gathered at the Florida Recycling Summit at Port Tampa Bay to learn how companies, the City of Tampa and Hillsborough County are making a difference.

After a tour aboard the Florida Aquarium's **Bay Spirit III**, participants moved to Terminal 2 where they heard presentations from Port tenants, local government recycling experts, Florida Department of Environmental Protection recycling specialist and University of Florida IFAS artificial reef expert.

**Paul Anderson, CEO and President of Port Tampa Bay**, welcomed participants and gave a brief overview of the Port and its economic impact to Florida. Port Tampa Bay has a mix of cargo, ship repair and cruise line tenants and is the largest Port in Florida. Joining Mr. Anderson was Hillsborough County **Commissioner Sandra Murman** who also serves on the Port Tampa Bay Board and **State Representative Jackie Toledo**. All complimented the attendees for their interest in recycling and encouraged them to continue to work toward increasing Florida's recycling rate.

## Port Tenants Recycle Different Materials ...

**Randy Melton, Senior Environmental Administrator, Environmental Health and Safety for Tampa Electric Company (TECO)**. **TECO** produces an average of 900,000 tons a year of Coal Combustion Residuals (CCRs) and recycles approximately 95% of it. This CCRs recycling rate is one of the highest in the country! CCRs is defined by EPA as Slag, Bottom Ash, Fly Ash, and FDG Gypsum. Slag is used to make roofing materials and gritblasting. Bottom Ash is used to make cement. Fly Ash is also used to make cement but can be found in concrete and flowable fill. Gypsum is found in drywall, fertilizer and cement.



**David Tedford, P.E., LEED AP for PURAGLOBE Florida** talked about the new plant they are building at Port Tampa Bay. For more than a decade, **PURAGLOBE** has worked with crude oil companies to extend the lifespan of our natural oil resources. At the new Tampa Plant, **PURAGLOBE** will transform used oil into new, high-quality based oil products instead of letting it go to waste.

**Trademark Metals Recycling LLC (TMR)** is Florida's largest scrap metal recycler with 23 in Florida. Joe Stalker, EI, CHMM Environmental Manager for **Trademark** talked about the company's recycling facilities that includes four automobile shredders, balers,

shears, mobile shearing, torch processing, auto crushers, an extensive truck and railcar fleet, land-fill services, and railcar dismantling. **TMR** recovers scrap metal that would otherwise go to a landfill. The re-use of recycled metals reduces the demand for raw materials such as virgin iron ore and other natural resources. Their ferrous recycling processes utilizes high efficiency shredders, balers, shears and sorting equipment. **TMR** sophisticated sortation system uses state-of-the-art technology to ensure that virtually every ounce of metal is extracted during the recycling process.

## Hillsborough County Tied for Number 1 Recycling Rate ...

Hillsborough County is the 4<sup>th</sup> largest county in the State and is tied for the Number 1 spot with Pinellas County for its recycling rate at 82%! **Alita Kane, the Recycling Specialist with the City of Tampa** and **Travis Barnes, the Recycling Coordinator for Hillsborough County** discussed recycling efforts in the area and some of the challenges they face.

## Florida has a 75% recycling goal by 2020 ...

**Karen Moore, Environmental Administrator for the Florida Department of Environmental Protection**, gave an overview of Recycling in Florida. In 2008, the Legislature set a 75% statewide recycling goal for municipal solid waste by 2020. They also set interim goals: 40% by 2012; 50% by 2014; 60% by 2016 and 70% by 2018. The goal does not include industrial or manufacturing waste. The statewide overall recycling rate, which includes renewable energy recycling credits, increased from 54% (2015) to 56% (2016) but fell short of the 60% goal set by statute. Therefore, DEP shall provide a report to the legislature identifying additional programs or statutory changes needed to achieve the goals.



In an effort to educate and gather information, DEP hosted a series of webinars concerning various issues associated with recycling in Florida. The webinars had over 20 presenters and over 300 recycling professionals participated. Topics included Contamination issues in single-stream recycling; Electronic waste in MSW; Organics in MSW (three-part series); Education and Construction & Demolition Debris. Currently DEP is working on a strategic

plan, due to the Legislature in December. The plan will look at strategies and recommendations heading to 2020. Some of the areas being reviewed are single stream recycling; markets; C&D recycling; organics recycling; commercial recycling; education and the 75% recycling goal and Sustainable Materials Management (SMM).





### Artificial Reefs: Creating Marine Habitat from Materials of Opportunity ...

Tampa Bay and Pinellas County have used a variety of materials to make artificial reefs such as clean concrete and heavy gauge steel products, discarded pipes and even old sunken boats. **Libby Carnahan, Florida Sea Grant Agent for the University of Florida - IFAS Extension** discussed how they determine which materials to use and how it is positively affecting the marine habitat in the area. An artificial reef is when one or more objects of natural or human origin intentionally placed on the seafloor for the purpose of enhancing marine life for human use through the creation of new reef habitat. Libby stressed that instead of recycling, build a reef and create habitat! In another word ... Reuse beneficial materials. If you have donated material or for further information

on Artificial Reefs for your area, contact Christine Kittle, Florida Fish & Wildlife Conservation Commission, Artificial Reef Program

The Summit was coordinated by the Florida Recycling Partnership and Port Tampa Bay. Sponsors for the event included Florida Beverage Association, Publix, Waste Management, Mosaic, Rooms-To-Go, IBWA, Keep Florida Beautiful, Florida Ports Council and Action Environmental.



## NEW MEMBER SPOTLIGHT



The Florida Department of Environmental Protection today presented Recycling Recognition awards to two organizations in Central Florida, recognizing their outstanding reuse efforts and commitment to Florida’s environment and recycling goals. The awards were presented by DEP’s Division of Waste Management Director Joe Ullo at the Florida Capitol during the Florida Recycles Day celebration.

“The department is pleased to join the Florida Recycling Partnership to celebrate the importance of recycling and recognize the organizations and industries that are helping Florida’s work toward improving our recycling rates,” said Director Joe Ullo. “We’re also honored to present Recycling Recognition Awards to three organizations that have displayed an outstanding commitment to decreasing waste, increasing recycling and protecting Florida’s environment.”



Orange County Public Schools and Rehrig Pacific Company were recognized for their recycling efforts and commitment to Florida’s environment. Both organizations actively recycled more than 95 percent of their total solid waste in 2016 through various innovative practices.

## Happy Retirement John Zapata

John Zapata began his career in Distribution with Levitz Furniture in 1971, leaving there as a Regional GM and moving to Kane's Furniture in St. Petersburg, FL. where he was the Distribution GM. John came to Rooms To Go in June 1991 at its genesis as the Warehouse Manager in RTG's first small warehouse in Lakeland, FL. During his 26-years at RTG, his innovation and commitment moved the company and his career forward. He directed the build-out of the distribution centers and formulated processes that allowed the centers to run quickly and efficiently. He became Rooms To Go's Senior Vice President of Distribution in 2010, building a strong benchmark for distribution management leading the operations into the future.

Recycling became another one of John's passions. In 1992 he began recycling cardboard at RTG where he quickly discovered this was a really good idea to reduce the tonnage going into the landfill. In 1996 John added plastics to the recycle incentive. By 2006 RTG was recycling over 80% of its entire waste stream. Most advantageous to the environment has been the use of the Runi in all of our Distribution Centers. These machines make it possible for us to recycle a staggering amount of non-biodegradable, toxic polystyrene. Rooms To Go now recycles cardboard, plastic, polystyrene, metal, wood and other materials. Currently recycling 92% of all our waste stream; our 2017 recycling revenue is expected to surpass 4 million dollars with an expected landfill reduction of 32 million tons.

John said of his recycling resourcefulness, "The incredible growth of a simple but self-perpetuating initiative has taken on a life of its own!" As a result of John's forward thinking, RTG has received many recognitions and awards for its outstanding recycling efforts. What began as a heart-felt passion evolved into a waste stream model for distribution. John said "Trash is like death and taxes, you cannot escape it, but at least it is one thing that you can control and transform into a positive for present and future generations."



The Florida Recycling Partnership held a membership meeting at Pepin Distributing Company in Tampa. It gave our members an opportunity to hear about past programs and talk about the future of FRP.

Since October 2013, we have held 5 Florida Recycling Summits and 2 workshops. FRP has participated in 10 tradeshows and given approximately 20 presentations. Our members want to continue with our mission *"to educate policy makers, other businesses and the general public on the benefits of recycling."* Therefore we will continue to offer different types of programs that will be educational and entertaining

The Board will review the recommendations made during the membership meeting and incorporate as many as possible in the 2018 calendar.

Also our members discussed potential new members. The goal is to have 30 members and we currently have 21. If you would like to recommend a new member for FRP, please contact Keyna Cory at [keyna@flrecycling.org](mailto:keyna@flrecycling.org). Re-member, membership to FRP is by invitation only.



Thank you Jon Rees, Anheuser-Busch, for making the arrangements at Pepin Distributing Company for our meeting and providing the wonderful Anheuser-Busch products!

## WE ARE LOOKING FOR CONTENT!

The Florida Recycling Partnership wants to help you with your social media, and in order to do so we need your content. Are you about to launch or are currently in the middle of a social media campaign? Let the Florida Recycling Partnership promote it!

Please send all content to

[erinballas@paconsultants.com](mailto:erinballas@paconsultants.com)!

**TAB 5**  
**COMMUNICATIONS / MARKETING**





# FLORIDA: WHERE YOUR *Success* ~~SHIP~~ COMES IN

In Florida, we've invested billions of dollars to increase efficiencies in our multi-modal freight delivery network of seaports, airports, highways and rail lines.

We can reliably handle diverse cargo shipments with less congestion and more connectivity to the Southeast and markets around the world, resulting in greater performance for your business.

***When you think business success, think Florida first.***



Port Canaveral | Port Everglades | Port of Fernandina | Port of Fort Pierce | JAXPORT  
Port of Key West | Port Manatee | PortMiami | Port of Palm Beach | Port Panama City  
Port of Pensacola | Port of Port St. Joe | Port St. Pete | Port Tampa Bay

502 East Jefferson Street | Tallahassee, Florida 32301 | [flaports.org](http://flaports.org)   



have found ways to work around the 30-day requirement by using service contracts, and by frequently filing general rate increase (GRI) notices in their tariffs — which allow carriers to increase tariff rates and service contract rates without shippers' approval.

Carriers do provide the FMC required 30-day notice on these GRIs, but only in their tariff rules; shippers may be unaware that the attractive freight rates they obtain from a carrier today will automatically be increased on the first of the month because of a GRI the carrier has already filed in its tariff rules.



**DP World**

**Sultan Ahmed Bin Sulayem**

Group Chairman and CEO

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

**IS MODERN LIFE** a blur? For some maybe; for the agile, never.

The way we do things and the speed we do them has never been seen before — from consolidation of our industry to the rise of alliances.

Manufacturers want us to add value in different ways, and the platforms to do this are now at our fingertips, impacting the trade process. Robotics and drones, driverless vehicles, AI, big data, and the Internet of Things (IOT) are shaping the future of trade.

And alongside IOT, we are witnessing an Internet of People, with new jobs appearing, from computer programmers to data specialists and IT engineers.

Any organization's ability to learn and translate learning into action rapidly is the ultimate competitive advantage. That's what Dubai did years ago by building Jebel Ali port and becoming a global trade and business hub. That's what we have done by becoming an enabler of global trade in 40 countries.

Innovation takes many forms. At one level, we had to build bigger

"everything" — cranes, berths, depths. At another level, it means being disruptive, moving into new and associated businesses, diversifying to add value for the people who produce.

Our industry is becoming "smarter," and what was thought impossible is often now thought of as the untried.

Integrating services digitally makes trade faster, safer, and more efficient for stakeholders. Providing solutions that sort the complexities of land, air, and sea transport links and the varied regulations and customs processes to lower costs and make things faster is what they clamor for.

The past gave us firm foundations, but we need to build new ones.

**Ff**



**FlexiVan**

**Charles G. Wellins**

President and COO

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

**THE ADAGE**, "THE more things change, the more they stay the same," may well have marked the chassis-leasing space over a 50-year timeframe. However, the last several years have laid this saying to rest as the marine chassis segment has evolved. The continued mergers and alliances within the global shipping arena have significantly impacted this evolution, as ocean carriers divested owned chassis assets and motor carriers, BCOs, logistics groups, and ocean carriers all changed the way they secure chassis. All said, the intermodal equipment provider's world has changed dramatically and is squarely positioned to continue to do so this year and beyond.

Although direct leasing of chassis continues, the customer base is significantly different as a result of the chassis pool evolution. As ocean carriers will continue to play a significant role, the BCO, motor carrier, and

3PL prominence will increase over the coming years, especially as chassis pools move toward an "open choice" model and ocean carriers further

---

As the chassis model continues to evolve, intermodal equipment providers will continue to "up their game."

---

distance themselves from chassis provisioning. Shippers, who ultimately pay the bill for chassis use, must have options in order to ensure the best product for the best price.

Meanwhile, the aging US chassis fleet requires continued investment and upgraded equipment to balance the fleet. We should keep in mind that the most important aspect of equipment is condition and reliability, not age. Marine chassis are subject to rigorous inspection at almost every interchange point. Federal Motor Carrier Safety Administration and terminal inspections, supported by ILWU and ILA mechanics, ensure safe and reliable equipment is delivered. The end-user of the asset should expect nothing less than a quality product at a competitive price, backed with excellent service and responsive providers.

As the chassis model continues to evolve, intermodal equipment providers will continue to "up their game." The change ahead offers great opportunity for supply chain efficiency, and it's clear the marine chassis segment will certainly not "stay the same."



**Florida Ports Council**

**Doug Wheeler**

President and CEO

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

**HURRICANE IRMA TESTED** the emergency response preparedness at every seaport in Florida. This unique

hurricane covered the entire state and closed every major fuel and cargo operation at our seaports for several days, providing us with some keen insights concerning local and state continuity of operations and resumption of business plans.

Many lessons were learned in 2005 from Hurricane Wilma, including the critical securing of infrastructure and terminal power. As a result, the ports sustained minimal damages from Hurricane Irma, kept terminals open as long as possible, and reopened in record time.

Ports worked with Governor Rick Scott's office, law enforcement, US Customs and Border Protection, the US Coast Guard, the US Army Corps of Engineers, harbor pilots, the Department of Transportation, and state Emergency Operations Center. The coordination of these entities secured ports and made allowances for priorities: petroleum, cruise passengers, and perishables.

The Coast Guard, Army Corps of Engineers, and harbor pilots expedited channel surveys so ships could return to port and we could resume normal business activities as soon as possible. The petroleum terminal operators at the ports maintain a storm reserve supply that protects their tanks during the storm, and so that they can begin making deliveries to retail gas stations following the storm before ships are even allowed to re-enter the port.

Off-port staging areas for empty tank trucks away from the coast were established so the truckers could be ready to return to the port as soon as it was safe to resume fuel deliveries. The terminal operators helped us prioritize the re-entry of petroleum ships to

---

Many lessons were learned in 2005 from Hurricane Wilma, including the critical securing of infrastructure and terminal power.

---

meet the highest needs after the port reopened; many ships waited a safe distance offshore for the storm to pass in order to start moving in as soon as the port condition status was decreased.





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@FloridaPorts

The Florida Ports Council advocates for Florida's 15 public ports before state/federal government. Florida ports are critical economic engines around the state.

[Florida](#)

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[Joined October 2010](#)

[310 Photos and videos](#)



**FloridaPortsCouncil** @FloridaPorts · 9s

Great news for [@JAXPORT](#), great news for businesses & consumers and great news for Florida! [bit.ly/2F95G3U](https://bit.ly/2F95G3U) #FLAPORTS



**Federal judge rules dredging of St. Johns River can proceed**

A federal judge has rejected the St. Johns Riverkeeper's lawsuit that sought an injunction to stop dredging of the St. Johns River, clearing the way for t...

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



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Great news!! [#ilovejax](#) [@FloridaPorts](#) [@JAXAlliance](#)

**Steve Patterson** @StevePatTU

Federal judge rules dredging of St. Johns River can proceed  
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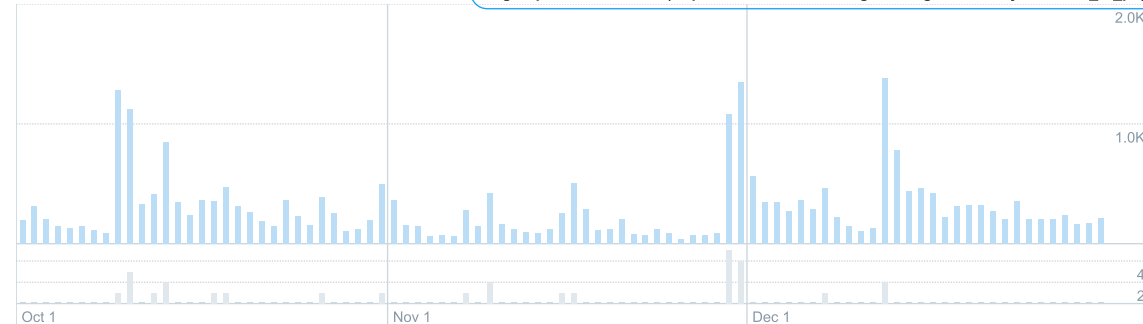
**FloridaPortsCouncil** @FloridaPorts · Jan 12

Smart investments in infrastructure & modern terminals continue to solidify

FloridaPortsCouncil ▾ (http://twitter.com/FloridaPorts)

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**YOUR TWEETS**  
During this 91 day period, you earned **impressions** per day.

Tweets	Top Tweets	Tweets and replies	Promoted	Impressions	Engagements	Engagement rate
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<div><div>FLORIDA PORTS COUNCIL</div><div>(https://twitter.com/FloridaPorts)</div></div>				1,517	30	2.0%
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<div><div>FLORIDA PORTS COUNCIL</div><div>(https://twitter.com/FloridaPorts)</div></div>				1,048	7	0.7%
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## Florida Ports Council

Published by  Niki McKinnell  · November 15, 2017 · 

FINAL DATE FOR REGISTRATION AND HOTEL RESERVATIONS IS  
FRIDAY, NOVEMBER 17!

The Florida Ports Security and Technology Conference on November 29-30, will provide an exclusive platform for Florida seaport security experts, internet technology professionals and world-renowned security solution providers to come together and explore ways to harness and optimize protection systems.



Florida Ports Security and Technology Conference -  
Florida Ports Council

As a major entry point to the country, seaports are targets for potential unauthorized access, sabotage activities, terrorist threats, piracy, cargo theft and smuggling. It...

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 **Florida Ports Council**  
Published by  Niki McKinnell [?] · November 15, 2017 · 

“The record growth in Florida’s seaports are a direct result of the over \$1 billion investment by Governor Scott and the Florida Legislature. More competitive, efficient and safer than ever, Florida’s ports make the state a worldwide hub for international commerce and destination cruises.”  
--Florida Ports Council President and CEO Doug Wheeler



**GOV. SCOTT’S SECURING FLORIDA’S FUTURE BUDGET INVESTS A RECORD \$10.8 BILLION IN TRANSPORTATION**

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0 Comments	0 On Post	0 On Shares
0 Shares	0 On Post	0 On Shares

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**Florida Ports Council**

Published by Doug Wheeler [?] · January 12 at 2:04pm ·

More great news for Florida's Ports, who already LEAD THE WORLD in cruising and continue to grow! #FLAPORTS

### Five new cruise ships slated for Florida debuts in 2018

Florida will welcome five new cruise ships in 2018 including Royal Caribbean Symphony of the Seas, Carnival Horizon, Norwegian Bliss, Celebrity Edge and Holland America ms Nieuw Statendam.

ORLANDOSENTINEL.COM

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1 Comments	0 On Post	1 On Shares
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**Miles Varghese**

Sales pro modernizing port  
terminals and helping move things  
faster.

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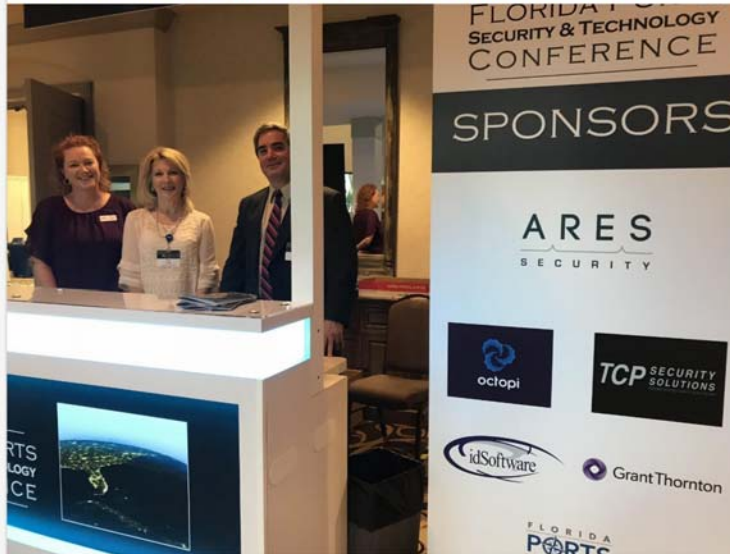
**Miles Varghese**

Sales pro modernizing port terminals and helping move things faster.  
2mo · Edited

Honored to be representing **Octopi by Cetus Labs** at the **The Florida Ports Council** Security & Tech conference in Orlando this week. Plus we get to hang out with some cool people doing big things for our ports and the entire State of Florida.

#miamitech #maritime #shipping

**Doug Wheeler**, **Christy Gandy**, **Luc Castera** **Toy Keller** **Michael Rubin**



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**David Bergman, DO**

David: Sad but true



**Mark DuPont**

Mark DuPont is now a connection.



**Katie Kole**

You: Good Afternoon Katie and le...



**Jim Frazer**

Jim: Doug, thanks for accepting ...



**Chris Nassetta**

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**TAB 6**  
**LEGISLATIVE**

**TAB 6A**  
**LEGISLATIVE:**  
**STATE**

# **2018 Legislative Session**



## **Budget/Seaport Funding**

## SECTION 5 - NATURAL RESOURCES/ENVIRONMENT/GROWTH MANAGEMENT/TRANSPORTATION

TOTAL: FISH AND WILDLIFE CONSERVATION COMMISSION		
FROM GENERAL REVENUE FUND . . . . .	35,350,494	
FROM TRUST FUNDS . . . . .		354,371,167
TOTAL POSITIONS . . . . .	2,143.50	
TOTAL ALL FUNDS . . . . .		389,721,661
TOTAL APPROVED SALARY RATE . . . . .	102,908,632	

## TRANSPORTATION, DEPARTMENT OF

Funds in Specific Appropriations 1856 through 1869, 1875 through 1878, 1891 through 1899, 1901 through 1910, and 1948 through 1959 are provided from the named funds to the Department of Transportation to fund the five-year Work Program developed pursuant to provisions of section 339.135, Florida Statute. Those appropriations used by the department for grants and aids may be advanced in part or in total.

## TRANSPORTATION SYSTEMS DEVELOPMENT

## PROGRAM: TRANSPORTATION SYSTEMS DEVELOPMENT

	APPROVED SALARY RATE	110,230,329	
1847	SALARIES AND BENEFITS	POSITIONS	1,760.00
	FROM STATE TRANSPORTATION		
	(PRIMARY) TRUST FUND . . . . .		147,957,828
	FROM TRANSPORTATION DISADVANTAGED		
	TRUST FUND . . . . .		934,262
1848	OTHER PERSONAL SERVICES		
	FROM STATE TRANSPORTATION		
	(PRIMARY) TRUST FUND . . . . .		176,347
	FROM TRANSPORTATION DISADVANTAGED		
	TRUST FUND . . . . .		6,600
1849	EXPENSES		
	FROM STATE TRANSPORTATION		
	(PRIMARY) TRUST FUND . . . . .		3,923,192
	FROM TRANSPORTATION DISADVANTAGED		
	TRUST FUND . . . . .		227,660
1850	OPERATING CAPITAL OUTLAY		
	FROM STATE TRANSPORTATION		
	(PRIMARY) TRUST FUND . . . . .		1,234,349
1851	SPECIAL CATEGORIES		
	CONSULTANT FEES		
	FROM STATE TRANSPORTATION		
	(PRIMARY) TRUST FUND . . . . .		7,818,172
1852	SPECIAL CATEGORIES		
	CONTRACTED SERVICES		
	FROM STATE TRANSPORTATION		
	(PRIMARY) TRUST FUND . . . . .		4,087,003
	FROM TRANSPORTATION DISADVANTAGED		
	TRUST FUND . . . . .		1,617,024
1853	SPECIAL CATEGORIES		
	HUMAN RESOURCES DEVELOPMENT		
	FROM STATE TRANSPORTATION		
	(PRIMARY) TRUST FUND . . . . .		938,630
1854	SPECIAL CATEGORIES		
	LEASE OR LEASE-PURCHASE OF EQUIPMENT		
	FROM STATE TRANSPORTATION		
	(PRIMARY) TRUST FUND . . . . .		192,111
	FROM TRANSPORTATION DISADVANTAGED		
	TRUST FUND . . . . .		3,830
1855	SPECIAL CATEGORIES		
	GRANTS AND AIDS - TRANSPORTATION		
	DISADVANTAGED		
	FROM TRANSPORTATION DISADVANTAGED		
	TRUST FUND . . . . .		55,856,668

## SECTION 5 - NATURAL RESOURCES/ENVIRONMENT/GROWTH MANAGEMENT/TRANSPORTATION

1856	FIXED CAPITAL OUTLAY TRANSPORTATION PLANNING CONSULTANTS FROM STATE TRANSPORTATION (PRIMARY) TRUST FUND . . . . .	75,590,116
1857	FIXED CAPITAL OUTLAY AVIATION DEVELOPMENT/GRANTS FROM STATE TRANSPORTATION (PRIMARY) TRUST FUND . . . . .	351,362,296
1858	FIXED CAPITAL OUTLAY PUBLIC TRANSIT DEVELOPMENT/GRANTS FROM STATE TRANSPORTATION (PRIMARY) TRUST FUND . . . . .	434,904,832
1859	FIXED CAPITAL OUTLAY RIGHT-OF-WAY LAND ACQUISITION FROM STATE TRANSPORTATION (PRIMARY) TRUST FUND . . . . . FROM RIGHT-OF-WAY ACQUISITION AND BRIDGE CONSTRUCTION TRUST FUND . .	443,835,077 107,836,416
1860	FIXED CAPITAL OUTLAY SEAPORT - ECONOMIC DEVELOPMENT FROM STATE TRANSPORTATION (PRIMARY) TRUST FUND . . . . .	15,000,000
1861	FIXED CAPITAL OUTLAY SEAPORTS ACCESS PROGRAM FROM STATE TRANSPORTATION (PRIMARY) TRUST FUND . . . . .	10,000,000
1862	FIXED CAPITAL OUTLAY SEAPORT GRANTS FROM STATE TRANSPORTATION (PRIMARY) TRUST FUND . . . . .	132,525,084
1863	FIXED CAPITAL OUTLAY SEAPORT INVESTMENT PROGRAM FROM STATE TRANSPORTATION (PRIMARY) TRUST FUND . . . . .	12,255,813
1864	FIXED CAPITAL OUTLAY RAIL DEVELOPMENT/GRANTS FROM STATE TRANSPORTATION (PRIMARY) TRUST FUND . . . . .	85,599,961
1865	FIXED CAPITAL OUTLAY INTERMODAL DEVELOPMENT/GRANTS FROM STATE TRANSPORTATION (PRIMARY) TRUST FUND . . . . .	60,734,787
1866	FIXED CAPITAL OUTLAY PRELIMINARY ENGINEERING CONSULTANTS FROM STATE TRANSPORTATION (PRIMARY) TRUST FUND . . . . .	744,577,582
1867	FIXED CAPITAL OUTLAY RIGHT-OF-WAY SUPPORT FROM STATE TRANSPORTATION (PRIMARY) TRUST FUND . . . . . FROM RIGHT-OF-WAY ACQUISITION AND BRIDGE CONSTRUCTION TRUST FUND . .	60,076,406 1,917,735
1868	FIXED CAPITAL OUTLAY TRANSPORTATION PLANNING GRANTS FROM STATE TRANSPORTATION (PRIMARY) TRUST FUND . . . . .	40,920,633
1869	FIXED CAPITAL OUTLAY DEBT SERVICE FROM STATE TRANSPORTATION (PRIMARY) TRUST FUND . . . . . FROM RIGHT-OF-WAY ACQUISITION AND BRIDGE CONSTRUCTION TRUST FUND . .	19,981,849 189,091,198

## SECTION 5 - NATURAL RESOURCES/ENVIRONMENT/GROWTH MANAGEMENT/TRANSPORTATION

TOTAL: PROGRAM: TRANSPORTATION SYSTEMS DEVELOPMENT		
FROM TRUST FUNDS . . . . .		3,011,183,461
TOTAL POSITIONS . . . . .	1,760.00	
TOTAL ALL FUNDS . . . . .		3,011,183,461

## FLORIDA RAIL ENTERPRISE

APPROVED SALARY RATE		204,908	
1870	SALARIES AND BENEFITS	POSITIONS	1.00
	FROM STATE TRANSPORTATION		
	(PRIMARY) TRUST FUND . . . . .		259,948
1871	OTHER PERSONAL SERVICES		
	FROM STATE TRANSPORTATION		
	(PRIMARY) TRUST FUND . . . . .		827
1872	EXPENSES		
	FROM STATE TRANSPORTATION		
	(PRIMARY) TRUST FUND . . . . .		25,200
1873	SPECIAL CATEGORIES		
	CONSULTANT FEES		
	FROM STATE TRANSPORTATION		
	(PRIMARY) TRUST FUND . . . . .		4,089
1874	SPECIAL CATEGORIES		
	CONTRACTED SERVICES		
	FROM STATE TRANSPORTATION		
	(PRIMARY) TRUST FUND . . . . .		5,714
1875	FIXED CAPITAL OUTLAY		
	PUBLIC TRANSIT DEVELOPMENT/GRANTS		
	FROM STATE TRANSPORTATION		
	(PRIMARY) TRUST FUND . . . . .		132,899,620
1876	FIXED CAPITAL OUTLAY		
	BRIDGE CONSTRUCTION		
	FROM STATE TRANSPORTATION		
	(PRIMARY) TRUST FUND . . . . .		250,000
1877	FIXED CAPITAL OUTLAY		
	RAIL DEVELOPMENT/GRANTS		
	FROM STATE TRANSPORTATION		
	(PRIMARY) TRUST FUND . . . . .		218,184,241
1878	FIXED CAPITAL OUTLAY		
	INTERMODAL DEVELOPMENT/GRANTS		
	FROM STATE TRANSPORTATION		
	(PRIMARY) TRUST FUND . . . . .		10,090,856
TOTAL: FLORIDA RAIL ENTERPRISE			
FROM TRUST FUNDS . . . . .			361,720,495
TOTAL POSITIONS . . . . .	1.00		
TOTAL ALL FUNDS . . . . .			361,720,495

## TRANSPORTATION SYSTEMS OPERATIONS

## PROGRAM: HIGHWAY OPERATIONS

APPROVED SALARY RATE		156,006,241	
1879	SALARIES AND BENEFITS	POSITIONS	3,128.00
	FROM STATE TRANSPORTATION		
	(PRIMARY) TRUST FUND . . . . .		216,981,743
1880	OTHER PERSONAL SERVICES		
	FROM STATE TRANSPORTATION		
	(PRIMARY) TRUST FUND . . . . .		107,376
1881	EXPENSES		
	FROM STATE TRANSPORTATION		
	(PRIMARY) TRUST FUND . . . . .		14,055,809

**Seaport Work Program**  
**Governor's Recommended Budget FY2019**  
**by Funding Type**

Name	Item Description	Item	Funding Source	Fund	Funding Type	FY 2019
MANATEE	PORT MANATEE COLD STORAGE WAREHOUSE IMPROVEMENTS	440875-1	State	GMR	Strategic Intermodal System	10,000,000
DUVAL	BLOUNT ISLAND BERTH IMPROVEMENTS	440264-1	State	PORT	Florida Seaport Transportation and Economic Development	2,500,000
	JAXPORT CHANNEL DEEPENING & WIDENING	437356-1	State	DIS	Florida Seaport Transportation and Economic Development	3,300,000
					Strategic Intermodal System	12,614,583
BAY				GMR	Strategic Intermodal System	1,801,100
	PORT OF PANAMA CITY BERTH 3 DREDGING	428364-6	State	SIWR	Strategic Intermodal System	9,056,536
	PORT OF PANAMA CITY TERMINAL IMPROVEMENTS	438763-1	State	GMR	Strategic Intermodal System	1,250,000
				DIS	Strategic Intermodal System	1,545,293
				GMR	Strategic Intermodal System	3,540,707
ESCAMBIA BROWARD	PORT OF PENSACOLA MAINTENANCE DREDGING	441027-2	State	PORT	Florida Seaport Transportation and Economic Development	1,539,300
	PORT EVERGLADES DREDGING AND WIDENING	433414-1	State	PORT	Florida Seaport Transportation and Economic Development	110,700
	PORT EVERGLADES POST PANAMAX CRANE	433300-1	State	DIS	Strategic Intermodal System	15,000,000
PALM BEACH	ON PORT RAIL FACILITY EXPANSION PROJECT	436215-1	State	PORT	Florida Seaport Transportation and Economic Development	3,400,000
				DIS	Strategic Intermodal System	3,337,579
ST. LUCIE BREVARD MIAMI-DADE	PORT OF PALM BEACH BERTH 1 EXPANSION	434833-1	State	PORT	Florida Seaport Transportation and Economic Development	1,000,000
	PORT OF PALM BEACH PASSENGER LOADING BRIDGE	442200-1	State	DIS	Strategic Intermodal System	3,000,000
	PORT OF FORT PIERCE FISHERMAN'S WHARF BULKHEAD	440703-1	State	PORT	Florida Seaport Transportation and Economic Development	1,250,000
	BREVARD-PORT CANAVERAL NORTH CARGO BERTH IMPROVEMENTS	440323-1	State	PORT	Florida Seaport Transportation and Economic Development	500,000
	PORT OF MIAMI CRUISE TERMINAL IMPROVEMENTS	433363-1	State	PORT	Florida Seaport Transportation and Economic Development	3,000,000
	PORT OF MIAMI, PORT OF MIAMI (POM) POST PANAMAX CRANES	431126-1	State	PORT	Florida Seaport Transportation and Economic Development	3,800,000
	PORT TAMPA BAY - BIG BEND CHANNEL IMPROVEMENTS	431302-1	State	GMR	Strategic Intermodal System	10,000,000
PINELLAS				GMR	Strategic Intermodal System	5,400,000
				SIWR	Strategic Intermodal System	3,025,000
	PORT TAMPA BAY - EASTPORT UPLAND CARGO IMPROVEMENTS	440318-1	State	GMR	Strategic Intermodal System	4,600,000
	PORT TAMPA BAY - HOOKERS POINT IMPROVEMENTS	435130-1	State	PORT	Florida Seaport Transportation and Economic Development	3,100,000
DIST/ST-WIDE DIST/ST-WIDE	PORT ST. PETERSBURG INFRASTRUCTURE IMPROVEMENTS	439041-1	State	PORT	Florida Seaport Transportation and Economic Development	1,000,000
	SIB STATE INFRASTRUCTURE BANK - SEAPORT DEVELOPMENT	415223-3	State	POED	Seaport Investment Program	2,255,813
DIST/ST-WIDE DIST/ST-WIDE	ACQUISITION OF SEAPORT TRADE DATA INFORMATION	413821-1	SIB	SIB1	State Infrastructure Bank	22,000,000
	SEAPORT ACCESS/BONDS PAYMENT OF BOND DEBT SERV/ICE CH 311.09 FSTED	407276-1	State	PORB	Florida Seaport Transportation and Economic Development	15,413
	SEAPORT INFRASTRUCTURE SUPPORT	440223-1	State	PORT	Florida Seaport Transportation and Economic Development	500,000
	SEAPORT INVESTMENT PROGRAM-NEW BOND PROGRAM	433172-1	State	DPTO	Seaport Infrastructure - Bond Debt Service	10,000,000
	SEAPORT SECURITY GRANTS PROGRAM (S.311.12(6)(F.S.))	441516-1	Local	POED	FDOT Public Transportation Funding	35,000
	SEAPORT SYSTEM PLAN IMPLEMENTATION	428022-1	State	LFB	Seaport Infrastructure - Bond Debt Service	10,000,000
	SEAPORTS / BONDS PAYMENT OF BOND DEBT SERVICE,CH311.09FSTED	193615-1	State	DPTO	Budget Only	1,000,000
	STRATEGIC SEAPORT INVESTMENTS - SIS	416786-5	State	PORT	FDOT Public Transportation Funding	300,000
				PORT	Seaport Infrastructure - Bond Debt Service	15,000,000
				GMR	Strategic Intermodal System	3,873
						\$
						169,780,897





Transportation and Economic Development Appropriations

o	AGENCY / DEPARTMENT		CHAIRMAN'S RECOMMENDATIONS										o	
	C		F			C	F	H	Fs	F		C		
#REF!		Caliente Street Storm Water and Roadway Improvements, Hernando Co. (Senate Form 1894)			-	-		260,000		260,000		260,000	#REF!	
#REF!		City of Crystal River Three Sisters Springs Infrastructure Improvements (Senate Form 1807)			-	-		400,000		400,000		400,000	#REF!	
#REF!		SR 826/NE 163rd Street Transportation Safety Infrastructure Improvements (Senate Form 2273)			-	-		1,000,000		1,000,000		1,000,000	#REF!	
#REF!		Four-Laning of Williamson Blvd. from Strickland Range Road to Hand Ave. (Senate Form 1588)			-	-		2,000,000		2,000,000		2,000,000	#REF!	
#REF!		City of Casselberry Quail Pond Circle Complete Street/Pedestrian Connectivity Improvements (Senate Form 1574)			-	-		282,366		282,366		282,366	#REF!	
#REF!		Central Polk Parkway Segment 1 (Senate Form 2471)			-	-		15,000,000		15,000,000		15,000,000	#REF!	
#REF!		Collier County - Lake Trafford Road, Sidewalk, & Bike Lane (Senate Form 1233)			-	-		175,000		175,000		175,000	#REF!	
#REF!		TEBARTA Regional Transit Development Plan (Senate Form 1630)			-	-		1,000,000		1,000,000		1,000,000	#REF!	
#REF!		City of Jacksonville Crosswalk Countdown Head Improvement Plan (Senate Form 1760)			-	-		631,072		631,072		631,072	#REF!	
#REF!		City of Jacksonville McCoy's Creek Project (Senate Form 1761)			-	-		200,000		200,000		200,000	#REF!	
#REF!		Hillsborough County Big Bend/I-75 Interchange Improvements (Senate Form 2116)			-	-		5,000,000		5,000,000		5,000,000	#REF!	
#REF!		Hillsborough County South Coast Trail Enhancement Project (Senate Form 2127)			-	-		450,000		450,000		450,000	#REF!	
#REF!		Longleaf Pine Parkway (CR 244) 4-lane widening from Roberts Road to Oxford Estates (Senate Form 2221)			-	-		1,500,000		1,500,000		1,500,000	#REF!	
#REF!		Bay Harbour Village Roadway Infrastructure Improvements and Rehabilitation (Senate Form 1902)			-	-		500,000		500,000		500,000	#REF!	
#REF!		CR 437 Realignment from Central Avenue to SR 46 (Senate Form 1361)			-	-		7,000,000		7,000,000		7,000,000	#REF!	
#REF!		William Burgess Blvd. Extension (Senate Form 1543)			-	-		1,000,000		1,000,000		1,000,000	#REF!	
#REF!		Port of Manatee Multipurpose Dock Crane and Warehouse (Senate Form 1659)			-	-		2,000,000		2,000,000		2,000,000	#REF!	
#REF!		City of Apopka Harmon Road Extension (Senate Form 1929)			-	-		500,000		500,000		500,000	#REF!	
#REF!		Rosary Road/NE Road Reconstruction - City of Largo (Senate Form 2010)			-	-		1,000,000		1,000,000		1,000,000	#REF!	
#REF!		Beulah Interchange Connector Project (Senate Form 1741)			-	-		1,000,000		1,000,000		1,000,000	#REF!	
#REF!		Pensacola International Airport Commercial Aircraft Maintenance, Repair, Overhaul (MRO) Campus expansion (Senate Form 1786)			-	-		3,000,000		3,000,000		3,000,000	#REF!	
#REF!		CR 280A Connector Road Project (Senate Form 1529)			-	-		2,000,000		2,000,000		2,000,000	#REF!	
#REF!		City of DeFuniak Springs US 331 Gas System Upgrades and Expansion (Senate Form 1644)			-	-		624,672		624,672		624,672	#REF!	
#REF!		Herdsee County Bridge Improvements (Senate Form 1155)			-	-		650,000		650,000		650,000	#REF!	
#REF!		Virginia Drive Rehabilitation (Senate Form 1466)			-	-		229,000		229,000		229,000	#REF!	
#REF!		Northwest Industrial Business Park Access Road (Senate Form 1484)			-	-		1,000,000		1,000,000		1,000,000	#REF!	
#REF!		CR 361 Beach Road Curve Realignment (Senate Form 1412)			-	-		586,732		586,732		586,732	#REF!	
#REF!		City of Coconut Creek - Traffic Signal at Lyons Road and St. Andrew's Intersection (Senate Form 1448)			-	-		225,000		225,000		225,000	#REF!	
#REF!		Improvements at Zephyrhills Municipal Airport (Senate Form 2362)			-	-		5,900,000		5,900,000		5,900,000	#REF!	
#REF!		City of Venice - Road Improvement Project - Phase 3 (Senate Form 1018)			-	-		1,000,000		1,000,000		1,000,000	#REF!	
#REF!		Blount Streetscape Improvements Project (Senate Form 1033)			-	-		250,000		250,000		250,000	#REF!	
#REF!		LYNX Operations Center Expansion for Paratransit/On-Demand (Senate Form 1479)			-	-		2,000,000		2,000,000		2,000,000	#REF!	

# Transportation and Economic Development Appropriations

AGENCY / DEPARTMENT		CHAIRMAN'S RECOMMENDATIONS										o
C		F		C	F	H	Fs	F		C		
#REF!	SUPPORT FOR TRANSPORTATION DISADVANTAGED		-				350,000	350,000	350,000		Requests \$150,000 to continue required Quality Assurance Evaluations and Annual Performance Report. The remaining \$200,000 is provided to conduct a rate model study on the current tool used to establish cost for each of the 67 counties for the delivery of non-sponsored transportation services to the state's 67 counties.	
6002400												
#REF!												
#REF!												
#REF!												
#REF!	PAYMENTS TO EXPRESSWAY AUTHORITIES		-				1,900,000	1,900,000	1,900,000		Request an increase of budget authority in the Payment to Expressway Authority category. This category is used to reimburse the Expressway Authorities for amounts collected on toll roads per contractual agreement.	
6009910												
#REF!												
#REF!												
#REF!												
#REF!	TRANSPORTATION WORK PROGRAM		-								The following categories make up the Work Program for 2018-19.	
990T000												
#REF!							29,844,769	29,844,769	29,844,769			
#REF!							72,725,744	72,725,744	72,725,744			
#REF!							57,495,201	57,495,201	57,495,201			
#REF!	G/A-MAJOR DISASTERS - WP						61,799,946	61,799,946	61,799,946			
#REF!												
#REF!												
#REF!												
#REF!												
#REF!	COUNTY TRANSPORTATION PRGS		-				500,000	500,000	500,000			
#REF!												
#REF!												
#REF!												
#REF!												
#REF!	BOND GUARANTEE		-				75,590,116	75,590,116	75,590,116			
#REF!												
#REF!												
#REF!												
#REF!												
#REF!	TRANSPLANNING CONSULT		-				529,421,239	529,421,239	529,421,239			
#REF!												
#REF!												
#REF!												
#REF!												
#REF!	HIGHWAY MAINTENANCE CONTR		-				3,516,385,784	3,516,385,784	3,516,385,784			
#REF!												
#REF!												
#REF!												
#REF!												
#REF!	INTRASTATE HIGHWAY CONSTR		-				246,342,328	246,342,328	246,342,328			
#REF!												
#REF!												
#REF!												
#REF!												
#REF!	ARTERIAL HIGHWAY CONSTR		-				522,852,783	522,852,783	522,852,783			
#REF!												
#REF!												
#REF!												
#REF!												
#REF!	CONSTRUCT INSPECT CONSULT		-				351,362,358	351,362,358	351,362,358			
#REF!												
#REF!												
#REF!												
#REF!												
#REF!	AVIATION DEV/GRANTS		-				567,804,453	567,804,453	567,804,453			
#REF!												
#REF!												
#REF!												
#REF!												
#REF!	PUBLIC TRANSIT DEV/GRANTS		-				577,342,758	577,342,758	577,342,758			
#REF!												
#REF!												
#REF!												
#REF!												
#REF!	RIGHT-OF-WAY LAND ACQ		-				15,000,000	15,000,000	15,000,000			
#REF!												
#REF!												
#REF!												
#REF!												
#REF!	SEAPORT - ECONOMIC DEV		-				10,000,000	10,000,000	10,000,000			
#REF!												
#REF!												
#REF!												
#REF!												
#REF!	SEAPORTS ACCESS PROGRAM		-				132,525,084	132,525,084	132,525,084			
#REF!												
#REF!												
#REF!												
#REF!												
#REF!	SEAPORT GRANTS		-				186,105,130	186,105,130	186,105,130			
#REF!												
#REF!												
#REF!												
#REF!												
#REF!	HIWAY SAFETY CONSTR/GRANTS		-				602,619,634	602,619,634	602,619,634			
#REF!												
#REF!												
#REF!												
#REF!												
#REF!	RESURFACING		-				167,679,473	167,679,473	167,679,473			
#REF!												
#REF!												
#REF!												
#REF!												
#REF!	BRIDGE CONSTRUCTION		-				12,255,813	12,255,813	12,255,813			
#REF!												
#REF!												
#REF!												
#REF!												
#REF!	SEAPORT INVESTMENT PRG		-				303,784,202	303,784,202	303,784,202			
#REF!												
#REF!												
#REF!												
#REF!												
#REF!	SEAPORT INVESTMENT/GRANTS		-				70,825,643	70,825,643	70,825,643			
#REF!												
#REF!												
#REF!												
#REF!												
#REF!	RAIL DEVELOPMENT/GRANTS		-				19,646,000	19,646,000	19,646,000			
#REF!												
#REF!												
#REF!												
#REF!												
#REF!	INTERMODAL DEVELOP/GRANTS		-				1,017,496,217	1,017,496,217	1,017,496,217			
#REF!												
#REF!												
#REF!												
#REF!												
#REF!	CONTRACT MAINT W/ DOC		-				1,000,000	1,000,000	1,000,000			
#REF!												
#REF!												
#REF!												
#REF!												
#REF!	PRELIMINARY ENGR CONSULT		-				66,044,736	66,044,736	66,044,736			
#REF!												
#REF!												
#REF!												
#REF!												
#REF!	HWY BEAUTIFICATION GRANTS		-				40,920,633	40,920,633	40,920,633			
#REF!												
#REF!												
#REF!												
#REF!												
#REF!	RIGHT-OF-WAY SUPPORT		-				17,245,068	17,245,068	17,245,068			
#REF!												
#REF!												
#REF!												
#REF!												
#REF!	TRANSPORT PLANNING GRANTS		-				-	-	-			
#REF!												
#REF!												
#REF!												
#REF!												
#REF!	MATERIALS AND RESEARCH		-				800,000	800,000	800,000			
#REF!												
#REF!												
#REF!												
#REF!												
#REF!	LOCAL TRANSPORTATION PROJ		-				15,000,000	15,000,000	15,000,000			
#REF!												
#REF!												
#REF!												
#REF!												
#REF!	Keep Florida Beautiful (Senate Form 2373)		-				1,000,000	1,000,000	1,000,000			
#REF!												
#REF!												
#REF!												
#REF!												
#REF!	I-75 at Overpass Road/New Interchange, Pasco County (Senate Form 1883)		-				1,000,000	1,000,000	1,000,000			
#REF!												
#REF!												
#REF!												
#REF!												
#REF!	PD&E Study of Clifton Avenue Intersection of US 98 and US 301 (Senate Form 1788)		-				1,300,000	1,300,000	1,300,000			
#REF!												
#REF!												
#REF!												
#REF!												
#REF!	Cyrtl Drive Bypass Roadway for Flood Evacuation, Hernando Co. (Senate Form 1886)		-				4,700,000	4,700,000	4,700,000			
#REF!												
#REF!												
#REF!												
#REF!												
#REF!	Morningside Drive Extension, Dade City, Pasco Co. (Senate Form 1895)		-				750,000	750,000	750,000			
#REF!												
#REF!												
#REF!												
#REF!												
#REF!	Route Alignment Study - SR 56 Extension, City of Zephyrhills, Pasco Co. (Senate Form 2069)		-									
#REF!												
#REF!												
#REF!												
#REF!												

# **Seaport Security Grant Program**

**TO BE DISCUSSED AT MEETING**

# **Constitutional Revision Commission**

# Environmental proposal delayed amid business outcry

By Jim Turner, News Service of Florida

Posted: 5:55 PM, December 12, 2017

- A proposed constitutional amendment that would redefine legal standing for Floridians when environmental problems occur was put on hold Tuesday as opposition mounts from powerful business groups.

With critics arguing the measure is too vague and would create legal gridlock, Jacqui Thurlow-Lippisch, a member of the state [Constitution Revision Commission](#), said she requested more time to work on her proposal (P 23), as it appeared on the verge of being voted down by the commission's Judiciary Committee.

"The number one thing I'm trying to do is to keep this thing alive," Thurlow-Lippisch, a former mayor of the Martin County city of Sewall's Point, said after Tuesday's committee meeting. "If it had died today, it would be gone. So I'm trying to keep it alive, I'm trying to work on it. But at the end of the day I will not just lean over and say we'll take out all the tough stuff and just put in flower language again."

The committee agreed, before postponing the measure until January, to amend it to more narrowly define that people seeking to challenge environmental rules must be [Florida](#) residents.

The change, backed by Thurlow-Lippisch, still wasn't enough for opponents who argued the overall proposed constitutional amendment would lead to increased litigation on environmental issues.

"No longer would standing require a particularized interest, but rather a general interest in order to bring a legal challenge," said lobbyist David Childs, who represents groups such as Farmland Reserve and the Florida Chamber of Commerce. "It creates kind of a rule of one: one resident amongst our 20 million plus residents would have a constitutional right to oppose the road, the row crop, the power plant, the list goes on based upon a purported infringement even if the litigant is in Pensacola and the project is in Key Largo."



William Large, president of the business-backed Florida Justice Reform Institute, said the language of the proposal, even amended, remains purposefully ambiguous.

“It removes the Legislature from ability to pass legislation with respect to environmental issues,” Large said. “Likewise, it removes the rule-making process from agencies being able to use the statutory authority created by the Legislature to pursue rule-making with respect to environmental issues.”

The 37-member Constitution Revision Commission, which meets every 20 years, is reviewing proposed constitutional amendments that could go on the 2018 ballot.

On Monday, a group of 28 state business groups announced their opposition to Thurlow-Lippisch's proposal. Among the groups signing onto a letter were Associated Industries of Florida, Florida Citrus Mutual, Florida Farm Bureau, the Florida Forestry Association, the Florida Fruit & Vegetable Association, the Florida Home Builders Association, **the Florida Ports Council** and the Florida Retail Federation

“By granting this broad right to challenge any government entity, business or private citizen --- even if they are in full compliance with existing laws or valid permits --- CRC Proposal 23 would allow delay or defeat of currently legal activities in our state,” the business groups said in the letter. “This amendment circumvents existing avenues to address concerns over air and water quality and instead encourages frivolous lawsuits, which would inevitably drive up business costs and threaten future economic development in Florida.”

Thurlow-Lippisch, who was appointed to the commission by Senate President Joe Negron, R-Stuart, said she has tried to work with the business groups. She said she filed the proposal because the Constitution might appear friendly to the environment, but often offers contradictory language that nullifies preservation efforts.

“Florida should have higher expectations than we do. We're the best state in the nation in most things, but not the environment,” said Thurlow-Lippisch, whose community has been at the center of a fight against declining water quality, including outbreaks of toxic algae, in the St. Lucie Estuary.

“I bet if you look at permitting since 1998, it's become less stringent instead of more stringent,” she added.

By Commissioner Sprowls

sprowlsc-00046-17

201769\_\_

1 A proposal to amend  
2 Section 9 of Article VII of the State Constitution to  
3 prohibit certain special districts, except ones  
4 created for water management purposes, from levying ad  
5 valorem taxes after January 7, 2029, or 10 years after  
6 the date of voter approval for such authority,  
7 whichever is later; to grant districts authority to  
8 levy ad valorem taxes beyond that date under certain  
9 circumstances; to authorize the grant or renewal of  
10 the authority by referendum for 10-year periods if  
11 certain conditions are met; to require ballot  
12 proposals to include specified language; to require  
13 the Legislature to dissolve, merge, consolidate, or  
14 provide for appropriate disposition of special  
15 districts if the referendum fails; to authorize debt  
16 secured by ad valorem taxes and incurred before  
17 January 7, 2019, to be refinanced under certain  
18 circumstances; and to prohibit special districts from  
19 pledging ad valorem tax revenue to repay or  
20 restructure debt incurred after a specified date under  
21 certain circumstances.

22  
23 Be It Proposed by the Constitution Revision Commission of  
24 Florida:

25  
26 Section 9 of Article VII of the State Constitution is  
27 amended to read:

28 ARTICLE VII

29 FINANCE AND TAXATION

30 SECTION 9. Local taxes.—

31 (a) Counties, school districts, and municipalities shall,  
32 and special districts may, be authorized by law to levy ad

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valorem taxes and may be authorized by general law to levy other taxes, for their respective purposes, except ad valorem taxes on intangible personal property and taxes prohibited by this constitution.

(b) Ad valorem taxes, exclusive of taxes levied for the payment of bonds and taxes levied for periods not longer than two years when authorized by vote of the electors who are the owners of freeholds therein not wholly exempt from taxation, shall not be levied in excess of the following millages upon the assessed value of real estate and tangible personal property: for all county purposes, ten mills; for all municipal purposes, ten mills; for all school purposes, ten mills; for water management purposes for the northwest portion of the state lying west of the line between ranges two and three east, 0.05 mill; for water management purposes for the remaining portions of the state, 1.0 mill; and for all other special districts a millage authorized by law approved by vote of the electors who are owners of freeholds therein not wholly exempt from taxation. A county furnishing municipal services may, to the extent authorized by law, levy additional taxes within the limits fixed for municipal purposes.

(c) (1) a. The authority of a special district to levy ad valorem taxes shall expire the later of January 7, 2029, or ten years after the date of approval of such authority by vote of the electors who are the owners of freeholds therein not wholly exempt from taxation.

b. Notwithstanding subparagraph a., if debt incurred by a special district prior to January 7, 2019, matures later than January 7, 2029, and repayment of the debt is secured by a

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pledge of ad valorem tax revenues, the district's authority to levy ad valorem taxes shall expire on the final maturity date of the debt. Such debt may be refinanced after January 7, 2019, but the final maturity date of the debt may not be extended beyond the date of the original debt.

c. A special district may not pledge revenue from its ad valorem tax authority to repay debt incurred after January 7, 2019, if the pledge would require or allow debt service payments to be made after the earlier of ten years after issuance of the debt or the date of expiration of the district's ad valorem tax authority.

(2)a. A special district referendum to obtain initial authority to levy ad valorem taxes or to renew an existing authority to levy ad valorem taxes, must include in the ballot proposal the public purpose for which the authority to levy ad valorem taxes is sought; the number of years, which shall not exceed ten years, for which the authority will be in effect; and the millage limit.

b. In the general election held prior to the expiration date provided in subparagraph (1)a. or (1)b., the electors who are the owners of freeholds within the district not wholly exempt from taxation may vote to renew the authority to levy ad valorem taxes for a period not to exceed ten years. There is no limit to the number of times the authority to levy ad valorem taxes may be renewed under this subparagraph.

(3) The legislature shall provide by general or special law for the dissolution, merger, consolidation, or other appropriate disposition of each special district for which the authority to levy ad valorem taxes has expired.

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201769\_\_

91       (4) This subsection does not apply to special districts  
92       created by general law for water management purposes.

## **CRC Proposal 69**

### **What does the proposal do?**

In essence, Proposal 69 requires that a special district's authority to levy an ad valorem tax must be re-authorized by a vote of the property owners in the district every 10 years. If a referendum fails, the Legislature is directed to dissolve, merge, consolidate or take "other appropriate disposition" action for the district.

### **What types of districts are affected?**

There are many types of districts that have the authority to levy ad valorem taxes, including port and airport authorities, inlet/navigation districts, community development districts, fire/rescue districts, mosquito control districts, water/sewer districts, healthcare districts and children's services districts. The number of districts that have the authority to levy an ad valorem tax is in excess of 800, though only about 200 actually levy a tax. All would be affected by Proposal 69.

### **Issues with Proposal 69**

- **Taxes are shifted not eliminated:** Special districts are limited-purpose local governments that can only spend money on the specific service or infrastructure for which they are authorized. If a district is dissolved, the need for the service or infrastructure still remains so either the county or city will have to assume the obligation and raise the revenue to pay for it. Taxpayers will not save money and, in fact, could end up paying more for the same service.
- **Public Financing Implications:** Large public infrastructure projects are typically funded through tax-exempt, municipal bonding, which reduces the cost to taxpayers and spreads the cost over multiple years. Bonds are usually issued for terms of 20-30 years. Proposal 69 would necessarily limit the term of a bond to 10 years, likely making such bonds unmarketable. As a result, the districts affected by Proposal 69 will find it difficult to finance important public projects that support growth and commerce like port/airport expansions, roads, fire stations and libraries. If public financing cannot be secured, the projects will either not be constructed or the districts, and ultimately the taxpayers, will pay an increased cost for the projects.
- **Unfunded Liabilities:** By law, any assets or liabilities of a dissolved district become the responsibility of the county or city in which the district is located. Some of the affected districts have pension plans for their employees. Like most public pension plans, the district plans have current unfunded liabilities, likely in the hundreds of millions of dollars statewide. These and other liabilities would become the responsibility of the county or city and their residents, rather than the responsibility of the district and its residents.

- Multi-County Districts: There are a number of affected districts that encompass more than one county, such as the Florida Inland Navigation District that includes all 13 counties on the east coast of Florida and is charged with maintaining the intercoastal waterway for commercial and recreational boating. What happens if some of the counties vote in favor of a district but others vote against?
- Not all Floridians affected: Constitutional amendments should address issues affecting all Floridians. The vast majority of special districts in Florida are located from Orlando south. If placed on the ballot, all Florida electors will be able to vote on Proposal 69 even though many Floridians do not live in special districts with tax authority and are unfamiliar with special districts.
- Only property owners get a vote: The local referenda required by Proposal 69 is only of those “electors who are the owners of freeholds”, i.e. property owners. This means that non-property owners, like renters, who benefit from the service and infrastructure provided by districts will not get a vote.

#### **CRC Proposal 69 is unnecessary**

- Voters have already approved ad valorem tax: The Florida Constitution (Article VII, Section 9) already requires that voters approve by referendum any ad valorem tax levied by a special district.
- Legislature already has the authority: Any time it desires, the Legislature can modify, dissolve, merge or consolidate a district, including eliminating its ability to levy taxes. It can also require a district be reauthorized by the voters.
- District residents can enact change: If desired, the residents of a district can enact change through exercising their right to vote in new governing board members, attending public district meetings and voicing their concerns, bringing concerns to local legislators and requesting legislative review of the district, etc.
- 2012 Review of Special Districts: In 2012, Governor Scott issued an Executive Order requiring his office to review all special districts in Florida. Though not all districts were ultimately reviewed, the published reports were largely complimentary of the quality of service provided and the fiscal efficiency of the districts.





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# CONSTITUTION REVISION COMMISSION

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2017 - 2018

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COMMISSIONER CHRIS SPROWLS

COMMITTEES:  
Executive, *Vice Chair*  
Education, *Commissioner*  
Style and Drafting,  
*Commissioner*

January 24, 2018

Fred Karlinsky, Chair  
Finance & Taxation Committee  
Florida Constitution Review Commission  
The Capitol  
400 S. Monroe St.  
Tallahassee, FL 32399

**RE: Proposal 69 - Finance & Taxation, Local Taxes**

Dear Chair Karlinsky:

Upon further study and reflection, I am respectfully withdrawing Proposal 69 from consideration by the Finance & Taxation Committee of the Constitution Revision Commission. The original intent of the proposal was to protect and empower property tax payers by providing for the expiration of the authority of special districts to levy *ad valorem* taxes unless voter approval to levy such taxes was obtained every 10 years. The proposal also included a similar temporal restriction on pledging *ad valorem* tax revenues for new debt service while grandfathering certain pre-existing indebtedness. However, as the review process unfolded it became apparent that this policy proposal has many complexities that would require carve outs with no guarantee that unforeseen consequences could not still occur. Accordingly, I believe this policy proposal is better suited for statutory enactment by the Florida Legislature.

Thank you for your willingness to hear my proposal.

Respectfully,

Chris Sprowls  
Representative, District 65

Cc: Jeff Woodburn, Staff Director/Executive Director



By Commissioner Lee

leet-00104-17

201795\_\_

1                   A proposal to create  
2           a new Section 6 of Article VIII of the State  
3           Constitution and to renumber present section 6 of that  
4           article to limit the power of a county, municipality,  
5           or special district to regulate commerce, trade, or  
6           labor unless the regulation applies exclusively within  
7           the respective entity's own boundaries in a manner not  
8           prohibited by law, and to specify that such regulation  
9           may not intrude upon or impede commerce, trade, or  
10          labor across the respective entity's boundaries.

11  
12 Be It Proposed by the Constitution Revision Commission of  
13 Florida:

14  
15          Present section 6 of Article VIII of the State Constitution  
16          is renumbered as section 7, and a new section 6 is added to that  
17          article, to read:

18                   ARTICLE VIII

19                   LOCAL GOVERNMENT

20          SECTION 6. Regulation of commerce, trade, or labor.—A  
21          county, municipality, or special district may only regulate  
22          commerce, trade, or labor occurring exclusively within the  
23          respective entity's own boundaries in a manner not prohibited by  
24          law. A regulation enacted by a county, municipality, or special  
25          district may not intrude upon or impede commerce, trade, or  
26          labor across the respective entity's boundaries.

## **Partner Issues**

<b>Enterprise Florida Operating Budget</b>	<p>Enterprise Florida and its statewide partners play a vital role in economic development and job creation for the state. Competition for high-skill, high-wage job creation projects continues to increase and EFI is aggressively promoting Florida as the best business state in the nation.</p> <p><b>EFI supports fully funding Enterprise Florida's recurring operating budget at \$16.2 million.</b></p>
<b>"Florida – The Future is Here" Marketing campaign</b>	<p>The Governor's Securing Florida's Future budget continues the annual investment of \$7.5 million for EFI to aggressively market what Florida has to offer to businesses which will help lead to more job creation and economic diversity.</p> <p><b>EFI supports the appropriation of \$7.5 million recurring in order to effectively promote Florida as a top destination for business.</b></p>
<b>Enhancing Florida's Military &amp; Defense Programs</b>	<p>This year's proposed legislative package strengthens programs and activities that preserve, protect and grow Florida's military missions and installations. This proposal strengthens Florida's military base protection posture ahead of potential Department of Defense realignments and/or closures and keeps Florida as the most military-friendly state in the nation.</p> <p><b>EFI supports streamlining and strengthening Florida's Military &amp; Defense Programs.</b></p> <p><b>EFI supports the continued appropriation of \$2 million for the Florida Defense and Support Task Force.</b></p>
<b>Florida Sports Foundation</b>	<p>This legislative session the Florida Sports Foundation is seeking approval of the Orlando City Soccer specialty license tag as allowed by Florida Statutes 320.08058. Sales of the professional team tag will generate funding for promotion of Florida as the destination of choice for sports tourism and development.</p> <p><b>EFI supports the Florida Sports Foundation's legislative agenda.</b></p> <p><b>EFI supports the continued appropriation of \$4.7 million for the Florida Sports Foundation.</b></p>
<b>Florida Job Growth Grant Fund</b>	<p>This fund provides grants for approved local initiatives specifically designed to support broad-based economic growth by improving infrastructure such as roads, bridges, and water/wastewater systems. The fund also supports Florida's growing workforce by providing grants for job training and skills enhancement in targeted growth industries.</p> <p><b>EFI supports fully funding the continuation of the Job Growth Grant Fund at \$85 million.</b></p>
<b>Rural Infrastructure Fund</b>	<p>This fund encourages job growth and economic development in Florida's rural communities. This year the Governor has recommended doubling the funding for the Rural Infrastructure fund, so that additional rural areas in Florida can access funding needed to be successful in today's competitive job marketplace.</p> <p><b>EFI supports securing the future of Florida's rural communities by funding the Rural Infrastructure Fund at \$3.2 million.</b></p>
<b>Quick Response Training Grants (Florida Flex)</b>	<p>As high-skill positions continue to open across the state, the need for a highly-trained workforce grows. Quick Response Training (QRT) funding allows employers to train employees and encourages them to continue growing in Florida.</p> <p><b>EFI supports CareerSource Florida's budget request of \$20 million for Quick Response Training (QRT) funding.</b></p>
<b>Business Climate</b>	<p><b>EFI supports the Governor's proposed \$180 million in tax cuts to help Florida families and small businesses as well as his legislative proposals that reduce regulations and improve the state's business environment. EFI also supports Florida's business advocates including VISIT FLORIDA, Space Florida, the Florida Chamber of Commerce, Associated Industries of Florida, Small Business Development Center, Florida Economic Development Council, Florida Council of 100, Florida TaxWatch and the Manufacturers Association of Florida pursuing these objectives.</b></p>



# FLORIDA'S 2018 BUSINESS AGENDA



**FLORIDA**  
**CHAMBER**  
*of Commerce*  
SECURING FLORIDA'S FUTURE  
[FloridaChamber.com](http://FloridaChamber.com)



## Closing Florida's Talent Gap by Improving Educational Opportunities

From small businesses to major corporations, a qualified workforce is a top concern for job creators. To secure Florida's future, employers need talent that is prepared to enter the workforce; a talented workforce is Florida's best long-term economic strategy. Florida wins when we close the talent gap by putting students ahead of special interest. To help advance meaningful education reform, the Florida Chamber's 2018 Business Agenda recommends:

- ▶ Advocating for increased attainment and more quality training programs to ensure Florida consistently has a diverse and talented workforce;
- ▶ Prioritizing early learning opportunities and programs;
- ▶ Renewing a focus on STEM initiatives throughout Florida's education system;
- ▶ Providing parents, students and teachers with the best educational options for success; and
- ▶ Continuing to support rigorous accountability standards for schools and effective measurements for student success.

## Diversifying Florida's Economy to Create High-Wage Jobs

The key to creating jobs and attracting global business is diversifying Florida's economy. While agriculture, construction and tourism are the strengths of Florida's economic foundation, we must continue supporting initiatives that champion even more innovation and new technology. That means attracting and growing in targeted industries such as international trade, manufacturing, biotech and more. To continue diversifying Florida's economy, the Florida Chamber's 2018 Business Agenda recommends:

- ▶ Championing targeted economic development investments and global trade agreements to help strengthen Florida's manufacturing sector, create jobs and make Florida the leader in international trade;
- ▶ Supporting initiatives that create high-wage jobs and bring capital investment to Florida;
- ▶ Fueling an innovation economy by attracting targeted industries and emerging technology sectors;
- ▶ Providing capital options and opportunities for Florida's small businesses and supporting Florida's Small Business Development Center Network so more Florida start-ups succeed;
- ▶ Increasing Florida's share of venture capital dollars to spark innovation and create jobs;
- ▶ Continuing to strengthen Florida's historic leadership role in space exploration;
- ▶ Creating job opportunities and greater economic diversity in Florida's rural communities; and
- ▶ Seizing the opportunity of Florida's veteran population while growing our military and defense industries.

## Securing Florida's Future



## Preparing Florida's Infrastructure for Resiliency and Future Growth

As the third most populous state in the nation, getting infrastructure policies right is imperative to Florida's future. Florida's roads and bridges are ranked number one in the nation, but there is still much to be done. Water, energy, transportation and telecommunications infrastructure are the backbone of our economy. With an estimated 5.5 million new residents by 2030 and more than 112 million visitors to Florida last year alone, we must continue to invest in long-term solutions. To drive strategic solutions and continue growing in smart and efficient ways, the Florida Chamber's 2018 Business Agenda recommends:

- ▶ Protecting Florida's water future by supporting infrastructure investments and science-based solutions that allow our state to grow while protecting our most precious natural resources;
- ▶ Continuing to create and support reliable, efficient, affordable and sustainable energy solutions;
- ▶ Protecting Florida's transportation trust fund so investments in infrastructure connectivity can continue; and
- ▶ Supporting innovations in all transportation modes, including autonomous and connected vehicles.

## Making Florida's Business Climate Even More Competitive

When Florida's businesses and families are prosperous, Florida wins. One way Florida can continue to lead the nation in job creation is to build a business climate that attracts new businesses and allows those already here to grow. That means spurring investments from around the world, creating stable insurance markets, expanding access to capital for small businesses and securing legal and regulatory reform. While Florida is moving in the right direction, to remain competitive, the Florida Chamber's 2018 Business Agenda recommends:

- ▶ Fighting against workers' comp rate hikes that hurt job creators and benefit lawyers that advertise on TV;
- ▶ Reforming Florida's bottom-five ranked legal climate, a system currently creating a \$3,400 "tax" for families each year;
- ▶ Creating competitive and stable insurance markets and reducing fraud that drives up rates;
- ▶ Creating a competitive tax system that puts money back into the pockets of small businesses and families and eliminates uncompetitive tax policies like the Florida-only Business Rent Tax;
- ▶ Supporting efforts that protect businesses from costly and unnecessary regulations and mandates;
- ▶ Protecting private property rights;
- ▶ Ensuring state and federal wage and benefit regulations benefit employees and employers;
- ▶ Lowering burdensome unemployment compensation taxes;
- ▶ Protecting employee choices by reducing the economic burden of unions' collective bargaining processes; and
- ▶ Championing a medical liability environment where meritless lawsuits are discouraged in order to help Florida attract world-class medical professionals.

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

850-521-1200



## Making Florida Government More Efficient

Taxpayers deserve an efficient government that provides the highest return with the most economic freedoms and opportunity possible. This means, together, we must address issues that drain taxpayer dollars like unsustainable pension systems, outdated and inconsistent regulations, and unnecessary taxes and fees. Florida's success must not be hindered by taxation, regulation and litigation, but built on free enterprise principles that create jobs and opportunities. For more efficient government systems, the Florida Chamber's 2018 Business Agenda recommends:

- ▶ Eliminating burdensome regulations and processes that often hinder the ability for all businesses, but particularly small businesses, to grow and succeed;
- ▶ Modernizing Florida's retirement system and stopping taxpayer bailout of pensions; and
- ▶ Supporting consistent federal immigration policies;
- ▶ Protecting Florida's Constitution from unneeded amendments.

**From workers' comp to healthcare, the Florida Chamber's task forces and coalitions are laser focused on helping Florida employers engage in making better policies and creating valuable jobs for everyone.**

**INTERESTED IN ENGAGING?  
Visit [www.FloridaChamber.com/Issues](http://www.FloridaChamber.com/Issues).**

## Championing Florida's Quality of Life

Protecting Florida's quality of life from special interest attacks is essential to our state's family-friendly brand. The Florida Chamber believes we can continue to make Florida the best place to visit, live and work by strengthening communities. This means focusing on workforce housing, stopping the expansion of Las Vegas-style casino gambling, breaking the cycle of generational poverty, and embracing cost-saving, value-driven adaptations to Florida's healthcare system. In order to protect Florida's unique quality of life, the Florida Chamber 2018 Business Agenda recommends:

- ▶ Advocating for value-based outcomes through a more affordable and efficient healthcare delivery system;
- ▶ Embracing telehealth policies and other healthcare innovations that accentuate Florida's free market environment, improve outcomes and lower costs;
- ▶ Creating an environment that fosters increased economic opportunity for all Floridians caught in the cycle of generational poverty;
- ▶ Expanding medical education opportunities and providing targeted training in key health education programs in order to address Florida's healthcare workforce shortage and growing population; and
- ▶ Continuing to oppose the expansion of Las Vegas-style casino gambling.

## Florida's 2018 Florida Business Agenda



**TAB 6B**  
**LEGISLATIVE:**  
**FEDERAL**

# **Federal Initiatives**





# **SAVE THE DATE!**

Mark your calendars now for the

## **Florida Ports Council 2018 Washington, D.C. Fly-In Tuesday, April 17 – Wednesday, April 18**

**Events include a Florida Congressional Ports Caucus  
Meeting and Meetings with Members of Congress**

Hotel and appointment information to follow soon.

*For more information contact: Mike Rubin at (850) 222-8028 or [mike.rubin@flaports.org](mailto:mike.rubin@flaports.org).*





# **Federal Issues**

# **Agricultural Quarantine & Inspection Fee**

## **Eliminating the Discriminatory Impact of AQI Treatment Fees on Florida Trade**

**Problem:** The APHIS treatment fee imposes an unreasonable, unnecessary and perhaps illegal discriminatory burden on imports into Florida ports. Today, for the same amount of imported product a Florida importer would pay fees of \$11,640 and an importer using Northeast ports could pay as little as \$95. On December 28, the fees are scheduled to change, increasing the disparity to \$17,040 v. \$142.

The reason for the disparity: one treatment in Florida typically involves one trailer-load of goods; one treatment in the Northeast typically involves a stack or warehouse-full of containers.

**Request:** APHIS should temporarily suspend collection of the treatment fee, or freeze it at the current levels, until such time as an equitable modification of the fee can be designed and implemented.

**Summary of Issue:** In 2015, APHIS created a new fee to be charged directly to importers of product “treated” for APHIS purposes. The fee was to cover APHIS costs for monitoring the “treatment” of fresh fruits, vegetables and flowers imported into the United States. The cost of the actual treatment was and is paid by the importers to private companies which perform the actual treatment process (fumigation, cold treatment, irradiation, etc.).

Prior to 2015 the APHIS captured its costs of both inspection and treatment through the “conveyance fees” paid by carriers (air, water, land). This allowed the “treatment costs” to be borne by all shipments subject to the possibility of inspection and treatment.

After 2015, the cost of possible inspection continued to be captured in the “conveyance fee” but the treatment costs were captured by a new and separate fee only to those shipments which were actually treated.

The new treatment fee amount was created by a 2011 study which estimated the full annual costs to APHIS for administration of its treatment program (targeting, supervising treatment, et.al), and dividing that by the number of estimated annual treatments. The proposed rule set the fee at \$375 per treatment; the final rule reduced the per-treatment-fee to \$237 but phased it in over a 5-year period in recognition that it was a new direct cost that importers would have to phase into their pricing.

- |   |                    |
|---|--------------------|
| 1 | \$47 per treatment |
| 2 | \$95 per treatment |

3	\$142 per treatment (effective December 28, 2017)
4	\$190 per treatment
5	\$237 per treatment

APHIS recognized in its final rule that there are variety of treatments, mentioning chemical treatments (e.g., fumigants, dips and sprays involving methyl bromide, phosphine and sulfuryl fluoride) and non-chemical treatments (e.g., cold treatment, hot water immersion, vapor heat treatment, steam sterilization and irradiation). It also recognized that some treatments were the result of finding pests on individual shipments after inspection and others were automatically required without the need to conduct an inspection. Despite the differences, APHIS adopted the same fee for each type of treatment.

#### **Suggested solutions to eliminate the discriminatory impact.**

1. Update cost and treatment data. APHIS should revisit the data underlying its calculation for the fee. While the fees have now been in place for two years, to our knowledge, APHIS has not conducted the biennial review to determine its true costs of treatment, the number and type of treatments involved, the impact on efficiencies and on commerce. In adopting the final rule, APHIS stated it would review its costs and the impact of the fee on a biennial basis and make adjustment by way of rulemaking to amend, adjustments upward or downward, et.al. See 80 Fed. Reg. No 209, at page 66761 (October 29, 2015)
2. Capture all costs in the “conveyance fees”. APHIS should spread the cost of treatment in the same manner as it spreads the cost of inspection --- over all those shipments subject to inspection and/or treatment. This is most easily done by reverting to capturing treatment costs in the conveyance fees charged to air, water and land carriers.
3. Modify the separate treatment fee to be equitable. APHIS should recognize that the “per treatment” approach to a separate fee has proven to be unacceptably discriminatory and should be replaced by a more equitable structure. To this end, we have suggested that the fee might be calculated based upon
  - the volume or value of product to be treated;
  - the amount of methyl bromide used (for fumigation);
  - the type of treatment involved (e.g., fumigation involves greater costs to APHIS than cold treatment, but both are currently charged the same fee)

#### **For Further Information Contact**

Gilbert Lee Sandler, Florida Perishable Trade Coalition (FPTC)  
c/o Sandler, Travis & Rosenberg, PA  
(305) 894-1000 [lsandler@strtrade.com](mailto:lsandler@strtrade.com)

Priscilla Lleras-Bush, Peruvian Asparagus Import Association (PAIA)  
(817) 793-3133 [priscillaprestige@outlook.com](mailto:priscillaprestige@outlook.com)

Date: December 8, 2017

### **AQI Treatment Fee Background**

**Final Rule:** Docket No. APHIS-2013-0021 Agency of the Department of Agriculture, Animal and Plant Health Inspection Service – User Fees for Agricultural Quarantine and Inspection Services  
80 Federal Register No. 209, at 66748-66779 (October 29, 2015)

#### **Scope of this Document:**

- Illustrate the inequities involved in Animal and Plant Health Inspection Service (APHIS) agricultural quarantine and inspection (AQI) treatment fee.
- Propose that the fee be eliminated or a new more equitable cost-capturing arrangement be established to capture the costs of United States Department of Agriculture (USDA) treatment activities.
- Demonstrate that the AQI Treatment Fees imposed by APHIS/USDA are a detriment to Florida's economy, trade position and jobs that will be leaving Florida.

#### **Industries Affected**

- U.S. Agricultural companies predominately based in Florida, which include shippers/importers, major U.S. Seaports (especially Miami, Port Everglades and Tampa),
- ocean carriers, airlines, fumigators, freight forwarders and customhouse brokers, industry commodity associations (importing fresh fruits and vegetables for United States consumers' consumption to healthy food alternatives at retailer and food service levels across the United States), warehousing, as well as,
- industry service provider companies such as logistics companies, and other industries that enable imports to work in conjunction with USDA, APHIS and PPQ to protect U.S.

#### **Summary of Request**

We request that APHIS freeze, halt or revise the above regulatory fee imposed on the imports of fresh fruits, vegetables and flowers to the United States.

We ask that you request the USDA/APHIS and Office of OMB to cease all treatment fees (AQI) until an overall analysis to the equality and impartiality of this fee has been accomplished.

#### **Discriminatory and Negative Impact on Florida business**

This AQI Treatment Fee has placed Florida at an extreme trade disadvantage to the North East and the current fee positions our Florida ports and airports at a significantly high cost of doing business disadvantage among other ports and airports in the nation. The AQI Treatment Fee is increasing year-over-year and jeopardizing Florida's commerce, economy and trade. Florida jobs and international market share is at stake.

The two-year-old AQI Treatment User Fee has a drastic negative impact on Florida economies overall. For example, imports of fresh produce through the gateway of the Miami International Airport – the largest Cargo Airport in the United States with well over \$52.8 Billion valued total trade statistic for

2015<sup>1</sup> and generating an estimated 282,000 jobs directly and indirectly<sup>2</sup> such as cargo providers, warehousing companies, industry service providers such as freight forwarders, customs brokers, fumigation companies and transportation companies. The recent expansion of agricultural trade with Latin America and the Caribbean has increased job opportunities and stimulated the Florida economy. Major maritime Ports in Florida are a vital source of transportation from Latin America and Caribbean into the United States. In 2015, PortMiami represented a total tonnage of 8,613,739 MT<sup>3</sup>, and within that tonnage fruits and vegetables were number two in major imports. The AQI Treatment Fee will impact many other ports in Florida, including Port Everglades, Port Canaveral and Port Tampa Bay. Companies connected with the trade of perishable fruits, vegetables and flowers will be negatively impacted, affecting the Florida global market share, economies, revenues and job climate within the Florida agricultural community.

### **Creation of the New Treatment Fee**

In 2015, the USDA adjusted all of its fees, and created a separate, new fee to reimburse its treatment program costs. See Docket No. APHIS-2013-0021 Agency of the Department of Agriculture, Animal and Plant Health Inspection Service – User Fees for Agricultural Quarantine and Inspection Services. 80 Federal Register No. 209, at 66748-66779 (October 29, 2015)

Treatment methods vary depending upon products and include processes such as fumigation, irradiation, and cold treatment. The USDA oversees treatments, which are performed by approved private sector service providers and paid for by importers, carriers, et al. APHIS states that the cost in overseeing the treatment, administration, research and general overhead is estimated to be \$9 to \$12 million per year.

The amount of AQI fee was originally proposed at \$375 per treatment. However, with much debate and influence internally and externally to review and analyze the fee, the regulatory agency set at the following escalating amounts over a five year-period to accommodate the adjustment by the trade to passing increased costs, and to allow for biennial reviews of the fees for further adjustment and revision. The 5-year phase in was set as follows:

- Year 1: \$47 per treatment (effective December 28, 2015)
- Year 2: \$95 per treatment (effective December 28, 2016)
- Year 3: \$142 per treatment (effective December 28, 2017)
- Year 4: \$190 per treatment (effective December 28, 2018)
- Year 5: \$237 per treatment (effective December 28, 2019)

### **The Treatment Fee is Based on Flawed Information**

APHIS engaged Grant Thornton, Audit, Tax and Advisory Services to conduct a comprehensive fee review to determine the full cost of AQI services, identify potential changes to the fee structure, and recommend new fees. To fund the program, AQI charges fees for inspection of international passengers and cargo conveyances. The current AQI fee structure establishes fees for commercial vessels, trucks, railroad cars, aircraft, and international air passengers.

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<sup>1</sup> Miami International Airport Cargo Hub / Air Cargo & Trade Statistics 2017

<sup>2</sup> Miami International Airport Cargo Hub / Air Cargo & Trade Statistics 2017

<sup>3</sup> PortMiami Global Gateway / 2015 Statistics



United States Department of Agriculture Animal and Plant Health Inspection Service Agriculture Quarantine and Inspection (AQI) Program, AQI Fee Schedule Assessment and Alternatives, dated May 21, 2012.<sup>4</sup> There were numerous fallacies and flawed information found within the Grant Thornton report. USDA is implementing recommended fees to the major trade industries and U.S. economies without weighing the consequences to economies and the American people.

Examples fallacies and flawed information found within the *Grant Thornton Report* (“GT”):

- GT Simplicity:* According to GT Report, pg. 3, “Fees should be constructed in a simple manner as possible to limit the effort and cost required to implement and administer the fees. This benefits the government and fee payers.”

*Industry observation:* GT or USDA did not take into consideration the different methods of the fumigation process – which has resulted in an imbalanced, biased and discriminatory fee accrument. How can GT know that there are different methods regionally? Since by far the largest volume of treatments are conducted in South Florida, shouldn’t have all differing treatment methods been accounted for and considered for a comprehensive analysis?
- GT Economic Impact:* According to GT Report, pg. 3, “They considered the impact to industry sectors as well as the U.S. economy overall.”

*Industry Observation:* GT admitted that developing a more reasonable basis would have required a more robust/detailed report including examining labor markets within individual sectors. Pg. 9 GT also stated that the AQI program is not a “new cost” and the program’s cost is already being paid through a combination of user fees and appropriated funds.
- Stakeholder Input:* According to GT Report, pg. 3 “GT held a meeting with AQI external stakeholders (primary industry associations) to obtain feedback on the options being considered and received additional comments after the meeting”.

*Industry Observation:* Stakeholder Input: What primary industry associations did GT contact? If GT did not meet with the largest grape associations, asparagus association or largest volume fumigators. Then who did they contact? We have letters from the largest fumigation companies stating that they were never contacted.
- AQI Fee Caps:* Pg. 4 of Grant Thornton states that while the intent of the caps is to limit the cost of imports so as not to discourage commerce, we were not able to find any information indicating why the caps are set at these particular levels.
- Description and Rationale:* Grant Thornton Report also states on page 16 – “In addition, by making this cost more visible, it might provide some incentive for importers to try to influence or stop doing business with growers that have a consistent problem with goods that require Treatment.

*Industry Observation:* Exposes U.S. to endangering Free Trade Agreements (e.g., Chile FTA, Peru TPA, Colombia TPA, NAFTA and DR-CAFTA). U.S. has benefited from successful Free Trade Agreements on agricultural imports for over 25 years. Florida ports having a particular strong track record under FTA’s affecting trade in this hemisphere.

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<sup>4</sup> Grant Thornton Report attached to email.

### **The Inequitable and Discriminatory Nature of the Existing Fee**

The new APHIS fee is highly discriminatory as applied to importers due to its disparate impact on types of products, size of imports, ports of entry, and types of treatments. It is particularly inequitable as seen by its drastic negative impact on Florida airports and seaports. In any event, it is not the government's place to entitle or even allow that one U.S. port entry be at a level of such disadvantage over others.

The inequities are inherent in the USDA decision to adopt a per-treatment fee based upon charging a fee "per-enclosure." The commercial nature of enclosures is dramatically different from port-to-port: in the Southeast (Florida), an "enclosure" is one 40-foot trailer that holds up to 20 pallets of commodity for fumigation (treatment), whereas in the Northeast, an "enclosure" is a warehouse that can hold up 2,400 pallets at a time for fumigation (treatment). This clearly creates a dramatically unfair trade and cost advantage between regions, commodities, and ports of entry.

- Present Day: Industry is in year two of the phase in AQI Treatment Fee:  
Southeast fumigation (\$95/20 pallets) = \$4.75 per pallet<sup>2</sup>  
Northeast fumigation (\$95/2400 pallets) = \$0.04 per pallet  
or  
Southeast estimated year of fumigations at \$95 per treatment = \$665,000  
Northeast estimated year of fumigations at \$95 per treatment = \$15,770
- End of the Month: December 28, 2017 commences year 3 of the AQI Treatment Fee:  
Southeast fumigation (\$142/20 pallets) = \$7.10 per pallet  
Northeast fumigation (\$142/2400 pallets) = \$0.06 per pallet  
or  
Southeast estimated year of fumigations at \$142 per treatment = \$994,000  
Northeast estimated year of fumigations at \$142 per treatment = \$23,572
- End of the 5 year phase in:  
Southeast fumigation (\$237/20 pallets) = \$11.85 per pallet  
Northeast fumigation (\$237/2400 pallets) = \$0.10 per pallet  
or  
Southeast estimated year of fumigations at \$237 per treatment = \$1,659,000  
Northeast estimated year of fumigations at \$237 per treatment = \$39,342

### **The discriminatory impact of the imposed fees affects substantial commercial and consumer interests**

Ports aggressively compete for cargo based upon costs and efficiencies; the new AQI Treatment fee creates a compelling new reason to drive cargo from Southeast to Northeast ports. USDA fees need not and should not make winners and losers out of our nation's ports.

Creates an unfair trade advantage between commodities and ports of entry, therefore creating a biased importation platform within the US.

Exposes US to endangering Free Trade Agreements and suggests discriminatory treatment between commodities and countries. U.S. has maintained a mutually beneficial Free Trade Agreement with countries for over 25 years.

The large volume of trade that is the lifeblood of Southeast Florida ports should not be jeopardized by a discriminatory AQI fee. The recent expansion of agricultural trade with Latin America and the Caribbean has increased job opportunities and stimulated the Florida economy.

Imports of fresh-cut flowers and produce through the gateway of Latin America has made Miami International Airport (MIA) the largest cargo airport in the United States, with well over \$52.8 Billion valued total trade for 2015<sup>5</sup> and has generated and engaged an estimated 282,000 jobs directly and indirectly<sup>6</sup> such as cargo providers, warehousing companies, freight forwarders, customs brokers, fumigation companies, and transportation companies.

Higher costs imposed on imports to MIA will drive up costs throughout the country through additional fees or will cause longer delivery times if cargo moves to less efficient ports of entry.

USDA fees should not drive ports in the Southeast to change their standard treatment “enclosure” system from trailer to warehouse. Florida fumigation companies have collaborated with the USDA over the past decade to implement a trailer method of fumigation to achieve the benefits of environmental safety, smaller carbon footprint, safer workplace and safety of USDA personnel, less risk of invasive pests escaping trailers, and many other benefits that coincide with APHIS goals

In addition, some ports require certain treatments in the evening, which in turn requires some importers to pay overtime fees on top of treatment fees, even if their products are imported during regular business hours.

Finally, we are aware of the importance and urgency of President Trump’s January 30, 2017 Executive Order on “Reducing Regulations and Controlling Regulatory Costs”.<sup>7</sup> We believe that this AQI Treatment Fee implemented December 28, 2015 is a prime example of the type of regulatory scheme which imposes unnecessary costs and burdens which President Trump’s Executive Order is intended to

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<sup>5</sup> Miami International Airport Cargo Hub / Air Cargo & Trade Statistics 2017

<sup>6</sup> Miami International Airport Cargo Hub / Air Cargo & Trade Statistics 2017

<sup>7</sup> <https://www.whitehouse.gov/the-press-office/2017/02/24/presidential-executive-order-enforcing-regulatory-reform-agenda>

(d) Each Regulatory Reform Task Force shall evaluate existing regulations (as defined in section 4 of Executive Order 13771) and make recommendations to the agency head regarding their repeal, replacement, or modification, consistent with applicable law. At a minimum, each Regulatory Reform Task Force shall attempt to identify regulations that:

- (i) eliminate jobs, or inhibit job creation;
- (ii) are outdated, unnecessary, or ineffective;
- (iii) impose costs that exceed benefits;
- (iv) create a serious inconsistency or otherwise interfere with regulatory reform initiatives and policies;

address. The treatment fee should be revisited at this time to amend and adjust so as to eliminate the unreasonable and discriminatory impact on trade.

We would be happy to share any additional information in support of this document.

Priscilla Lleras-Bush, Peruvian Asparagus Import Association (PAIA)

Email: [priscillaprestige@outlook.com](mailto:priscillaprestige@outlook.com)

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Gilbert Lee Sandler, Florida Perishables Trade Coalition (FPTC)

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305-960-5456

**WRDA/HMTF**

**TO BE DISCUSSED AT MEETING**



# **Customs & Border Protection (CBP)**

**TO BE DISCUSSED AT MEETING**

## **Miscellaneous**



MICKY ARISON  
*Chairman of the Board*

November 16, 2017

Doug Wheeler  
President & CEO  
FLORIDA PORTS COUNCIL  
502 East Jefferson Street  
Tallahassee, Florida 32301

Dear Doug:

On behalf of our industry, I would like to thank you for the help you have rendered on our behalf as it relates to the tax provision which is currently included in the Senate Finance Committee tax bill. We appreciate your ongoing support.

Best Regards,



Micky Arison

MA:iev

Dear Mr. Doug Wheeler,

On behalf of the members of Cruise Lines International Association (CLIA), I want to extend my sincere thanks and gratitude for the letter you sent to U.S. Senators requesting that the cruise tax be removed from the Senate tax reform bill. Your support on this important matter is critical to the cruise industry, and the engagement of influential, local stakeholders like yourself is essential to our success.

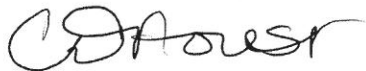
As you know, the pending cruise tax would effectively impose a 55 percent tax on 25 percent of revenue from the average cruise itinerary. This is naturally a devastating tax on the cruise industry. The United States would be the only country in the world to impose such a tax on cruise lines. It also runs counter to the stated goal of tax reform to grow the economy and jobs, as cruise lines may have no choice but to move their mobile assets to more competitive jurisdictions outside the United States.

Congressional Leaders have stated that tax reform legislation will be completed before the end of the year, and possibly by the second week of December. CLIA is working aggressively to have the cruise tax removed, and I appreciate your continued engagement with our efforts to address this matter.

We will do our best to keep you informed as the process moves forward. If you would like updates or need additional information to assist with your advocacy efforts, please feel free to contact me or Mike McGarry at [mmcgarry@cruising.org](mailto:mmcgarry@cruising.org).

Thank you again for your assistance and continued support.

Best regards,



Cindy D'Aoust

# Port Performance Freight Statistics Program

Annual Report to Congress

2017



U.S. Department of Transportation  
Bureau of Transportation Statistics

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





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



## Attracting Distribution Center and Related Logistics Investment to Florida to Anchor Traffic through Florida Ports

### CPCS Presentation of Findings for Study “Attracting Distribution Center and Related Logistics Investment to Florida to Anchor Traffic Through Florida Ports”

CPCS is a transportation sector consulting firm leading a study for the Florida Seaport Transportation and Economic Development (FSTED) Council, in association with Investment Consulting Associates and Maritime Transportation & Logistics Advisors. The objective of the study is to identify opportunities to attract investment in the distribution and logistics sector in Florida, as a means to encourage additional traffic through Florida’s seaports. The consulting team has analyzed the extent to which Florida’s current environment is conducive to attracting investment in the logistics and warehousing sector, and has carried out a comparison of key metrics such as operating costs and business incentives for investment with competing regions in the United States. The consultants will present the findings of the study, including a summary of the strengths and weaknesses of Florida in attracting investment, and opportunities for encouraging investment in future.



# Attracting Distribution Center and Related Logistics Investment to Florida to Anchor Traffic through Florida Ports

## Working Paper 1: Overview of Florida Logistics and Distribution Center Sector, Strengths and Weaknesses

Prepared for:

Florida Seaport Transportation and Economic Development Council

Prepared by:

CPCS

In association with sub-contractors:

Investment Consulting Associates

Maritime Transport & Logistics Advisors

## WORKING PAPER



# Attracting Distribution Center and Related Logistics Investment to Florida to Anchor Traffic through Florida Ports

## Working Paper 2: Overview of Regional Competition and Comparison to Florida, and Associated Opportunities for Florida

Prepared for:

Florida Seaport Transportation and Economic Development Council

Prepared by:

**CPCS**

In association with sub-contractors:

Investment Consulting Associates

Maritime Transport & Logistics Advisors





# Attracting Distribution Center and Related Logistics Investment to Florida to Anchor Traffic through Florida Ports

Florida Ports Council Spring Board Meeting

**Solutions** for  
growing economies

February 1, 2018  
Tallahassee, FL

**TAB 8**  
**ADJOURNMENT**



We would like to thank the following for sponsoring our meeting events:



