

FLORIDA PORTS COUNCIL Spring Board Meeting & Legislative Forum

March 24-25, 2015 Tallahassee

Hotel Duval



Florida Ports Council Spring Board Meeting & Legislative Forum

ITINERARY

Tuesday, March 24, 2015 - Wednesday, March 25, 2015 Hotel Duval

> 415 North Monroe Street Tallahassee, Florida 32301

Tuesday, March 24, 2015

10:00 a.m. – 12:30 p.m.	FPC Board Meeting	Opal Room Hotel Duval
12:30 p.m. – 1:00 p.m.	Lunch	Opal Room
1:00 p.m. – 3:00 p.m.	FPC Meeting (cont.)	Opal Room
3:15 p.m. – 5:15 p.m.	FSTED Meeting	Horizons Ballroom
6:00 p.m. – 7:30 p.m.	Legislative Reception	Hospitality Square Atrium 200 W. College Avenue
7:30 p.m. – 9:30 p.m.	Dinner (Private)	Andrew's 228 –Red Room 228 S. Adams St.



8:30 a.m. – 9:30 a.m.	n. – 9:30 a.m. Port Director's Breakfast (Port Directors Only)	
10:00 a.m12:30 p.m.	FPC Board Meeting	Opal Room
12:30 p.m.	Lunch	Opal Room

TAB 1 CALL TO ORDER



SPRING BOARD MEETING & LEGISLATIVE FORUM

March 24th & 25th, 2015 Hotel Duval - Tallahassee

AGENDA

- 1. Call to Order and Chairman's Welcome
- 2. Roll Call and Opening Comments
- 3. Administrative Issues
 - A. Approval of the Minutes September 9-10, 2014 Annual Meeting
 - B. Budget Report
 - i. Audit of 2013/2014 Financial Statements
 - ii. FY 14/15 Budget Statements
 - C. President's Comments
 - D. Program Administration
 - i. FPFC Interest Revenues
 - ii. FSTED Management Agreement
 - E. Other Issues
 - i. Analysis of Global Opportunities & Challenges for Florida Seaports
 - ii. Summer Board Meeting: June 23rd Tampa
 - iii. Fall Board Meeting & Annual Meeting: September 2nd-3rd Sarasota
 - iv. Port Citrus
- 4. Communications/Marketing Update

5. Partner Updates

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

Enterprise Florida

Florida Chamber of Commerce

Florida Ocean Alliance

Florida Recycling Partnership

Florida Department of Transportation

6. Legislative

A. State:

- i. Budget/Port Funding/ FDOT Legislative Package
- ii. Port Related
 - a. Freight Logistics Zones
- iii. Miscellaneous
 - a. Partner Issues

B. Federal:

- i. Federal Initiatives
 - a. Florida Ports Council Washington DC Fly-In
- ii. Issues:
 - a. MAP-21
 - b. WRRDA/HMTF
 - c. APHIS Fee
 - d. Miscellaneous

7. Other Issues

- A. Cuba
- B. Maritime Academy
- C. FPC Trade Symposium

8. Adjournment

TAB 2 ROLL CALL



ROLL CALL

MEMBER:	<u>DESIGNEE</u> :
JOHN WALSH, CANAVERAL	
KEN CHEEK, CITRUS	
STEVE CERNAK, EVERGLADES	
VAL SCHWEC, FERNANDINA	
DON WEST, FT. PIERCE	
BRIAN TAYLOR, JACKSONVILLE	
DOUG BRADSHAW, KEY WEST	
CARLOS BUQUERAS, MANATEE	
JUAN KURYLA, MIAMI	
MANNY ALMIRA, PALM BEACH	
WAYNE STUBBS, PANAMA CITY	
AMY MILLER, PENSACOLA	
EUGENE RAFFIELD, PORT ST. JOE	
WALTER MILLER, ST. PETERSBURG	
PAUL ANDERSON, TAMPA	

TAB 3 ADMINISTRATIVE ISSUES

TAB 3A APPROVAL OF MINUTES

FLORIDA PORTS COUNCIL FALL BOARD MEETING & ANNUAL MEETING

September 9-10, 2014 Amelia Island



FALL BOARD MEETING & ANNUAL MEETING

September 9-10, 2014 Omni – Amelia Island

1. Call to Order and Chairman's Welcome

Chairman Schwec called the meeting to order at 1:30pm.

Members Present: Val Schwec, Don West, Manuel Almira, John Walsh, Carlos Buqueras, Wayne Stubbs, Ken Cheek, Walt Miller, Juan Kuryla, Brian Taylor, Amy Miller, Steve Cernak, Paul Anderson, Eugene Raffield

Others Present: Doug Wheeler, Toy Keller, Mike Rubin, Jennifer Krell Davis, Christy Gandy, Alex King, Jim Dubea, David Kaufman, Ryan Elliott, Karen Crawford, Jessica Chapman, Ram Kancharla, Michael Poole

2. Roll Call and Opening Comments

Christy Gandy called the roll and a quorum was present.

Palm Beach – Port Director Manuel Almira reported Tropical Shipping is now officially SolChuck Shipping. The port has been told that operations will remain the same with no mergers. Another topic becoming popular is CNG/LNG, which prompted the port to begin working on installing a filling station with the assistance of Halifax. The project is under contract; however they are working to resolve issues with some area environmentalists. By 2015 the Port of Palm Beach will be in the business of transporting natural gas to the Bahamas with a new 25-plus year contract. The port is currently focused on the dredge. Some residents from Palm Beach oppose the dredge, and the port will continue to work with them to move the project forward. Currently there are three lawsuits filed against the dredge project.

Canaveral – Port Director John Walsh reported that they anticipate continued growth, with a cruise terminal opening up in November and a ship coming into port before Thanksgiving. The dredging project has exceeded 1 million cubic yards of material and the widening will be completed in early December. The deepening is at

30 percent completion and will continue through November of 2015. Scrap export is new to the port and the largest shipment so far, over 200,000 tons, will be going to Turkey. The port has gone to its commission for approval to begin doing business with an auto terminal company, and convince them to leave their Georgia location. The current surface transportation board is looking at the 55 ft. deepening initiative, budget process and working on an Enhanced Use Lease with the Air Force; the board is interested in leasing more land from the Air Force rather than offering their own lands for lease.

Ft. Pierce – Port Director Don West reported on two main projects the port is currently pursuing. The Corps is helping with dredging the inlet in two phases. The reconstruction phase was just completed and will be done by the end of the calendar year, and is expected to put the port at full depth for full operations. The small dredge project, Taylor Creek, is in the final phase of construction and will be completed by the end of the year. One additional project is the main entry road to the port, which needs to be rebuilt. The project was put out for bids in September with a bid opening scheduled for October 1st. They will be reconstructing the entry road with storm water facilities, drainage, etc. After six years in permitting, they are excited to be going into the construction phase.

Manatee – Port Director Carlos Buqueras reported five of Port Manatee's Commissioners attended the recent Tampa Bay Regional Leadership Council meeting. FDOT will be scheduling additional meetings with St. Pete and Tampa in the future. There is a new scrap metal company at the port, and the port is about to begin a maintenance dredge. Once the dredge is complete the port will be at 40+1ft. Dredging begins in 4-5 weeks and it will be completed in six weeks due to a short channel. Currently, the building materials -- steel, iron and aluminum -- are all coming in steadily causing the port to have very little warehouse space left.

Panama City – Port Director Wayne Stubbs reported on a new distribution center, with design work beginning on the rail transfer facility. The port is also looking to expand their distribution warehouse. On port, they are getting ready for a large FDOT project to create an elevated Highway 98 directly in front of port where traffic will be detoured through the port. They also recently completed strategic arterial roads on port to improve access to container area. They are just about to wrap up the new port master plan and will have a final draft in October. Stubbs reminded everyone FDOT provided the consultants to aid in the master planning process and they proved to be valuable partners. The port continues to work with RockTen Corporation to deepen the channel for use. They have a new mobile harbor crane which will be delivered this month. The port is in the process of trying to go green. Berg Steel Pipe on their port has won the largest contract of pipe - most will be manufactured in Mobile, but some will be manufactured on-site at Port Panama City.

Citrus – Interim Port Director Ken Cheek identified private partners on the potential Marina project. Rails-to-Trails owns the current property they are working on.

Miami – Port Director Juan Kuryla reported they are working out tunnel issues regarding who will use it. Currently, it is utilized by truckers, employees of the port, and most other port users. The major project that will be partially completed in October is the rail. Once completed they will have 3000 ft. of track on port, and early next year they will have the rail bridge work complete, which will make them more operational by October and fully operational by January. The increased debt for the project is \$7 million so they are looking at additional budget cuts. They also are hosting AAPA next year and looking for additional sponsorship funds to aid in those costs. Articles lately in the press are due to people being unhappy with the way the Corps has handled the July 2015 end date of the Deep Dredge. Local people are trying to stop the project and this will have an impact across the state. The port is hosting an LNG workshop in preparation for becoming an LNG-ready port in the near future. They are gearing up for the next cruise season, having reached almost 4.8 million passengers this year, and anticipating 4.9 million in 2015.

St. Petersburg - Port Director Walt Miller reported that the port's major wharf renovation is expected to be completed by October, if not before. All cross beams were replaced, sheet pile repaired, and they have added power pedestals. Currently their depth is 23 feet; however, the port is only used by research vessels. They are working with NOAA to have a NOAA home vessel ported there. They have a repeat vessel coming back as a tenant for their port terminal. The St. Pete Ocean Team, which is headed by the Florida Institute of Oceanography, will be establishing exhibits and a historical museum for visitors, which will be a three to five year project.

Everglades – Port Director Steven Cernak reported that business is up, the port is negotiating and signed with MSC, metrics are up with containers up eight percent, cruise passengers up 10 percent, and things are looking good even with construction activity. Cruise Terminal 4 is up for renovations, which will be complete by November. Relocation of gates will be completed by June 2015. The Eller Drive Overpass remains under construction as a FDOT project, and is expected to be completed the first quarter of 2015. The ICCF opened in June 2014, and it appears to be coming online with the generation of more business. An RFQ has been issued for a foreign trade zone relocation and environmental mitigation related to the South Port turning notch. The Phase 9A expansion on the left side of Macintosh Road is used as swing space, but they need the space for other use. The port is in a growing phase with all of their projects intertwined. They have new cranes and have recently updated their existing cranes. The Corps recently came through with the dredge feasibility plan, but it is a foot less that the original plan. In February 2015 they will host the AAPA cruise workshop.

St. Joe – Port Director Eugene Raffield reported they had better news with more encouragement. They met with an engineering firm and have set a target date the first week of December for receipt of permit with help from Governor's office and the Corps. Recently, the St. Joe Company hired former PortMiami Director, Bill Johnson, as a consultant to the port.

Jacksonville – Port Director Brian Taylor reported this is a year of execution for JAXPORT. The ICTF will be under construction in December, and they hope to start Mile Point in January 2015. The Blount Island berth 35 and 34 improvements are to be completed January 2015 as well. They will finalize the post-Panamax crane order next week.

Pensacola – Port Director Amy Miller reported their warehouses are full to the point that the licensed stevedore has had to find remote warehousing for short term housing. The offshore oil and gas industry is making a big push because the fuel company has broken dirt and is moving forward. They will still need a building ready by February/March 2015. They are in the design phase for a heavy lift crane building housing 35 foot heavy cranes. Offshore Inland is considering moving its entire operation from Mobile to Pensacola. DeepFlex is also looking at moving to Pensacola, as well as a private developer who is interested in their maritime administrative offices. The port would need to construct two decks of parking and a 40,000 square foot office facility, which interests both DeepFlex and Offshore Inland. In 2015 Port of Pensacola is hosting AAPA's Maritime Energy Projects Conference.

Fernandina – Port Director Val Schwec reported that Highway A1A will go from four lanes to six lanes as early as December. This is a main artery to the port. There will be negative articles in the local paper about the port master plan, highlighting controversial issues locally which will delay them, but Schwec was optimistic that these issues would be worked out. On the LNG/CNG front, 25-30 percent of natural gas is being turned away from the port sites due to lack of infrastructure. Schwec thinks all ports will be using it in the future, especially with all of the new emission regulations. He has interested parties wanting to do business with LNG ports, and inquiries into exporting LNG tanks. The port has moved back into the large export market with a company that has 20 years of experience in the business to help with exporting break bulk. Crimson Shipping has now formally started their shipping service in Fernandina. On September 23, the first and longest customer, Summers Isles, will be celebrating their 125th anniversary of operating at the port.

3. Administrative Issues

- A. Approval of the Minutes July 16, 2014 Meeting in Orlando Changes were noted by the following:
 - Buqueras stated Port Manatee will be exporting \$300 million this year.
 - Walsh stated Port Canaveral is working with the Air Force on a 500 acre lease for the port to use, as well as rail through NASA property.
 - Kuryla stated PortMiami had an additional \$7 million in revenues this year, including parking fees, not \$70 million.

Walsh motioned to approve the minutes with the noted changes. Manuel Almira seconded the motion. The motion passed unanimously.

B. Budget Report

i. FPC FY 13/14 Year End Financial Report

Wheeler reported that with less than one month left in the fiscal year, expenses are as expected, and the year will end with strong reserves. From an income stand point, revenue from the bond savings was front loaded and now there will be a big drop off compared to the first years of funding. The FPC is not expecting any additional income from the bond refinancing program for a while. Budget categories are adjusted and shifted as needed to maintain a balance. The biggest strain on the budget has been meeting meal expenses, which can be supplemented by sponsorships and we had several additional meetings in 2014. The receptions and dinners are offset by sponsorships, yet when we host additional guests, costs go up. The plan moving forward is to raise the sponsorship amounts for the legislative meeting from \$5,000 up to \$10,000. We may also raise the normal \$5,000 sponsorship to \$7,500 for all other meetings. Currently, there is not a sponsor for the legislative meeting this spring so if the ports have any suggestions, please let staff know.

Schwec noted the balance sheet states we have over \$380,000 in the bank, with current liabilities only at \$55,000, which puts us in a good position. However, the administrative fee on the bonds is getting lower so spending should be conservative. If additional FSTED Program funding is secured next legislative session, it would put the financials in a better position. Wheeler recommended that if the additional money is attained, the FPC could consider making a large payment towards the mortgage.

Almira questioned why the costs were so high for lobbying. Gandy stated annual lobbying costs included FPC staff registration with the state, as well as the annual LobbyTools subscription, which is \$4,200 per year.

ii. FPC FY 14/15 Proposed Budget

Wheeler reported on the proposed FY14/15 budget and noted the increases in a few different areas - Christy Gandy became a full time employee, and there were sizable increases in health insurance costs. Staff was able to offset some expenses by identifying areas where savings could be achieved; the lease renewal on the copier was one category. There are not a lot of drastic changes from last year and we are in about the same position as this

time last year. Schwec stated that it is a break-even budget if we don't dip into the reserves.

Cernak motioned to approve the FY14/15 budget as presented. Buqueras seconded the motion. The motion passed unanimously.

iii. Port of Port St. Joe Dues Forbearance

Wheeler reported on the Port St. Joe dues circumstance in which the FPC board agreed to provide a two-year forbearance, including the current year's dues. Raffield reported that the port has some funds coming and they want to pay their dues. Currently, the port just needs some time to get business going.

Schwec stated that the FPC board talked about a deferral versus a waiver; the forbearance would need to be paid in arrears first, and then caught up. Schwec emphasized that the board does not want to set a precedent, but thinks it is critical that the dues be repaid within a certain amount of time. He suggested the board look at it on an annualized basis, and before a port can be reinstated, they would have to catch up on dues and fees. He also asked for an update at the next board meeting. Anderson stated the need to memorialize this issue so there is strong history of FPC discussions.

Schwec noted Anderson had arrived at the meeting. He welcomed him and thanked him for his cooperating in working with Port Manatee and the Port of St. Petersburg.

Anderson then gave Port Tampa Bay's update stating that everything was going well. The retail area issues with Channelside have been resolved. The port is going to set a record in revenue, and will come close to an 11 percent increase. The port is seeing increases in steel and rebar, and the fuel terminal is fully on-line. Petroleum should be up at the port next year, cruise is down a little, but the port is getting a vessel back next year. FPC co-hosted with Port Tampa Bay on the WRRDA town hall effort with a great turn-out.

Congressman Southerland was so impressed that he wants to host a WRRDA Town Hall in Panama City. The whole idea was to have everyone in Washington focused on the WRRDA process. Florida made the difference because of the collective engagement by Ports and industry partners with the many FL congressional members on the Transportation and Infrastructure Committee.

C. President's Comments

Wheeler reported the FPC is doing well this year. We have some great information coming out of John Martin's presentation tomorrow (The Analysis of

Global Opportunities and Challenges for Florida Seaports) - info we can use to grow the ports' business. The Florida League of Cities has included the Governance report created with Florida TaxWatch in their policy statement in their member packets for distribution. Rubin will cover legislative issues tomorrow morning which we will review and discuss. The collective approach by Florida ports was a huge lift on the federal front for WRRDA and hopefully we can continue that effort with MAP-21. The FPC will most likely seek a \$10 million increase in FSTED funding, and with this collective approach working, we are receiving positive feedback and attention. We will continue to build on communications and marketing.

With the Global Opportunities study being released, there will be some real positive information and data that the ports will be able to use, but we need to identify the issues and opportunities from a regulatory and legislative standpoint that we can start addressing. The plan is to have John Martin present during the FSTED Council meeting on Thursday. Afterwards, we will post a copy of the draft report on the website. We want to make sure the release is a big deal. Wheeler requested suggestions and comments from the ports on the report.

Administratively, we had a successful and productive year. Staff is proactive and engaged on many issues. Wheeler noted he has been employed by the FPC for four years and one month, and has enjoyed this time. He noted that he can count 23 port directors in four years he has worked with. He is looking forward to continuing to make progress, and he appreciates the support and engagement of the port directors and their staff.

Chairman Schwec thanked staff for all of their hard work.

D. Governance

i. FPC Board Nominating Committee Report/Election of Officers

The slate of candidates was presented and Chairman Taylor reported that the committee met on August 8th with Wheeler present. After a general discussion on the selection process described in the FPC by-laws, Amy Miller recommended the current slate of officers be nominated to serve a second and final term. Taylor noted that he had spoken with each of the candidates regarding their willingness to serve. A unanimous recommendation was offered by the nominating committee including Val Schwec, Chair; Paul Anderson, Vice Chair; and, Steve Cernak, Secretary/Treasurer.

Schwec thanked Taylor and the committee for their work and then opened the floor for discussion and/or nominations. Stubbs noted that it has been routine for the Chair to serve for two years, but he didn't think it was in the by-laws. Wheeler noted that a one-year term, with a two-year cap on serving in the same position was specified in the by-laws.

A motion was made by Wayne Stubbs to accept the slate as presented. The motion was seconded by Taylor and passed unanimously.

E. Other Issues

- 2015 Spring Board Meeting & Legislative Forum Tallahassee
 Gandy stated that the 2015 Spring Board Meeting & Legislative Forum is
 scheduled for Tuesday, March 24, 2015 Wednesday, March 25, 2015 in
 Tallahassee. Hotel information will be sent by email after the first of the New
 Year.
- ii. Florida International Trade Symposium and Expo
 Gandy introduced Karen Crawford and Jessica Chapman with CMC
 Associates, a third-party event planning company in Tallahassee. They
 discussed their role in the International Trade Symposium and Expo from to
 include all planning aspects from beginning to end. They would schedule
 sponsors and speakers, contact possible attendees as well as exhibitors for
 the tradeshow portion and handle all registration and monies. Once the event
 concluded, the expected profit to FPC would be \$24,000. An ad hoc
 Committee was formed with Anderson, Kuryla, Cernak and Schwec to
 discuss further planning for the event.

4. Communications Update

Anderson asked about helping the ports communication directors with social media. Davis stated she has offered in the past to set it up or even manage it, but there are challenges with some of the cities/counties where the ports are located, which determine how things are posted/linked under public records constraints. Anderson thanked Davis for all the work she had done and noted the momentum it had created.

Don West stated that his county has policies that do not allow social media accounts. He appreciates what the FPC is doing and if he can find a way to get his info to Davis, she could do it for them

Davis stated that all port press releases should also be coming to the FPC. Anderson stated if the smaller ports don't have staff, Davis can be the resource, which is an added value to the membership.

Davis suggested that if a port does not have a public relations staff person, her contact information could be given to the relevant city or county staff person and she will coordinate with them. Keller noted a similar situation was discussed at the SEMC meeting to facilitate getting the word out on positive seaport environmental issues. Davis noted FPCs large following via social media due to the interest in our topics.

5. <u>Marketing Update</u>

Davis gave a report on the second annual marketing budget. She thanked ports that have staff involved with the marketing committee; they have provided great input. There also has been great feedback on the high quality of ads produced with Sachs Media Group. We are rotating the current market ads being featured by JOC in issues that were carefully picked for their audience and additional distribution, such as trade show distribution. There will also be a banner advertisement on the JOC website every other month.

Anderson said looking ahead there could be an opportunity with the Florida Trend/American Shipper to trade advertising for in-kind sponsorships. Davis said that she met with the marketing committee in Palm Beach and Karl Strauch (Port Tampa Bay) suggested they have an editorial calendar for advertising next year. Davis said that more information from the ports is needed to develop that calendar, so she will be reaching out.

Taylor asked what trade lanes are featured and how do you decide what lane to use in advertising. Davis replied that they look at the trade lanes being featured in that particular issue and customize the ad accordingly. The ad that featured China was in the JOC Top 100 importers issue; the Brazil ad was in a South American Trade issue; and the Mexico ad is in the Florida Trend Business Florida magazine issue. We wanted to highlight a market we had not focused on before, and also wanted a market where imports and exports were almost equal, enforcing strong markets but also looking at potential partners.

The challenge is to market the uniqueness of each port and balance the variety of markets in which the individual ports would like to focus. Our message is that if you have a product you want to get to a market, Florida has 15 ports to help you succeed.

Miller pointed out the benefits of the continuity and consistency of the message throughout the ads and commended the committee accordingly.

Davis reported that the Florida Seaports map on the website is the number one page visited and said that people want to know where the ports are located. The website redesign came in \$7,000 under budget and FPC was able to use those extra dollars for other events, including the WRRDA Town Hall and the DC Fly-In. Also, because those savings, the FPC has been able to purchase a new exterior sign for our building, get new promotional materials and some additional ads. The FPC is looking forward to next year with the annual AAPA meeting in Miami, Sachs Ad support, the IANA Conference, and two EFI trade missions included in our plans. The trade mission to Peru is during the FPC Legislative Meeting, but we hope to participate in the trade mission to Mexico in May or June 2015. Almira asked if any Florida port has a direct line to Mexico. Miller stated Panama City does.

6. Program Administration

A. Seaport Governance Whitepaper

Wheeler stated that a copy of the final report is in the board book, as well as on the website. Secretary Prasad used it last week; Florida League of Cities is using it for additional funding for seaports. With new Transportation Committee members and Appropriations Committee members after the election, we will be using this document for educating those new committee members.. The report highlights the excellent governance structure Florida seaports enjoy.

Wheeler stated that the FSTED Program overview has been updated and will be used as an education tool for the legislature on how important FSTED funding is and why a funding increase is beneficial.

Anderson suggested a change to the second paragraph in the Overview to add the year of 2011 to make them aware of the history since 1990. Rubin added that a one pager will be needed to show why an increase is a good idea.

7. Partner Updates

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

Wheeler stated that the CAGTC News update is in notebook. They were our partners on the recent Washington DC fly-in. Ram Kancharla was highlighted in a recent issue of their newsletter.

Enterprise Florida

Wheeler noted that the Singapore/Malaysia trade export event is coming up soon. He asked which ports were participating in the Panama trip (Paul Anderson). Wheeler is going to Panama and the FPC is sponsoring a small reception. Manny Mencia will be presenting at our meeting tomorrow to discuss some services.

Florida Chamber of Commerce

Wheeler stated that the Chamber has a new twist this year with a lot of partners being encouraged to have their meetings concurrently with the Chamber's. Wheeler will be attending.

Florida Ocean Alliance

Wheeler said that FOA's recent report highlighted US coastal economies as a resource. Cernak stated that the tentative dates for Ocean Day are March 11 and 12 in Tallahassee, and more information will be coming after their next planning meeting at the end of the month.

Wheeler stated they have been insistent that they have a port director as their chair. Keller added that their membership is made up of academics and professors.

They want someone who can look at the economic value of oceans, not just the environmental issues.

Florida Department of Economic Opportunity

Wheeler encouraged the port directors to spend time with Cissy Proctor, as she is the FSTED designee for DEO. She always enjoys our meetings and appreciates us letting her participate.

Florida Department of Transportation (FDOT)

Wheeler stated that an email went out Monday from Juan Flores (FDOT) regarding SPII allocations, in spite of our recommendation that they send something out informing the ports of their plans. We had hoped that SPII allocations would be included in our allocation discussions, as FDOT has expressed an appreciation for that process in the past. However, SPII funds have not been part of those discussions this year. Wheeler said he had spoken with Jim Boxold, and there appears to be a timing issue related to the upcoming elections and this is placing the actions of many state agencies on hold.

A discussion followed relative to the intended funding source of the \$35 million in statute for the SPII Program, and FDOT's funding allocation process of those funds.

Wheeler stated that the seaport coordinator, Meredith Dahlrose, has resigned from the Seaport Office and there appear to be two primary candidates - one internal, one external. We expect to hear the decision in the next month.

Tampa Bay Seaports Regional Meeting

Tampa Bay Regional Leadership Council, which includes Miller, Anderson, Buqueras, Wheeler and FDOT's Rich Biter will be meeting soon. This is a positive step in the right direction for that region. FDOT is having a seaports coordinators meeting here on Thursday – that is why so many of the district coordinators will be there at the FSTED Council meeting tomorrow.

Meeting was adjourned for the day at 5:08p.m.

Meeting reconvened Wednesday, September 10, 2014 at 9:41a.m.

8. Legislative

A. State:

i. 2015 Session FPC Legislative Agenda Rubin reported that the election process was underway and we do not yet know what the legislative committees will look like. There was an effort in last session to increase the FSTED Program statutory funding amount from \$15 million to \$25 million. We will again request that FDOT include the \$10 million increase in their package, and we would like to see an overall increase for projects as well. The work program currently includes about \$70 million in seaports projects with \$35 million in SPII. The FDOT says that is just the initial program and it will be increased, but staff will continue to monitor this issue. Rubin noted that the Governor wants to fund seaports at \$100 million per year.

Rubin stated that the next legislative issue involves confidentiality for agreements. Right now, federal law provides an exemption relative to the negotiation of agreements, but in Florida it is counteracted by the state's Sunshine Law. We have reached out to Senator Bean and Rep. Lake Ray, and may need to develop a stand-alone bill. Taylor stated that his discussions with the legislators on this issue have been for all of the ports, not just JAXPORT, and they seemed favorable to the idea

Rubin next mentioned the possible issue of non-containerized truck weight limits. He reported that FDOT doesn't think this is an issue for Florida, but we are setting up meetings with them to explain what the issue is with the truckers. We will continue to work on this and find legislative support if necessary.

Rubin commented that every year various tax incentives are filed. We will continue to look at Enterprise Florida and other groups who can help promote the incentives necessary to grow Florida port business and manufacturing. Wheeler stated the Florida Chamber is pushing this for the third year.

Walsh said Canaveral is studying incentives available to other states, placing Florida at a disadvantage. He noted Florida TaxWatch's observation that incentives help level the playing field, but Florida is at a disadvantage. We are losing real jobs and real money to other states, but the beauty of some of these incentive programs is that government financing to often available to get them started.

Taylor said it would be interesting to compare all the other states with Florida, and then offer something to the legislators that simply includes language on incentives with recommendations that would allow Florida to compete with other states. Anderson stated TaxWatch will look at it more objectively than EFI, and do it fairly quickly if they are interested in this project.

Rubin stated that relative to regulatory permitting issues, the Seaport Environmental Management Committee has had little discussion, but will be continue to watch for any issues that may arise.

A discussion followed regarding the US Army Corps' Indirect Effects Guidance program and their application of a new "evaluation tool" that could adversely affect Florida ports' project mitigation permit requirements by increasing the size of the areas being mitigated. Also discussed was the need to be proactive and perhaps communicate our concerns to the Corps.

Jeff Littlejohn stated that he is in communication with the Corps, and should be able to get this issue resolved. He noted that the application of this tool would have immense financial impacts on FDOT's mitigation costs.

B. Federal:

Federal Initiatives

Rubin stated he is disappointed in the President's U.S. Army Corps budget, but Webster and others in Congress are trying to get it increased. FPC staff is discussing another Fly-In in May to discuss the MAP-21 reauthorization process. Other miscellaneous issues that FPC is working on include freight funding, TIGER grants, and Jones Act issues. Taylor said the Jones Act came to their attention as some ports might be putting in a modification to the act that would increase cargo to Puerto Rico. Taylor added that advocating for a modification would actually hurt JAXPORT and most likely Savannah would be given the opportunity to move the freight.

Schwec agreed that trying to change it might hurt Florida. He said the tax on cargo moving into the U.S. from one port to another would make short sea shipping more competitive, and an issue worth pursuing. Stubbs asked if that was a Jones Act issue. Miller stated it was a double tax issue. Schwec said it creates a higher cost structure compared to trucking or rail.

Wheeler remarked that the Florida Chamber's international office is planning a January Fly-In and asked if there was interest in joining that Fly-In, or planning a FPC Fly-In later in the spring. Taylor suggested that our message could be diluted if we join of the Chamber's event. Wheeler stated we will look at dates in the spring.

Schwec said this is a good time to mention that Cernak and Anderson would be continuing their roles as Legislative Co-Chairs. Cernak said that Chairman Schuster told him that the MAP-21 markup should start in February.

Chairman Schwec introduced Manny Mencia with EFI who thanked the board for allowing him to attend.

Mencia began be remarking that the relationship with EFI and FPC and FDOT in recent years has shown how to work together on a complimentary basis. He thanked the members for making it happen. He stated that Florida ports are among the most critical stake holders in Florida and noted that he was here to promote global trade.

Mencia talked about EFI's trade missions and the role of their foreign offices. He provided EFI's annual report that focuses on the impact of international trade as well as EFI's calendar of events, and the Panama trade mission.

Mencia offered EFI's "matchmaking" services to the ports and discussed the increase in their upcoming Asian trade missions, including Malaysia, China, Korea and possibly Vietnam. He also mentioned, and invited the ports to join EFI's future missions to the Middle East and South America, including Peru, Mexico and Guadalajara.

EFI has 15 offices around the world, run by top consulting firms. Each office is given a mission in growing our Florida business, such as the China office's directive to develop cargo in Florida. If you are going to one of these offices, let us assist with meetings and will have staff devoted to your issue 100 percent of the time you are there.

Mencia stated that EFI's Japan office now has more staff and more capabilities. He concluded with the message that EFI wants to work with the ports and to help them expand relationships and networking opportunities in these markets.

Wheeler remarked that FPC supported the effort to create the Asia offices, but if they aren't used, the funding will go away. Florida ports need to use these services, and if there are areas that can be improved, we need to let Manny and the EFI staff know how the program can be more effective in assisting your ports.

Buqueras offered the ports' assistance to EFI as well, suggesting that if they had a company they were trying to bring to Florida, the ports may be able to assist.

9. Other Issues

A. Elections Update
GUEST SPEAKER MIKE GRISSOM
[Provided briefing on primary results and forecasts for the General Election.]

Grissom stated that he expects most of the Senators to be re-elected, but they are watching the Brandes race and the Sachs race. On the House side, a lot of races pit the business community against the non-business community. He referred to a great article from Matt Dixon showing that the trial lawyers lost significantly against the business community. The Fant race is the most exciting in Jacksonville – he won by two votes.

There are 16 battleground races and Grissom expects the GOP to pick up five or six seats. The biggest races are in Dade County, Orlando and Tampa. It will be very interesting to see how Crist does in the Tampa area, and what the down ballot ramifications will be. The entire Florida Cabinet is expected to return.

Amendments: Amendment 1 is going to pass, but people are worried about implementation. Amendment 2 has polling running from 50 percent to 81 percent. We have that passing. Amendment 3 – is about who gets to appoint the judges with an out-going governor, and it is probably going to fail.

Polling: top issues are jobs and economy, then education.

More voters feel that our state is on the right track, and those voters will most likely vote for Rick Scott. Where do people get their news: almost all is cable news and internet - hardly any network news or newspapers.

Governor Scott is at roughly 42/42 favorable/unfavorable. Crist is 34 favorable and this is the second poll in a row with him unfavorable.

We are expecting the lowest turnout in a governor race ever, and possibly the lowest favorable rating in any governor's race in the country. Crist had not gotten any money from the national Democrat party before the primary. Crist has now gotten funds from the Democratic Governors Association and the Trial Lawyers Association.

Grissom said it would be interesting to see how the Libertarian candidate will impact the race. That candidate will probably take more votes from Crist than Scott. Voter registration in 2010 was the closest in registration between Rs and Ds. No-party voters are the fastest growing sector of voters.

B. Miscellaneous

Rubin reported that the Journal of Commerce was developing some additional research capacity on the PIERs system. They would be reaching out to us about testing the product. They ultimately wanted to gauge our desire about adding this product on top of our annual PIERs subscription.

Wheeler referenced a letter that was in the book that was sent to Governor Scott on behalf of the Ports Council thanking him for his leadership on seaport issues during his first 4 years in office. The letter was shared via social media and posted on website

10. Adjournment

Cernak made a motion to adjourn the meeting. Taylor seconded the motion. The motion passed unanimously.

The meeting was adjourned at 11:40 a.m.

Guests:

Manny Mencia, Enterprise Florida Mike Grissom, Florida Chamber

TAB 3B BUDGET REPORT

Audit of 2013/2014 Financial Statements

Florida Seaports Council, Inc.

FINANCIAL STATEMENTS

September 30, 2014 and 2013





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

(850) 878-8777 (850) 878-2344 (fax) www.cricpa.com

February 12, 2015

To The Board of Directors Florida Seaports Council, Inc.

We are pleased to present the results of our audit of the 2014 financial statements of Florida Seaports Council, Inc.

This report to the Board of Directors and management summarizes our audit, the report issued and various analyses and observations related to the Organization's accounting and reporting. The document also contains the communications required by our professional standards.

Our GAAP audit was designed, primarily, to express an opinion on the Organization's 2014 financial statements. We considered the Organization's current and emerging business needs, along with an assessment of risks that could materially affect the financial statements, and aligned our audit procedures accordingly. We conducted the audit with the objectivity and independence that you expect. We received the full support and assistance of the Organization's personnel.

At Carr, Riggs & Ingram, LLC (CRI), we are continually evaluating the quality of our professionals' work in order to deliver audit services of the highest quality that will meet or exceed your expectations. We encourage you to provide any feedback you believe is appropriate to ensure that we do not overlook a single detail as it relates to the quality of our services.

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

We appreciate this opportunity to work with you. If you have any questions or comments, please contact me at 850-878-8777 or MJones@CRIcpa.com

Very truly yours,

Mark J. Jones, CPA

mark J. Jones

Partner

Florida Seaports Council, Inc. Table of Contents September 30, 2014 and 2013

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INDEPENDENT AUDITORS' REPORT

To the Board of Directors Florida Seaports Council, Inc.

We have audited the accompanying financial statements of Florida Seaports Council, Inc. (a Florida nonprofit corporation), which comprise the statements of financial position as of September 30, 2014 and 2013, and the related statements of activities and cash flows for the years then ended, and the related notes to the financial statements.

Management's Responsibility for the Financial Statements

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

Auditors' Responsibility

Our responsibility is to express an opinion on these financial statements based on our audits. We conducted our audits in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

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

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

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of Florida Seaports Council, Inc. as of September 30, 2014 and 2013, and the statements of activities and cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matter

Our audits were conducted for the purpose of forming an opinion on the financial statements as a whole. The schedule of revenues and expenses – comparison of budget to actual on pages 11 and 12 is presented for purposes of additional analysis and is not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated in all material respects in relation to the financial statements as a whole.

CARR, RIGGS & INGRAM, LLC

Can Rigge & Ingram, L.L.C.

February 12, 2015

Florida Seaports Council, Inc. Statements of Financial Position

September 30,		2014		2013
Assets				
Current assets				
Cash and cash equivalents	\$	266,388	\$	252,903
Administrative fees receivable		48,474		50,253
Prepaid expenses		37,734		28,542
Deposits		250		250
Total current assets		352,846		331,948
Property and equipment - net		530,870		544,029
Loan costs - net		2,648		2,951
Total assets	\$	886,364	\$	878,928
Liabilities and Net Assets Current liabilities				
Accounts payable and accrued expenses	\$	29,754	\$	17,641
Retirement plan liability	¥	29,266	Ţ	28,527
Notes payable - current portion		15,590		14,709
Total current liabilities		74,610		60,877
Accrued leave		11,389		11,582
Notes payable - long term portion		159,178		174,768
Total liabilities		245,177		247,227
Unrestricted net assets		641,187		631,701
Total liabilities and net assets	\$	886,364	\$	878,928

Florida Seaports Council, Inc. Statements of Activities

Years ended September 30,	2		2013	
Unrestricted revenues and support				
Membership dues	\$	635,000	\$ 535,000	
FSTED program fees		295,448	292,600	
Marketing program		-	75,000	
FSTED bond savings administrative service fees		-	59,629	
Other revenue		27,680	14,951	
Total revenues and support		958,128	977,180	
Expenses				
Salaries		505,197	487,564	
Travel, meetings, and conferences		83,199	76,884	
Public relations and public awareness		77,698	78,124	
Group health insurance		67,112	59,330	
Payroll taxes		36,554	38,476	
Retirement contribution		29,265	28,527	
Environmental management		22,422	15,393	
Memberships		20,714	20,078	
Equipment rental and supplies		18,943	22,387	
Depreciation		14,050	14,662	
Facility expense		13,310	12,059	
Insurance		13,022	13,014	
Communications		11,315	13,335	
Interest and bank charges		11,174	11,394	
Accounting		11,139	9,560	
Legal consultants		6,000	6,000	
FSTED court reporter		5,380	2,400	
Other		1,845	8,346	
Amortization		303	303	
Seaport mission plan		-	36,869	
Total expenses		948,642	954,705	
Change in unrestricted net assets		9,486	22,475	
Unrestricted net assets - beginning of year		631,701	609,226	
Unrestricted net assets - end of year	\$	641,187	\$ 631,701	

Florida Seaports Council, Inc. Statements of Cash Flows

Years ended September 30,	2014	2013
Cash flows from operating activities		
Change in unrestricted net assets	\$ 9,486 \$	22,475
Adjustments to reconcile changes in unrestricted net assets		
to net cash provided by operating activities:		
Depreciation	14,050	14,662
Amortization	303	303
(Increase) decrease in:		
Receivables	1,779	(34,794)
Prepaid expenses	(9,192)	1,410
Increase (decrease) in:		
Payables	12,113	6,784
Retirement plan liability	739	5,172
Accrued leave	(193)	(8,070)
Net cash provided by operating activities	29,085	7,942
Cash flows from investing activities	(001)	(4.420)
Purchase of property and equipment	(891)	(1,129)
Net cash used in investing activities	(891)	(1,129)
Cash flows from financing activities		
Principal payments on long-term debt	(14,709)	(13,878)
Net cash used in financing activities	(14,709)	(13,878)
Change in cash and cash equivalents	13,485	(7,065)
Cash and cash equivalents at beginning of year	252,903	259,968
Cash and cash equivalents at end of year	\$ 266,388 \$	252,903
Supplemental disclosures		
Cash paid for interest	\$ 11,174 \$	11,394

Florida Seaports Council, Inc. Notes to Financial Statements

NOTE 1 – NATURE OF BUSINESS

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

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

NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Basis of Presentation

Financial statement presentation follows the recommendations of the Financial Accounting Standards Board, ASC 958, *Not-for-Profit Entities*. Under FASB ASC 958, the Council is required to report information regarding its financial position and activities according to three classes of net assets: unrestricted net assets, temporarily restricted net assets, and permanently restricted net assets. At September 30, 2014 and 2013, all net assets were unrestricted.

Basis of Accounting

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

Cash and Cash Equivalents

Cash and cash equivalents are all short-term highly liquid investments that have an original maturity of three months or less. At September 30, 2014 and 2013, the Council had amounts in excess of FDIC insurance limits on deposit with financial institutions.

Florida Seaports Council, Inc. Notes to Financial Statements

NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Property and Equipment

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

Income Taxes

The Council is a non-profit corporation and has been granted an exemption under Section 501(c)(6) of the Internal Revenue Code. The Council is exempt from income taxes except for taxes on unrelated business income. As of September 30, 2014, there was no unrelated business income subject to taxes.

Use of Estimates

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

Compensated Absences

Upon termination, an employee is paid at their current rate for any unused leave. Employees with less than five years of service may rollover up to 35 hours each calendar year. Employees with more than five but less than ten years of service may rollover up to 52.5 hours each calendar year. Employees with more than ten years of service may rollover up to 70 hours each calendar year.

Allowance for Doubtful Accounts

Management determines the allowance for doubtful accounts based on factors including experience and the current economic environment. Management has determined that any credit losses would be immaterial; therefore, they have recorded no allowance for doubtful accounts. No receivables were written-off during the years ended September 30, 2014 and 2013.

Subsequent Events

Subsequent events have been evaluated through the date of the independent auditors' report, which was the date the financial statements were available to be issued.

NOTE 3 - PROPERTY AND EQUIPMENT - NET

A summary of property and equipment is as follows:

September 30,	2014	2013
Land (non-depreciable)	\$ 200,000	\$ 200,000
Building and improvements	440,372	440,372
Furnishings and equipment	58,881	58,293
Total property and equipment - at cost	699,253	698,665
Accumulated depreciation	(168,383)	(154,636)
Property and equipment - net	\$ 530,870	\$ 544,029

Depreciation expense for years ended September 30, 2014 and 2013 totaled \$14,050 and \$14,662, respectively.

NOTE 4 – NOTES PAYABLE

Notes payable consist of the following:

September 30,	2014	2013
Note payable to a financial institution with monthly payments of		
\$2,113, including interest at 5.75% per annum, collateralized by the		
Council's office building which has a carrying value of \$319,553,		
matures June 2023.	\$ 174,768	\$ 189,477
Total notes payable	174,768	189,477
Less: current portion	15,590	14,709
Notes payable – long-term portion	\$ 159,178	\$ 174,768

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

Years ending September 30,	
2015	\$ 15,590
2016	16,498
2017	17,512
2018	18,557
2019	18,560
Thereafter	88,051
Total minimum future payments	\$ 174,768

Florida Seaports Council, Inc. Notes to Financial Statements

NOTE 5 – RETIREMENT PLAN

The Council sponsors a 401(k) plan on behalf of all eligible employees. Salaried employees over age twenty-one with three months of service are eligible to participate. The Council is obligated to make an annual contribution of at least 3% of eligible compensation, with an optional 100% match on employee contributions up to 3% of the employees' eligible compensation. Retirement plan expenses totaled \$29,265 and \$28,527 for the years ended September 30, 2014 and 2013, respectively.

NOTE 6 – OPERATING LEASES

The Council leases office equipment under a non-cancelable operating lease ending in June 2017. The lease contains an option whereby the Council can purchase the equipment at the end of the lease term for its fair market value.

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

Years ending September 30,	
2015	\$ 3,540
2016	3,540
2017	3,245
Total minimum future payments	\$ 10,325

Rent expense for the years ended September 30, 2014 and 2013 was \$8,939 and \$11,424, respectively.

NOTE 7 – LINE OF CREDIT

The Council has a revolving line of credit at a financial institution of \$150,000, with an interest rate equal to the prime rate as published by the Wall Street Journal (3.25% at September 30, 2014) plus 1% limited to a floor of 4%. The line of credit is unsecured and expires February 2015. There were no amounts outstanding as of September 30, 2014 and 2013.

NOTE 8 – PROGRAM AND SUPPORTING SERVICES

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

	2014	2013
Program	\$ 683,204	\$ 695,385
Management and general	265,438	259,320
Total expenses	\$ 948,642	\$ 954,705

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

Florida Seaports Council, Inc. Notes to Financial Statements

NOTE 9 – COMMITMENTS

The Council entered into a Program Administration Agreement in 1996 and 1999 with the Florida Ports Financing Commission (FPFC) whereby the Council provides general administrative services to FPFC and performs all responsibilities required of it under the related Indentures of Trust and other documents. The Council is compensated by FPFC with expense reimbursements agreed upon annually between the parties. The Council received no expense reimbursements for the fiscal years ended September 30, 2014 and 2013. The agreements expire in the year 2027 and 2030, unless terminated earlier under certain circumstances.

NOTE 10 – LOAN COSTS - NET

During 2011, the Council refinanced the mortgage on the building. As part of the refinancing, the Council incurred loan costs totaling \$3,632. These costs have been capitalized and are being amortized over the life of the loan. During 2014, amortization of loan costs totaled \$303. At September 30, 2014 and 2013 accumulated amortization totaled \$984 and \$681, respectively.

NOTE 11 – INCOME TAXES

The Council utilizes the requirements associated with uncertainty in income taxes using the provisions of Financial Accounting Standards Board (FASB) ASC 740, *Income Taxes*. Using that guidance, tax positions initially need to be recognized in the financial statements when it is more-likely-than-not the positions will be sustained upon examination by the tax authorities. It also provides guidance for derecognition, classification, interest and penalties, accounting in interim periods, disclosure and transition. As of September 30, 2014, the Council has no uncertain tax positions that qualify for either recognition or disclosure in the financial statements.

The federal income tax returns of the Council for 2011, 2012 and 2013 are subject to examination by the Internal Revenue Service, generally for three years after they are filed.

Florida Seaports Council, Inc. Schedule of Revenues and ExpensesComparison of Budget to Actual

			Variance
		Budget	Favorable
	Actual	(Unaudited)	(Unfavorable)
Revenues			
FPC dues	\$635,000	\$ 635,000	\$ -
Admin. fee - FSTED Program	295,448	292,600	2,848
FPFC bond program	-	9,122	(9,122)
Other	27,680	15,000	12,680
Total revenues	958,128	951,722	6,406
Expenses			
President			
Compensation	155,000	155,000	-
Insurance and other benefits	8,095	8,320	225
Pension plan contribution	9,150	9,000	(150)
Total president	172,245	172,320	75
Vice President – Public Affairs			
Compensation	99,612	97,000	(2,612)
Insurance & other benefits	13,404	12,480	(924)
Pension plan contribution	5,895	5,820	(75)
Total executive vice president	118,911	115,300	(3,611)
Vice President – Government Affairs			
Compensation	116,000	116,000	-
Insurance & other benefits	13,619	15,500	1,881
Pension plan contribution	7,050	6,960	(90)
Total vice president	136,669	138,460	1,791
Administrative Staff			
Compensation - office manager	33,100	29,000	(4,100)
Compensation - front office	6,678	11,000	4,322
Insurance & other benefits	8,629	8,800	171
Pension plan contribution	1,995	1,740	(255)
Total administrative staff	50,402	50,540	138
Vice President/Programs & Planning			
Compensation	85,000	85,000	-
Insurance & other benefits	23,365	17,850	(5,515)
Pension plan contribution	5,175	4,326	(849)
Total vice president - programs & planning	113,540	107,176	(6,364)
Consultants			
Special consultants	27,621	28,000	379
Total consultants	27,621	28,000	379

Florida Seaports Council, Inc. Schedule of Revenues and ExpensesComparison of Budget to Actual (Continued)

		Budget	Variance Favorable
	Actual	(Unaudited)	(Unfavorable)
Other Expenses		,	,
Workers' compensation	3,447	3,500	53
Employee bonuses	10,000	10,000	-
Payroll taxes	36,554	31,000	(5,554)
Leave expense	(193)	-	193
Accounting	11,139	11,000	(139)
Bank charges	11,174	25,665	14,491
Communications	11,315	14,000	2,685
Equipment - rent, purchase & supplies	18,943	23,400	4,457
Court reporter - FSTED/FPFC	5,380	4,000	(1,380)
Miscellaneous	(155)	1,000	1,155
Building expenses	22,885	22,700	(185)
Conferences	8,491	10,100	1,609
Travel & related expenses	29,731	35,250	5,519
Meetings	44,977	23,050	(21,927)
Memberships and sponsorships	22,714	30,000	7,286
Public relations and public awareness	77,698	85,000	7,302
Professional development	801	1,000	199
Website development	-	500	500
Amortization	303	-	(303)
Depreciation	14,050	-	(14,050)
Total other expenses	329,254	331,165	1,911
Total expenses	948,642	942,961	(5,681)
Change in unrestricted net assets	\$ 9,486	\$ 8,761	\$ 725

As discussed with the Board of Directors and management during our planning process, our audit plan represented an approach responsive to the assessment of risk for the Organization. Specifically, we planned and performed our audit to:

- Perform audit services, as requested by the Board of Directors, in accordance with auditing standards generally accepted in the United States of America, in order to express an opinion on the Organization's financial statements for the year ended September 30, 2014;
- Communicate directly with the Board of Directors and management regarding the results of our procedures;
- Address with the Board of Directors and management any accounting and financial reporting issues;
- Anticipate and respond to concerns of the Board of Directors and management; and
- Other audit-related projects as they arise and upon request.

We have audited the financial statements of Florida Seaports Council, Inc. for the year ended September 30, 2014, and have issued our report thereon dated February 12, 2015. Professional standards require that we provide you with the following information related to our audit:

MATTER TO BE COMMUNICATED	AUDITORS' RESPONSE
Auditors' responsibility under Generally Accepted Auditing Standards	As stated in our engagement letter dated December 10, 2014 , our responsibility, as described by professional standards, is to express an opinion about whether the financial statements prepared by management with your oversight are fairly presented, in all material respects, in conformity with accounting principles generally accepted in the United States of America (GAAP). Our audit of the financial statements does not relieve you or management of your responsibilities. As part of our audit, we considered the internal control of the Organization. Such considerations were solely for the purpose of determining our audit procedures and not to provide any assurance
Client's responsibility	concerning such internal control. Management, with oversight from those charged with governance, is responsible for establishing and maintaining internal controls, including monitoring ongoing activities; for the selection and application of accounting principles; and for the fair presentation in the financial statements of financial position, results of operations, and cash flows in conformity with the applicable framework. Management is responsible for the design and implementation of programs and controls to prevent and detect fraud.
Planned scope and timing of the audit	Our initial audit plan was not significantly altered during our fieldwork.
Management judgments and accounting estimates The process used by management in forming particularly sensitive accounting estimates and the basis for the auditors' conclusion regarding the reasonableness of those estimates.	Please see the following section titled "Accounting Policies, Judgments and Sensitive Estimates and CRI Comments on Quality."
Potential effect on the financial statements of any significant risks and exposures Major risks and exposures facing the Organization and how they are disclosed.	No such risks or exposures were noted.

MATTER TO BE COMMUNICATED	AUDITORS' RESPONSE
Significant difficulties encountered in the audit Any significant difficulties, for example, unreasonable logistical constraints or lack of cooperation by management.	None.
Disagreements with management Disagreements, whether or not subsequently resolved, about matters significant to the financial statements or auditors' report. This does not include those that came about based on incomplete facts or preliminary information.	None.
Other findings or issues Matters significant to oversight of the financial reporting practices by those charged with governance. For example, an entity's failure to obtain the necessary type of audit, such as one under Government Auditing Standards, in addition to GAAS.	None.
Matters arising from the audit that were discussed with, or the subject of correspondence with, management Business conditions that might affect risk or discussions regarding accounting practices or application of auditing standards.	None.
Corre te a u orre te isstate e ts All significant audit adjustments arising from the audit, whether or not recorded by the Organization, that could individually or in the aggregate have a significant effect on the financial statements. We should also inform the Board about uncorrected misstatements aggregated by us during the current engagement and pertaining to the latest period presented, that were determined by management to be immaterial, both individually and in the aggregate, to the financial statements taken as a whole. Any internal control deficiencies that could have prevented the misstatements.	Please see the following section titled "Summary of Audit Adjustments."

MATTER TO BE COMMUNICATED	AUDITORS' RESPONSE
Major issues discussed with management prior to retention Any major accounting, auditing or reporting issues discussed with management in connection with our initial or recurring retention.	None.
Consultations with other accountants When management has consulted with other accountants about significant accounting or auditing matters.	None of which we are aware.
Written representations A description of the written representations the auditor requested (or a copy of the representation letter).	See "Management Representation Letter" section.
Internal control deficiencies Any significant deficiencies or material weaknesses in the design or operation of internal control that came to the auditors' attention during the audit.	See "Internal Control Findings" section.
Frau a illegal a ts Fraud involving the Organization's management, or those responsible for internal controls, or causing a material misstatement of the financial statements, where the auditor determines there is evidence that such fraud may exist. Any illegal acts coming to the auditors' attention involving the Organization's management and any other illegal acts, unless clearly inconsequential.	We are unaware of any fraud or illegal acts involving management or causing material misstatement of the financial statements.
Other information in documents containing audited financial statements The external auditors' responsibility for information in a document containing audited financial statements, as well as any procedures performed and the results.	Our responsibility related to documents (including annual reports, websites, etc.) containing the financial statements is to read the other information to consider whether: • Such information is materially inconsistent with the financial statements; and • We believe such information represents a material misstatement of fact. We have not been provided any such items to date and are unaware of any other documents that contain the audited financial statements.

Accounting Policies, Judgments and Sensitive Estimates & CRI Comments on Quality

We are required to communicate our judgments about the quality, not just the acceptability, of the Organization's accounting principles as applied in its financial reporting. We are also required to communicate critical accounting policies and sensitive accounting estimates. The Board may wish to monitor throughout the year the process used to compute and record these accounting estimates. The table below summarizes our communications regarding these matters.

AREA	ACCOUNTING POLICY	CRITICAL POLICY?	JUDGMENTS & SENSITIVE ESTIMATE	COMMENTS ON QUALITY OF ACCOUNTING POLICY & APPLICATION
Expenses	The Organization allocates expenses between program and supporting services as required by the AICPA Audit & Accounting Guide for Not-for-Profit Entities.	X	The Organization reports expenses based on its functional classification. The allocation between program and supporting services is based on a combination of direct and indirect allocation of expenses. Indirect expenses are allocated between program and supporting services based on management's estimates.	The Organization's policies are in accordance with all applicable accounting guidelines.

Summary of Audit Adjustments

QUALITATIVE MATERIALITY CONSIDERATIONS

In evaluating the materiality of audit differences when they do arise, we consider both quantitative and qualitative factors, for example:

- Whether the difference arises from an item capable of precise measurement or whether it arises from an estimate, and, if so, the degree of imprecision inherent in the estimate.
- Whether the difference masks a change in earnings or other trends.
- Whether the difference changes a net decrease in assets to addition, or vice versa.
- Whether the difference concerns an area of the Organization's operating environment that has been identified as playing a significant role in the Organization's operations or viability.
- Whether the difference affects compliance with regulatory requirements.
- Whether the difference has the effect of increasing management's compensation for example, by satisfying requirements for the award of bonuses or other forms of incentive compensation.
- Whether the difference involves concealment of an unlawful transaction.

Summary of Audit Adjustments

During the course of our audit, we accumulate differences between amounts recorded by the Organization and amounts that we believe are required to be recorded under GAAP. Those adjustments are either recorded (corrected) by the Organization or passed (uncorrected).

Client: Engagement: Period Ending: Trial Balance: Workpaper:	45-00276 - Florida Seaports Council, Inc. 2014 - Florida Seaports Council, Inc. 9/30/2014 1100.2 - Financial Statements Excel			
ou t	es riptio	e	ebit	Cre it
usti g our				
PBC - To properly	y state net assets			
710.3	Environmental and Growth Mgmt		6,128.00	
3900	Unrestricted Net Assets		,	4,128.00
805.4	Marketing Program			2,000.00
otal				
usti g our				
PBC - To properly	y state 401k liability at 9/30/14			
301	Payroll Liabilities		16,330.00	
701.7	Doug's Pension Plan		9,150.00	
702.7	+ Executive V.P. Compensation:Nancy's Pension Plan		5,895.00	
703.6	+ V.P. Compensation:703.6 + Mike's Pension Plan		7,050.00	
704.6	Chrisy Pension Plan		1,980.00	
706.6	+ V.P.Plan.& Prog - Compsentation:706.6 + Toy's Pension Plan		5,175.00	
708.6	Executive Vice President - Pension Plan		15.00	
301.3 6560	401k Payable			45,498.00
otal	Payroll Expenses			97.00
otai		•		
usti g our				
PBC - To properly	y state accrued salaries			
702	Executive V.P. Compensation	_	2,612.00	
704.1	Administrative Staff		1,093.00	
301	Payroll Liabilities			3,705.00
otal				
usti g our	al tries			
	nera from marketing expense account			
250	Equipment & Furnishings	-	588.00	
805.4	Marketing Program			588.00
otal		!		

Summary of Audit Adjustments (Continued)

usti g our	al tries		
To book current y	year depreciation and amortization		
700			
738	Depreciation	14,050.00	
740	Amortization	303.00	
255	Accumulated Depreciation		13,747.00
257	Accumulated Amortization		303.00
777.2	502 E. Jefferson - Build. Expen:777.2 + Building - Maintenance		303.00
otal			
usti g our	al tries		
To record current	t portion of LTD		
304	Mortgage Note Payable	15,590.00	
304.1	Mortgage Note Payable - Current Portion	14,709.00	
304.1	Mortgage Note Payable - Current Portion		15,590.00
777.1	502 E. Jefferson - Build. Expen:777.1 + Building - Mortgage		14,709.00
otal	The second secon		
usti g our			
PBC - To book a	ditional receivables		
200	Administrative Fees Receivable	25,000.00	
782	SEAPORT MISSION PLAN		25,000.00
otal			
usti g our			
To properly state	accrued leave		
315	Accrued Leave	193.00	
716	Leave Expense		193.00
otal			
usti g our			
To properly state	prepaid assets at 9/30		
220	Prepaid Expenses	15,012.00	
300	Accounts Payable		5,667.00
805.4	Marketing Program		9,345.00

Summary of Audit Adjustments (Continued)

Client: 45-00276 - Florida Seaports Council, Inc. 2014 - Florida Seaports Council, Inc.

Engagement: Period Ending: 9/30/2014

Trial Balance:

Workpaper: 1100.2 - Financial Statements Excel

ebit Cre it ou t es riptio е

asse our al tries

To properly state CY expenses and

opening equity.

782.1 SEAPORT MISSION PLAN:782.1 + SMP - P 10,680.00

3900 **Unrestricted Net Assets**

10,680.00

otal

Management Representation Letter



Port Canaveral

February 13, 2015

Port Citrus

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

Port Everglades

Tallanass

Port of Fernandina

Port of Fort Pierce

This representation letter is provided in connection with your audit of the financial statements of Florida Seaports Council, Inc. (the Council), which comprise the statements of financial position as of September 30, 2013 and 2012, and the related statements of activities and cash flows for the years then ended, and the related notes to the financial statements, for the purpose of expressing an opinion as to whether the financial statements are presented fairly, in all material respects, in accordance with accounting principles generally accepted in the United States (U.S. GAAP).

Certain representations in this letter are described as being limited to matters that are material. Items are considered material, regardless of size, if they involve an omission or misstatement of accounting information that, in light of surrounding circumstances, makes it

probable that the judgment of a reasonable person relying on the information would be changed or influenced by the omission or misstatement. An omission or misstatement that is monetarily small in amount could be considered material as a result of qualitative factors.

Port of Jacksonville

Port of Key West

Port Manatee

PortMiami

Port of Palm Beach

POLL OF Palm Beach

Financial Statements

representations made to you during your audit.

Port Panama City

 We have fulfilled our responsibilities, as set out in the terms of the audit engagement letter dated December 10, 2014, including our responsibility for the preparation and fair presentation of the financial statements.

We confirm, to the best of our knowledge and belief, as of February 12, 2015, the following

Port of Pensacola

The financial statements referred to above are fairly presented in conformity with U.S. GAAP.

Port of St. Petersburg

3) We acknowledge our responsibility for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Port of Port St. Joe

 We acknowledge our responsibility for the design, implementation, and maintenance of internal control to prevent and detect fraud.

Port Tampa Bay

 Significant assumptions we used in making accounting estimates, including those measured at fair value, are reasonable.

 Related party relationships and transactions have been appropriately accounted for and disclosed in accordance with the requirements of U.S. GAAP.

502 East Jefferson Street | Tallahassee, Florida 32301 | 850.222.8028 phone | 850.222.7552 fa:

Management Representation Letter

- All events subsequent to the date of the financial statements and for which U.S. GAAP requires adjustment or disclosure have been adjusted or disclosed.
- 8) The effects of all known actual or possible litigation, claims, and assessments have been accounted for and disclosed in accordance with U.S. GAAP.
- 9) Material concentrations have been appropriately disclosed in accordance with U.S. GAAP.
- 10) Guarantees, whether written or oral, under which the organization is contingently liable, have been properly recorded or disclosed in accordance with U.S. GAAP.

Information Provided

- 11) We have provided you with:
 - a) Access to all information, of which we are aware, that is relevant to the preparation and fair presentation of the financial statements, such as records, documentation, and other matters.
 - b) Additional information that you have requested from us for the purpose of the audit.
 - Unrestricted access to persons within the entity from whom you determined it necessary to obtain audit evidence.
 - d) Minutes of the meetings of the governing board or summaries of actions of recent meetings for which minutes have not yet been prepared.
- 12) All material transactions have been recorded in the accounting records and are reflected in the financial statements.
- 13) We have disclosed to you the results of our assessment of the risk that the financial statements may be materially misstated as a result of fraud.
- 14) We have no knowledge of any fraud or suspected fraud that affects the organization and involves:
 - a) Management,
 - b) Employees who have significant roles in internal control, or
 - c) Others where the fraud could have a material effect on the financial statements.
- 15) We have no knowledge of any allegations of fraud or suspected fraud affecting the organization's financial statements communicated by employees, former employees, grantors, regulators, or others.
- 16) We have no knowledge of any instances of noncompliance or suspected noncompliance with laws and regulations whose effects should be considered when preparing financial statements.
- 17) We have disclosed to you all known actual or possible litigation, claims, and assessment whose effects should be considered when preparing the financial statements.
- 18) We have disclosed to you the identity of the organization's related parties and all the related party relationships and transactions of which we are aware.
- 19) The organization has satisfactory title to all owned assets, and there are no liens or encumbrances on such assets nor has any asset been pledged as collateral.
- 20) We are responsible for compliance with the laws, regulations, and provisions of contracts and grant agreements applicable to us; and we have identified and disclosed to you all

Management Representation Letter

- laws, regulations and provisions of contracts and grant agreements that we believe have a direct and material effect on the determination of financial statement amounts or other financial data significant to the audit objectives.
- 21) The Council is an exempt organization under Section 501(c)(6) of the Internal Revenue Code. Any activities of which we are aware that would jeopardize the Organization's taxexempt status, and all activities subject to tax on unrelated business income or excise or other tax, have been disclosed to you. All required filings with tax authorities are up-to-date.
- 22) We acknowledge our responsibility for presenting the statement of revenues and expenses comparison of budget to actual in accordance with U.S. GAAP, and we believe the statement of revenues and expenses comparison of budget to actual, including its form and content, is fairly presented in accordance with U.S. GAAP. The methods of measurement and presentation of the statement of revenues and expenses comparison of budget to actual have not changed from those used in the prior period, and we have disclosed to you any significant assumptions or interpretations underlying the measurement and presentation of the supplementary information.

S	i	g	n	e	d	
_	-	0		_	-	-

Date:

Internal Controls

The Board of Directors and Management of Florida Seaports Council, Inc.

In planning and performing our audit of the financial statements of Florida Seaports Council, Inc. (the Council) as of and for the years ended September 30, 2014 and 2013, in accordance with auditing standards generally accepted in the United States of America, we considered the Council's internal control over financial reporting (internal control) as a basis for designing our auditing procedures for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Council's internal control. Accordingly, we do not express an opinion on the effectiveness of the Council's internal control.

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

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

Material Audit Entry and Preparation of GAAP-based Financial Statements

We proposed various adjusting entries as part of our audit. A material entry was required to properly state prepaid expenses. This entry, if unrecorded, would cause the financial statements to be materially misstated in accordance with generally accepted accounting principles (GAAP). In addition, management relies on us to prepare their financial statements including the required note disclosures. Management believes this policy is the most cost-effective approach to prepare annual financial statements in accordance with GAAP.

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

CARR, RIGGS & INGRAM, LLC

Can Rigge & Ingram, L.L.C.

February 12, 2015

FY 14/15 Budget Statements

Florida Seaports Council, Inc Balance Sheet

Accrual Basis

As of February 28, 2015

	Feb 28, 15
ASSETS	
Current Assets	
Checking/Savings HANCOCK BANK MONEY MARKET ACCT HANCOCK BANK OPERATING ACCT 110 · PETTY CASH ACCT	585,582.45 38,625.77 65.23
Total Checking/Savings	624,273.45
Accounts Receivable 200 · Administrative Fees Receivable	114,680.43
Total Accounts Receivable	114,680.43
Other Current Assets 220 · Prepaid Expenses	22,722.00
Total Other Current Assets	22,722.00
Total Guidi Guileik Assets	22,122.00
Total Current Assets	761,675.88
Fixed Assets 254 · Loan Costs 257 · Accumulated Amortization 250 · Equipment & Furnishings	3,632.00 -681.00 58,293.34
251 · Building 252 · Building Improvements 251 · Building - Other	152,729.87 287,641.83
Total 251 · Building	440,371.70
253 · Land 255 · Accumulated Depreciation	200,000.00 -154,636.00
Total Fixed Assets	546,980.04
Other Assets 260 · Deposits 265 · Prepaid IRS Interest Payments	250.00 -0.44
Total Other Assets	249.56
TOTAL ASSETS	1,308,905.48
LIABILITIES & EQUITY Liabilities Current Liabilities Accounts Payable 300 · Accounts Payable	-2,757.48
Total Accounts Payable	-2,757.48
Other Current Liabilities 315 · Accrued Leave 301 · PAYROLL LIABILITIES 301.2 · Direct Deposit Liabilities 301.3 · 401K Payable 301 · PAYROLL LIABILITIES - Other	11,582.00 242.94 -16,231.68 17,448.68
Total 301 · PAYROLL LIABILITIES	1,459.94
Total Other Current Liabilities	13,041.94
Total Current Liabilities	10,284.46

Florida Seaports Council, Inc Balance Sheet

Accrual Basis

As of February 28, 2015

	Feb 28, 15
Long Term Liabilities 304 · Mortgage Note Payable 304.1 · Mortgage Note Payable - Current 304 · Mortgage Note Payable - Other	14,709.00 174,767.99
Total 304 · Mortgage Note Payable	189,476.99
Total Long Term Liabilities	189,476.99
Total Liabilities	199,761.45
Equity 3900 · Unrestricted Net Assets Net Income	632,607.61 476,536.42
Total Equity	1,109,144.03
TOTAL LIABILITIES & EQUITY	1,308,905.48

Florida Seaports Council, Inc Profit & Loss Budget vs. Actual October 2014 through September 2015

Total 750 · EQUIPMENT/SUPPLIES	733 · MARKETING 750 · EQUIPMENT/SUPPLIES 750.1 · Office Equipment 750.2 · Computer, Hardware & Software 750.3 · IT Services 750.4 · Office Supplies 750.6 · Miscellaneous 750 · EQUIPMENT/SUPPLIES - Other	Total 732 · COMMUNICATIONS	732.1 · Telephone/Fax/Internet/Cable 732.2 · Cell Phones 732.3 · Printing 732.4 · Postage, Overnight Delivery 732.4 · Magazine Subscriptions 732.8 · Miscellaneous	715 · WORKER'S COMPENSATION 720 · ACCOUNTING 730 · BANK CHARGES/INTEREST 732 · COMMINICATIONS	Total 710 · SPECIAL CONSULTANTS	710.4 · Seaport Mission Plan 710.2 · Legal Consultants 710.3 · Environmental & Growth Mgmt	705 FRONT OFFICE STAFF 706 VP PROGRAMS & PLANNING 707 EMPLOYEE BONUS POOL 710 SEECIAL CONSULTANTS	703 · VICE PRESIDENT GOVT AFFAIRS 704 · ADMINISTRATIVE STAFF	Expense 6560 · PAYROLL EXPENSES 6999 · UNCATAGORIZED EXPENSES 701 · PRESIDENT 702 · VICE PRESIDENT - PIRI IC AFFAIRS	Total Income	603 · FPFC Bond Program 605 · FSTED DATA JPA 615 · MISC. INCOME	Income 601 · FPC Dues 602 · FSTED Prog. Admin/Chapter 311	
8,826.04	2,500.00 1,798.80 1,338.05 3,850.00 1,839.19 -91.40 91.40	6,599.97	2,129.89 2,591.45 451.50 445.32 134.37 847.44	1,085.00 9,800.00 -263.83	13,416.65	0.00 3,000.00 10,416.65	55,015.08 10,000.00	65,480.94 23,886.60	18,471.67 0.00 79,076.28 52,026.78	807,683.00	0.00 0.00 0.00	635,000.00 172 683 00	Oct '14 - Sep 15
19,400.00	85,000.00 5,500.00 2,000.00 6,600.00 5,000.00 300.00 0.00	13,900.00	5,100.00 5,500.00 1,000.00 1,000.00 300.00 1,000.00	3,750.00 13,000.00 300.00	31,000.00	0.00 6,000.00 25,000.00	115,690.00 10,000.00	138,520.00 53,950.00	37,000.00 167,500.00	962,235.12	186.12 0.00 12,500.00	635,000.00	Budget
-10,573.96	-82,500.00 -3,701.20 -661.95 -2,750.00 -3,160.81 -391.40 91.40	-7,300.03	-2,970.11 -2,908.55 -548.50 -554.68 -165.63 -152.56	-2,665.00 -3,200.00 -563.83	-17,583.35	0.00 -3,000.00 -14,583.35	-60,674.92 0.00	-73,039.06 -30,063.40	-18,528.33 -88,423.72	-154,552.12	-186.12 0.00 -12,500.00	0.00	\$ Over Budget
45.5%	2.9% 32.7% 66.9% 58.3% 36.8% -30.5% 100.0%	47.5%	41.8% 47.1% 45.2% 44.5% 44.8% 84.7%	28.9% 75.4% -87.9%	43.3%	0.0% 50.0% 41.7%	0.0% 47.6% 100.0%	47.3% 44.3%	49.9% 47.2%	83.9%	0.0% 0.0%	100.0%	% of Budget

Florida Seaports Council, Inc Profit & Loss Budget vs. Actual October 2014 through September 2015

Total 793 · MEETING EXPENSES	793 · MEETING EXPENSES 793.1 · Meeting Expenses - MEALS 793.2 · Meeting Expenses - ROOM RENTAL 793.3 · Meeting Expenses - AUDIO/VISUAL 793.4 · Meeting Expenses - PRINTING 793.5 · Meeting Expenses - CONF. CALLS 793.6 · Meeting Expenses - MISC 793.7 · Meeting Expenses - NOTICES(FAW)	Total 792 · TRAVEL EXPENSES	792 · TRAVEL EXPENSES 792.1 · Travel · Meals & Entertainment 792.2 · Travel · Hotel 792.3 · Travel · Airfare 792.4 · Travel · Rental Car/Gas/Parking 792.5 · Travel · Speaking Engagements 792.6 · Travel · Miscellaneous	Total 791 · CONFERENCES	791 · CONFERENCES 791.1 · Conferences - Meals 791.2 · Conferences - Hotel 791.3 · Conferences - Airfare 791.4 · Conferences - Rental Car/Gas 791.5 · Conferences - Fees 791.6 · Conferences - Miscellaneous	782 · DATA 782.1 · State of the Ports 782.2 · Global Opportunities 782.3 · Seaport Mission Plan Total 782 · DATA	Total 777 · BUILDING EXPENSES	777.1 · Mortgage 777.2 · Maintenance/Repairs 777.3 · Pest/Security/Lawn/Housekeeping 777.4 · Insurance & Taxes 777.5 · Utilities 777.6 · Miscellaneous	755 · FSTED & FFPC Court Reporter 768 · MISCELLANEOUS
357.36	0.00 161.25 0.00 136.75 0.00 0.00 59.36	4,990.63	2,118.39 422.74 1,215.30 1,234.20 0.00 0.00	1,909.08	159.50 1,093.48 25.00 194.10 425.00 12.00	1,000.00 -22,950.70 0.00 -21,950.70	21,478.42	10,568.50 442.04 2,058.05 7,023.13 1,386.70 0.00	Oct '14 - Sep 15 0.00 0.00
23,050.00	17,000.00 2,000.00 2,000.00 250.00 300.00 1,000.00 500.00	31,500.00	11,000.00 6,500.00 5,000.00 7,000.00 1,500.00	11,100.00	2,000.00 3,000.00 2,000.00 1,500.00 2,500.00	0.00	50,365.00	25,365.00 4,000.00 6,400.00 10,500.00 4,000.00 100.00	Budget 4,000.00 1,000.00
-22,692.64	-17,000.00 -1,838.75 -2,000.00 -113.25 -300.00 -1,000.00 -440.64	-26,509.37	-8,881.61 -6,077.26 -3,784.70 -5,765.80 -1,500.00 -500.00	-9,190.92	-1,840.50 -1,906.52 -1,975.00 -1,305.90 -2,075.00 -88.00	-22,950.70 0.00 -21,950.70	-28,886.58	-14,796.50 -3,557.96 -4,341.95 -3,476.87 -2,613.30 -100.00	\$ Over Budget -4,000.00 -1,000.00
1.6%	0.0% 8.1% 0.0% 54.7% 0.0% 11.9%	15.8%	19.3% 6.5% 24.3% 17.6% 0.0%	17.2%	8.0% 36.4% 1.3% 12.9% 12.0%	100.0% 0.0% 100.0%	42.6%	41.7% 11.1% 32.2% 66.9% 34.7% 0.0%	% of Budget 0.0% 0.0%

Florida Seaports Council, Inc Profit & Loss Budget vs. Actual October 2014 through September 2015

NET HICOHIE	No+ Incomp	Total Expense	806 · PROFESSIONAL DEVELOPMENT	Total 805 · OUTREACH	805.3 · Lobbying	805.2 · Sponsorships	805 · OUTREACH 805.1 · Memberships	
426,477.03	301,203.97	0.00	371.00	28,129.00	4,550.00	4.000.00	19,579.00	Oct '14 - Sep 15
3,130.12	939,105.00	500.00	1,000.00	30,000.00	5,000.00	3,000.00	22,000.00	Budget
423,346.91	-5//,899.03	-500.00	-629.00	-1,871.00	-450.00	1 000 00	-2.421.00	\$ Over Budget
13,624.9%	39.7%	0.0%	37.1%	93.8%	91.0%	133 3%	89 0%	% of Budget

TAB 3C PRESIDENT'S COMMENTS

TO BE DISCUSSED AT MEETING

TAB 3D PROGRAM ADMINISTRATION

FLORIDA PORTS FINANCING COMMISSION (FPFC)

TO BE DISCUSSED AT MEETING

FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT COUNCIL (FSTED)



Port Canaveral

FLORIDA SEAPORT TRANSPORTATION AND ECONOMIC DEVELOPMENT COUNCIL MANAGEMENT/ADMINISTRATION AGREEMENT

Port Citrus

Port Everglades

Port of Fernandina

Port of Fort Pierce

Port of Jacksonville

Port of Key West

Port Manatee

PortMiami

Port of Palm Beach

Port Panama City

Port of Pensacola

Port of St. Petersburg

Port of Port St. Joe

Port Tampa Bay

This Agreement entered into this <u>1st</u> day of <u>April</u>, 2015, by and between the Florida Seaports Council, Inc., a non-profit Florida corporation whose address is 502 East Jefferson Street, Tallahassee, Florida 32301, doing businesses as the Florida Ports Council (which hereinafter may be referred to as the "FPC"); and the Florida Seaport Transportation and Economic Development Council, a statutory entity created by the Florida Legislature in section 311.09, Florida Statutes (which hereinafter may be referred to as the "FSTED Council").

WHEREAS, the Florida Legislature created the FSTED Council in 1990 to oversee the operations and administration of the Florida Seaport Transportation and Economic Development Program created within the Department of Transportation with the statutory purpose to "finance port transportation or port facilities projects that will improve the movement and intermodal transportation of cargo or passengers in commerce and trade and that will support the interests, purposes, and requirements of ports located in this state."

WHEREAS, the Florida Legislature authorized the FSTED Council in section 311.09(11), Florida Statutes, to contract with an "administrative staff to provide services to the council on matters relating to the Florida Seaport Transportation and Economic Development program and the council." Further, section 311.09(11), Florida Statutes,

directed that such services "shall be paid by all ports that receive funding from the Florida Seaport Transportation and Economic Development program, based upon a pro rata formula measured by each recipient's share of the funds as compared to the total funds disbursed to all recipients during the year."

WHEREAS, the Board of Directors of the FPC has authorized a Management Agreement with the FSTED Council for the purpose of managing and administering the Florida Seaport Transportation and Economic Development Program created in Chapter 311, Florida Statutes.

Now, Therefore, It is agreed that:

- The FSTED Council hereby enters into a Management Agreement with the FPC for the purpose of having the FPC manage and administer the Florida Seaport Transportation and Economic Development program created by Chapter 311, Florida Statutes.
- The FPC hereby agrees to provide administrative services to member ports in the projects application process of the Florida Seaport Transportation and Economic Development Program.
- 3. The FPC hereby agrees to provide any necessary Executive Branch or Legislative Branch representation on behalf of the members of the FSTED Council as required.
- 4. The FPC represents that it can manage and provide for the services included in the Administrative Services Agreements which have been executed between the various seaports and the FPC.

- 5. The parties agree that the term of this agreement shall be for a period of <u>5</u> years.
- 6. The FPC shall receive payment for providing services as described herein according to section 311.09(11), Florida Statutes. Such payments and costs shall be approved by those seaports providing payment for such services.
- 7. This Agreement is not assignable without the written consent of both parties.
- 8. Any notice which either party is required to send to the other shall be in writing and may be served personally or sent to:

Doug Wheeler 502 East Jefferson Street Tallahassee, FL 32301

- 9. The laws of Florida shall govern all matters related to this Agreement.
- 10. The Parties shall have the right to cancel this Agreement upon thirty (30) days written notice.

IN WITNESS WHEREOF, the parties have executed this Agreement on this loth day of March, 2015.

FSTED COUNCIL

Manuel Almira, Chairman

FLORIDA PORTS COUNCIL

Doug Wheeler, President and CEQ

TAB 3E OTHER ISSUES

Analysis of Global Opportunities and Challenges for Florida Seaports





Summer Board Meeting

Tuesday, June 23, 2015 10:00 a.m. – 4:00 p.m. Tampa Airport Marriott

ITINERARY

Tuesday, June 23, 2015

10:00 a.m. – Noon FPC Board Meeting Tampa Airport Marriott

12:15 – 1:00 p.m. Lunch Tampa Airport Marriott

1:15 p.m. – 4:00 p.m. FPC Board Meeting Tampa Airport Marriott



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



FALL BOARD MEETING & ANNUAL MEETING ITINERARY

Wednesday, September 2, 2015 – Thursday, September 3, 2015 Hyatt Regency, Sarasota, Florida

Wednesday, September 2, 2015

9:00 a.m. – Noon	SEMC Meeting	Hyatt Regency
Noon – 1:00 p.m.	Lunch	Hyatt Regency
1:30 p.m. – 5:30 p.m.	FPC Annual Board Meeting	Hyatt Regency

6:00 p.m. – 7:30 p.m. Reception *Hyatt Regency*

7:30 p.m. – 9:30 p.m. Dinner To Be Determined (Private) (Transportation Provided)



Thursday, September 3, 2015

8:00 a.m. – 9:00 a.m.	Port Director's Breakfast (Port Directors Only)	Hyatt Regency
9:30 a.m. – 12:00 p.m.	FPC Board Meeting	Hyatt Regency
12:00 p.m. – 12:30 p.m.	Lunch	Hyatt Regency
12:30 p.m. – 4:30 p.m.	FSTED Meeting	Hyatt Regency

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

THE FLORIDA SENATE

SENATOR CHARLES S. DEAN, SR.

Tallahassee, Florida 32399-1100

COMMITTEES: Environmental Preservation and Conservation, *Chair* Agriculture, *Vice Chair* Appropriations Subcommittee on General Government

Children, Families, and Elder Affairs Communications, Energy, and Public Utilities Community Affairs

January 27, 2015

5th District

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

Dear Mr. Wheeler,

I would like to express my support of the recent decision by the Citrus County Port Authority to dissolve both Port Citrus and the Port Authority. I look forward to continuing the conversation next week in Tallahassee. Thank you for your time on this matter.

Sincerely,

Charles S. Dean

State Senator, District 5

REPLY TO:

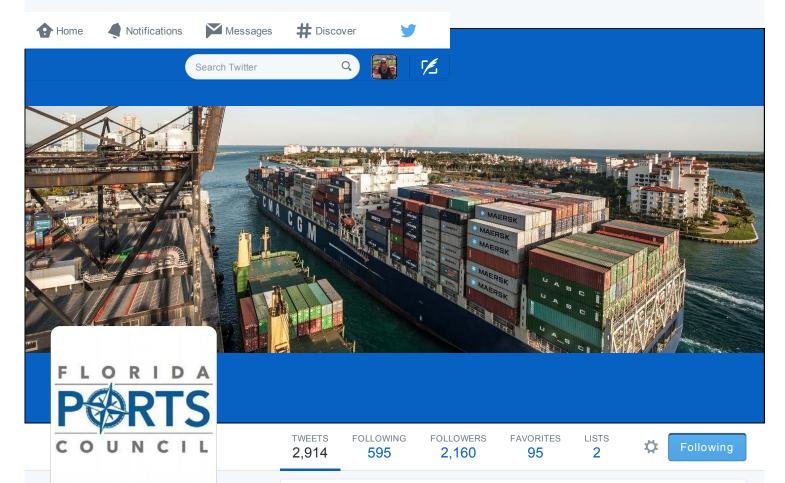
☐ 405 Tompkins Street, Inverness, Florida 34450 (352) 860-5175

☐ 311 Senate Office Building, 404 South Monroe Street, Tallahassee, Florida 32399-1100 (850) 487-5005

□ 315 SE 25th Avenue, Ocala, Florida 34471-2689 (352) 873-6513

Senate's Website: www.flsenate.gov

TAB 4 COMMUNICATIONS / MARKETING



FloridaPortsCouncil

@FloridaPorts FOLLOWS YOU

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

- flaports.org
- (L) Joined October 2010





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FloridaPortsCouncil @FloridaPorts · 47m

Port Panama City continues to grow and attract new business: Port moves forward on warehouse expansion

newsherald.com/news/governmen... #flaports

♦ 17 3 ★ () ••

FloridaPortsCouncil @FloridaPorts · 5h

Very interesting look a Florida Transportation Maps from 1917 to 2015 from @MyFDOT dot.state.fl.us/surveyingandma...

t7 2 * 6

FloridaPortsCouncil retweeted

Rick Scott @FLGovScott · Mar 12

'Florida Gov. Scott heads to California in his push to lure shipping jobs' @AP bit.ly/1MvVa4K

4 13 5 ***** 2 **()** •••

FloridaPortsCouncil retweeted



A new study shows Jacksonville has the second most vibrant employment







scene in the U.S. #jobs #opportunity #ilovejax onforb.es/1GsD67E

17 9

***** 2

View summary

FloridaPortsCouncil retweeted

Enterprise Florida @EnterpriseFL · Mar 11

@FLGovScott visited @Port_Manatee to discuss #infrastructure, 160+ new jobs at @airproducts. @BradentonAreaED @MyFDOT enterpriseflorida.com/news/governor-...

1

 \star

FloridaPortsCouncil @FloridaPorts · Mar 11

Wonderful! RT @MattAtBradenton: Officials, governor fete new Berth 14 at @Port_Manatee - @bradentonherald



()

...

View more photos and videos

FloridaPortsCouncil retweeted

17

Port Tampa Bay @PortTampaBay · Mar 10

Beautiful New supply vessel at Tampa Ship



17 2

★ 1

6

View more photos and videos

FloridaPortsCouncil retweeted

Hatch Mott MacDonald @HatchMott · Mar 9

HMM's Bill Perry announces "green light" for dredging at Port St. Joe. @The_News_Herald newsherald.com/news/business/...

FloridaPortsCouncil retweeted

13 3

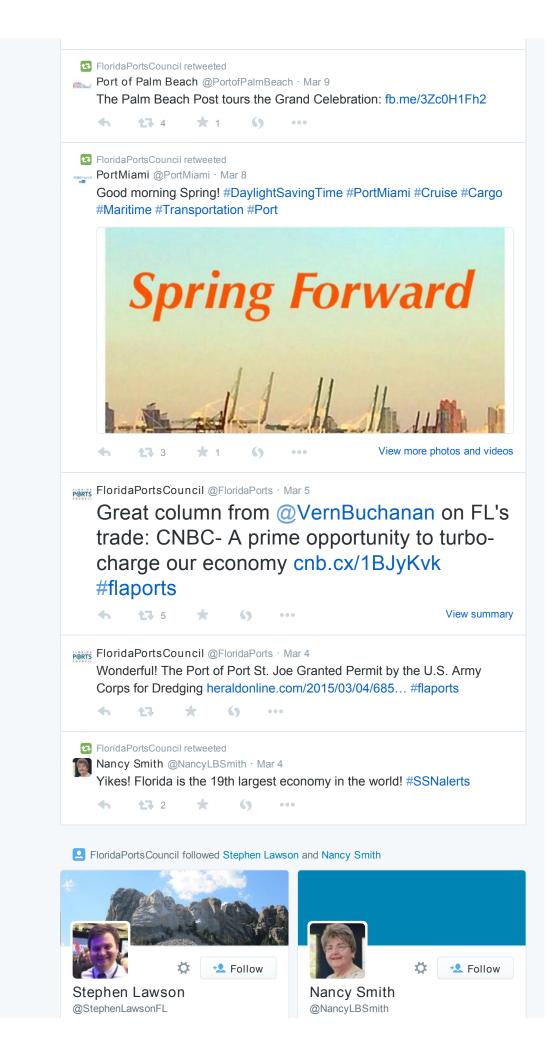
850 Business Mag @850BizMag · Mar 10

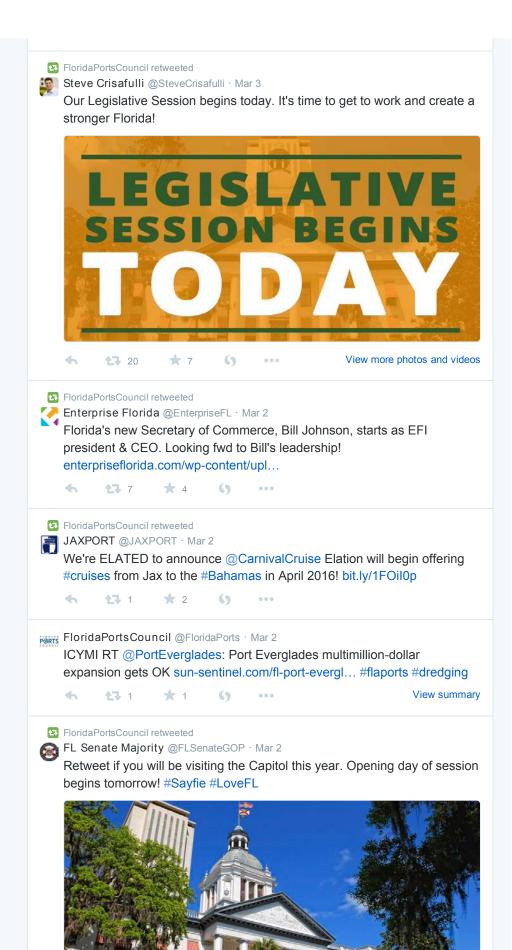
Port of Pensacola and @flypensacola are adding over 500 jobs to the area. Learn how: bit.ly/1E63Ufs

1 12

★ 5

6















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FOLLOWING 597

FOLLOWERS 2,160

FAVORITES LISTS 103

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FloridaPortsCouncil

@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
- flaports.org
- (L) Joined October 2010
- 189 Photos and videos













Favorites



Jim Boxold @FDOT_Secretary · 19h

Gov. Scott @FLGovScott plans California trip to entice shippers in bringing cargo to Florida ports. @FloridaPorts m.bizjournals.com/tampabay/blog/...









Bradenton Herald @bradentonherald · Mar 11

@EnterpriseFL @FloridaPorts You've been quoted in my #Storify story "Florida Gov. Rick Scott visits Port Manatee" sfy.co/h0Olm









View more photos and videos

Meg In MCO @MegInMCO · Feb 19

On @drshow, @ericreports & @harleyhs say US highways & ports must meet capacity of new container ships wamu.fm/1E736Hh @FloridaPorts







View summary



Florida MEP @FloridaMEP · Feb 19

@FloridaPorts Florida Could Double Container Cargo Business via Florida Ports, read report just released: flaports.org/2015/02/18/fld...



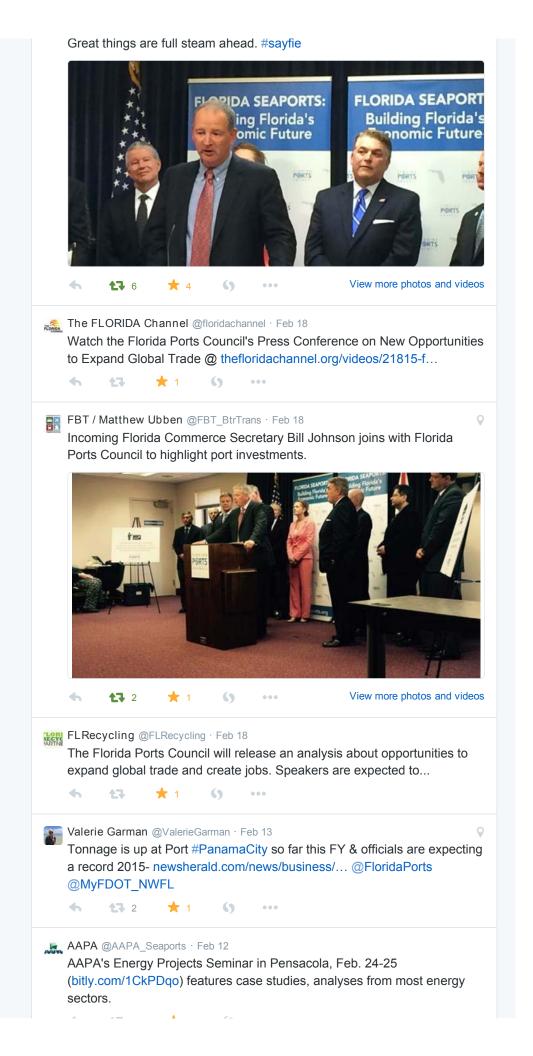






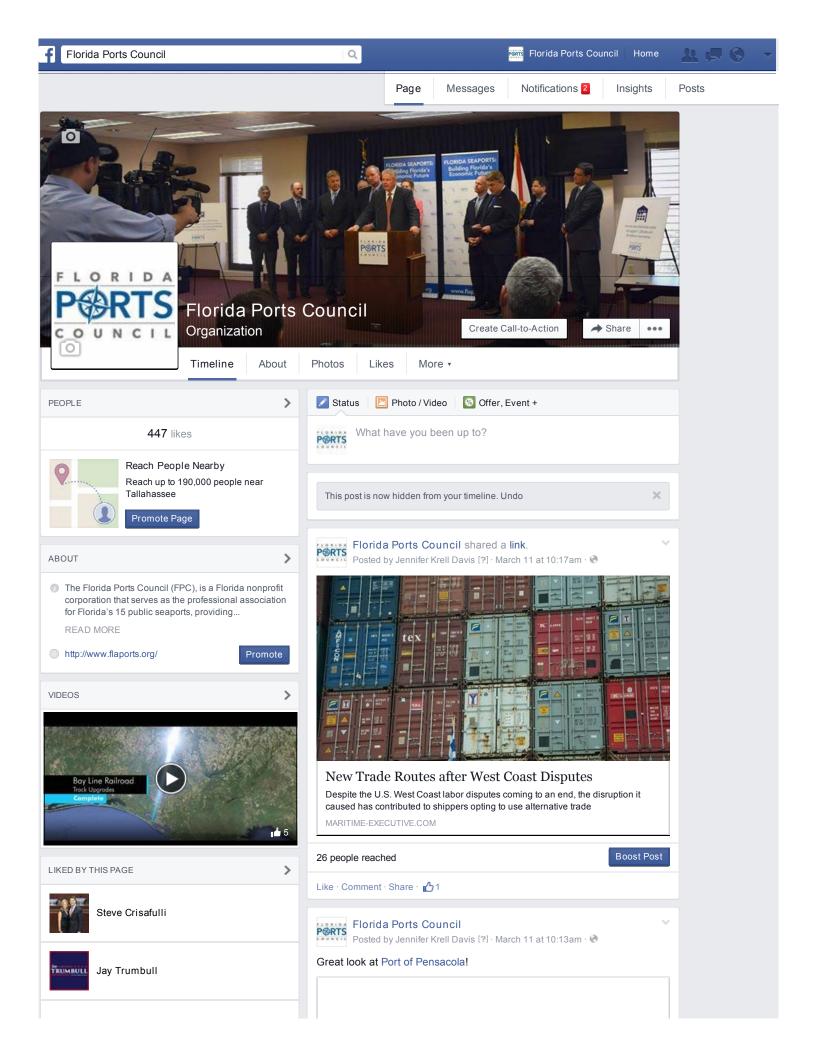
Pat Rooney @PatRooneyJr · Feb 18

Pleasure speaking with @FloridaPorts today on their global opportunities.



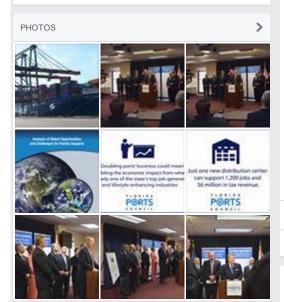


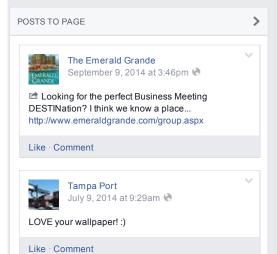






Andy Gardiner





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Port of Pensacola and Pensacola International Airport are Economic Dynamos - 850 — The Business...

Two of the county's biggest economic drivers, the Port of Pensacola and Pensacola International Airport, have attracted new business ventures that will...

850BUSINESSMAGAZINE.COM

115 people reached

Boost Post

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Florida Ports Council shared Port Miami's photo.

Posted by Jennifer Krell Davis [?] · March 11 at 10:13am · 🚱



Port Miami at Port Miami

#PortMiami 's Super Post-Panamax Gantry Cranes can handle Ships with a capacity of over 10,000 TEU's. #BigShipReady

16 people reached

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Florida Ports Council

Posted by Jennifer Krell Davis [?] · March 9 at 9:21am · Edited · 🚷

This is wonderful!

From Jacksonville Port Authority: In honor of Sunday's International Women's Day, we invite you to take another look at some of the photos from our "Women of the Port" photography series.

This special exhibit from our archives pays tribute to women working for, and inspired by, Northeast Florida's growing logistics industry, one of our area's biggest economic engines.



33 people reached

Boost Post

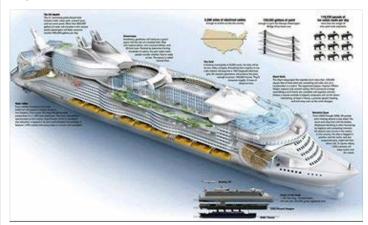
Like · Comment · Share · 🚹 1

This post is now hidden from your timeline. Undo



Florida Ports Council shared Port Canaveral's photo. Posted by Jennifer Krell Davis [?] · March 6 at 10:42am · 🚱

Very cool!



Port Canaveral

Friday Fun Facts: Oasis of the Seas (sailing from Port Canaveral in 2016)

47 people reached

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Like · Comment · Share · 🔥 5



Florida Ports Council
Posted by Jennifer Krell Davis [?] · March 6 at 10:30am · 🚱



447 Likes

22 people reached

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Posted by Jennifer Krell Davis 📳 · February 24 at 10:07am · 🌑

"Too often the economic importance of ports is overlooked. Adding a warehouse on a wharf that most people will never see doesn't generate the excitement of, say, a corporate relocation or a new retail store."



Editorial: Scott's smart port strategy

In fiscal year 2011, the Florida Department of Transportation allocated \$60.4 million for Florida's 15 ports. The next year, with Gov. Rick Scott aggressively promoting port investments, that

TBO.COM

29 people reached

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We were excited to share our new Global Data with press and partners on Wednesday. Couldn't have asked for more engaged and committed participants and media.



28 people reached

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Florida Ports Council shared Port Miami's post. Posted by Jennifer Krell Davis [?] · February 20 at 11:58am · 🚱

Wow! That is a lot of cargo.



Port Miami added 2 new photos — at Port Miami.

#PortMiami Welcomes United Arab Shipping Company MINA Service with the arrival of MV.ALRAWDAH 7,000 TEU Container Vessel

34 people reached

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Florida Ports Council

Posted by Jennifer Krell Davis [?] · February 19 at 10:49am · 🚱



The Journal of Commerce JOC.com is the leading global trade publication, focused on container shipping and international supply chain industry. We were excited to see their interest in our Analysis (released yesterday) focused on capturing goods coming to Florida through non-Florida ports.



Florida told how to recapture container market share | JOC.com

Florida needs to amp up its marketing efforts, offer new incentives and cut red tape in order to reclaim containerized imports and exports tied to the state but...

50 people reached

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Florida Ports Council

Posted by Jennifer Krell Davis [?] · February 18 at 3:28pm · ❸

Florida Ports Council was proud to release new data that shows that Florida has significant and immediate opportunities to capture more than 3.5 million of existing containers currently coming to Florida via non-Florida ports, as well as other significant opportunities. We had many

partners attend in support, and even though he couldn't attend the Governor was able to provide his perspective.

From Governor Rick Scott: "The Florida Ports Council has been an important partner as we continue to promote Florida as the place for businesses to complete and succeed globally. Florida is on a mission to become the global leader in job creation, and this report demonstrates that by continuing to make our ports a priority, we are taking crucial steps toward meeting that goal."



Release: Florida Could Double Container Cargo Business via Florida Ports - Florida Ports Council

TALLAHASSEE, Fla. (February 18, 2015) - The...

FLAPORTS.ORG

152 people reached

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Florida Ports Council added 7 new photos from February 18 to the album: Launch of New Global Opportunities Analysis — with Patrick Rooney, Jr.

February 18 · ② · 🚷



23 people reached

Boost Unavailable

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PORTS Florida Ports Council

Posted by Jennifer Krell Davis [?] · February 18 at 11:03am · 🚷

How can Florida further grow its economy through #FlaPorts? Come by the Florida Capitol at 1:30pm to find out!



GOVERNOR SCOTT INVESTS \$9.9 BILLION FOR TRANSPORTATION IMPROVEMENTS IN THE "KEEP FLORIDA WORKING" BUDGET

January 28, 2015

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

TALLAHASSEE – Governor Rick Scott today announced that the Florida Department of Transportation (FDOT) will receive \$9.9 billion in the "Keep Florida Working" budget to make strategic transportation investments statewide. The Governor's proposed budget follows this year's record funding of \$10.1 billion to improve Florida's infrastructure, including the largest FDOT work program in state history.

Governor Scott said, "We've made tremendous investments in our state's transportation system during my time in office and our return on investment is clear. Strategic improvements to our transportation infrastructure will position Florida as a global leader for economic growth. Our 'KEEP FLORIDA WORKING' budget will continue to invest in our ports, our roadways and our entire transportation network to further our economic growth."

The Governor's budget makes the following investments:

- \$3.8 billion for construction of highway projects
- \$109.6 million in seaport infrastructure improvements
- \$350 million for aviation improvements
- \$242.6 million for scheduled repair of 92 bridges and replacement of 16 bridges
- \$901.5 million for maintenance and operation
- \$548 million for public transit development grants
- \$168.3 million for safety initiatives
- \$38.3 million for bike and pedestrian trails

Major project by region include:

Northeast Florida

- \$116.5M for new road construction on SR 200 (US 301) in Bradford County. The Starke Bypass will provide a new four-lane road that will relieve congestion and provide for future traffic growth on the western side of US 301. The total length of the project is 7.3 miles.
- \$49.2M to add lanes and reconstruct SR A1A in a heavily commercial area on a significant east-west and evacuation route between I-95 and the Amelia Island and Fernandina Beach area in Nassau County. This project will relieve congestion and provide for future growth.
- \$94.5M for an interchange improvement at I-10 and the U.S. 301 interchange in Duval County. Currently this interchange combines trucks, tourist, trains and commuters into a small interchange that needs improvement to safely move truck traffic on and off I-10 while passenger vehicles still pass over the CSX railroad overpass. The right of way and construction will advance these significant safety improvements which will allow access from U.S. 301 northbound to I-10 eastbound. See website: www.us301northflorida.com for more details.

- \$179.4M to construct I-95 interchange at I-295. This interchange is the gateway to Jacksonville and the location is adjacent to the Jacksonville International Airport and nearby JaxPort. These improvements are needed to alleviate safety concerns, congestion and for future growth.
- \$27M for new road construction on First Coast Expressway from SR 15 (US17) to SR 21 in Clay County. This project is a part of the 46-mile long limited access toll facility in Clay, Duval and St. Johns counties that connect I-10 and I-96 as an outer beltway. See website: www.firstcoastexpressway.com for more details.

Northwest Florida

- \$38M to add lanes and reconstruct US 29 (SR 95) from north of I-10 to Nine Mile Road in Escambia County, including reconstructing the interchange with Nine Mile Road to increase traffic capacity, mobility of people and goods, and to relieve congestion.
- \$46.1M to add lanes and reconstruct SR 10 (US 90A/Nine Mile Rd) from CR 99 (Beulah Rd) to SR 95 (US 29) in Escambia County. These projects will improve mobility along the designated Hurricane Evacuation Route while relieving congestion and promoting opportunities for growth along the corridor.
- \$34M to add lanes and reconstruct 3.2 miles of SR 87 from 2 miles south of Yellow River to CR 184, in Santa Rosa County. This project will improve mobility along a designated Hurricane Evacuation Route while relieving congestion and promoting future expansion.
- \$106.6M to add lanes and reconstruct SR 77 from north of CR 279 to north of Blue Lake Road in Washington County. These projects will improve mobility along the designated Hurricane Evacuation Route while relieving congestion.

Southwest Florida

- \$29.2M to add lanes and reconstruct US 17 from the DeSoto County Line to CR 634 (Sweetwater Rd). This is the missing link of widening US 17 to four lanes from Polk County to Charlotte County. Additional lanes will increase safety and relieve congestion on this major north-south corridor within an area of critical economic concern.
- \$60M to add lanes and reconstruct I-75 from Charlotte County line to Sumter Boulevard. Project improvements will reduce congestion and increase efficiencies of the I-75 corridor in conjunction with ongoing lane upgrades.

Southeast Florida

- \$78.3M to add lanes and reconstruct SR 997/Krome Avenue from a 2-lane undivided to a 4-lane divided roadway with a shared-use path between SR 90/SW 8 Street to south of SW 136 Street. This project will provide additional capacity, system connectivity, multimodalism and address safety along the corridor.
- \$40.4M annual maximum availability payment to operate and maintain the Port of Miami Tunnel Project. This project will improve traffic flow in downtown Miami by reducing the number of cargo trucks and cruise related vehicles on congested downtown streets and will aid ongoing and future development in and around downtown Miami.
- \$89.8M replacement of two bridges on SR-80/Southern Boulevard over Lake Worth Lagoon and the reconstruction of roadway for the bridge approaches from Washington Avenue to SR A1A/South Ocean Boulevard in Palm Beach County within the City of West Palm Beach and the Town of Palm Beach. This will increase safety, efficiency and the mobility of people and goods.
- \$5M design project to replace the SR-A1A/North Bridge over the Intercostal Waterway in St. Lucie County. This project will replace the existing movable bascule bridge with a high-level fixed bridge. Construction is scheduled for

FY2019. This will increase safety, efficiency and the mobility of people and goods.

East Central Florida

- \$28.8M for a new interchange at I-95 and St. Johns Heritage Parkway, also known as the Palm Bay Parkway, located North of Micco Road. The interchange will increase access and safety as current interchanges at Malabar Road and in Indian River County are more than 12 miles apart. The new interchange will also promote connectivity to the new parkway project in western Brevard County.
- \$6.5M of right of way purchase and environmental work for eventual new road construction on SR 429/46 from west of Old McDonald Rd to east of Wekiva River Road in Lake County. This is nearly a five mile, tolled section of Wekiva Parkway that takes the project through Lake County over the Wekiva River and just into Seminole County. Much of it will be above grade and elevated to make room for wildlife crossings and to protect the environment.
- \$13.6M of right of way purchase for new road construction on SR 429/49 from east of Wekiva River Road to east of Rinehart Road in Seminole County. This partially tolled section features an elevated parkway and includes numerous bridges over side streets, parallel frontage roads for local traffic, and a multi-use trail that crosses the Wekiva River into Seminole County and continues to Longwood Markham Road. This section also connects the Wekiva Parkway to Interstate 4 and provides interconnectivity between two major limited access facilities. In addition, this will link Wekiva Parkway to the Florida Turnpike's SR 417 in Seminole County, which will provide access to Sanford, as well as to Orlando via the east side.

West Central Florida

- \$43.1M to add lanes and reconstruct US 301 from SR 674/Sun City Center Boulevard to CR 672/Balm Road to increase capacity and enhance interregional connectivity along US 301, a major north-south corridor within the Tampa Bay Region.
- \$80.3M for an aviation capacity project at Tampa International Airport Gateway
 Center which will create an automated people mover which is intended to move
 visitors from a consolidated rental car facility to the main terminal at TIA and
 thereby reducing the congestion along George Bean Parkway. This will also
 provide a link from the proposed Westshore Multimodal Center to the airport and
 greatly enhance the movement of visitors and residents throughout the region.
- \$45.8M to add lanes and reconstruct SR 54 from CR 577/Curley Road to CR 579/Morris Bridge Road to increase capacity in order to accommodate the expected future demand. This will also improve access to the expanding US 301 corridor allowing both regional and local travelers greater access and reduce congestion in the City of Zephyrhills
- \$148.9M for new road construction from US 98 to SR 44 (Suncoast Parkway 2) in Hernando and Citrus counties. This 13-mile extension along with the Veterans Expressway and the existing Suncoast Parkway will make up a 70-mile limited access transportation corridor stretching from downtown Tampa into Citrus County. The extension will be an all-electronic, cashless toll facility.

FDOT Secretary Jim Boxold said, "I applaud Governor Scott's investment in Florida's transportation system. The funding will not only create jobs for our citizens but continue to keep Florida on the road to having the best infrastructure in the country."

The transportation building industry recognizes that a thriving economy is not possible without good quality infrastructure.

Florida Transportation Builders' Association (FTBA) President Bob Burleson said, "The state's transportation builders thank Governor Scott for his continued support of major transportation improvements in Florida. These investments will mean more jobs for our transportation workers and increased mobility for our citizens and visitors."

The Governor's "Keep Florida Working" Budget continues to prepare for the post-Panama Canal expansion which will support job creation by funding vital seaport infrastructure improvements.

Florida Ports Council President and CEO Doug Wheeler said, "We appreciate Governor Scott's efforts to create jobs and boost the economy by prioritizing seaport and freight infrastructure, needed for Florida to be competitive. The funding strengthens Florida's position as a leader in the global movement of freight and as a hub for international trade."

Floridians for Better Transportation President Matthew D. Ubben said, "Now that Florida is the third largest state, Governor Scott's transportation budget will create more opportunities to help meet the transportation needs of our growing communities. Governor Scott is to be commended for developing a strong, innovative transportation infrastructure where businesses can prosper."

Asphalt Contractors Association of Florida 2015 President Mark Marine said, "With this budget, Governor Scott is sending a powerful message on the importance of our transportation system. For a growing state like Florida, making transportation a priority is critical to moving Florida's citizens and economy forward."

Florida Concrete & Products Association President Mike Murtha said, "Governor Scott's proposed budget is further proof of his leadership to make sure Florida has a world-class transportation system that enhances mobility and provides jobs for Florida's families. This budget will continue to strengthen the state's economic growth."

Florida Transportation Commission Chairman Jay Trumbull said, "Governor Scott deserves high praise for his recurring investment in Florida's transportation infrastructure. The Florida Department of Transportation excels in meeting or exceeding many of its performance measures and this budget will help the state continue to set the standard for transportation across the nation."

Florida Public Transportation Association Executive Director Lisa M. Bacot said, "We compliment Governor Scott for his increased funding for public transportation. Additional money for public transit development grants will go a long way in improving the quality of life for Florida's families."

For additional details on the Governor's "Keep Florida Working" Budget for FY 2015-2016, visit http://www.keepfloridaworking.com/

Jennifer Krell Davis

Subject:

From: DEO NEWS < DEO.NEWS@deo.myflorida.com>
Sent: Wednesday, January 28, 2015 10:53 AM

GOVERNOR'S "KEEP FLORIDA WORKING" BUDGET INVESTS \$1.1 BILLION TO MAKE

FLORIDA THE GLOBAL DESTINATION



RICK SCOTT

Governor

JESSE PANUCCIO

Executive Director

For Immediate Release: Wednesday, January 28, 2015

Contact: DEO Communications, 850.245.7110, media@deo.myflorida.com

GOVERNOR'S "KEEP FLORIDA WORKING" BUDGET INVESTS \$1.1 BILLION TO MAKE FLORIDA THE GLOBAL DESTINATION FOR JOB CREATION

TALLAHASSEE – Governor Rick Scott today announced his 2015-2016 "Keep Florida Working" budget recommendations for the Department of Economic Opportunity (DEO), which includes \$1.1 billion to make Florida a global destination for job creation. The "Keep Florida Working" budget funds programs and initiatives that promote job creation, increased economic and community development, and workforce training initiatives.

Governor Scott said, "Our goal is for Florida to be the number one destination for jobs in the world. In order to achieve our goal, we have to make investments that will attract new businesses to our state and allow existing businesses to continue to grow. Our "KEEP FLORIDA WORKING" budget not only focuses on attracting and retaining businesses, but also invests in workforce training, increasing tourists to our state and expanding our export market."

DEO Executive Director Jesse Panuccio said, "DEO is committed to supporting and implementing the pro-growth policies and programs that set the stage for economic growth in Florida. Governor Scott's 'Keep Florida Working' Budget represents a continuation of this Administration's commitment to making investments that grow jobs, enhance the labor force, and improve communities. These funding proposals will help Florida sustain its nation-leading economic turnaround."

Highlights from the "KEEP FLORIDA WORKING" budget include:

\$122.4 million to Support Economic Development Public-Private Partnerships

Governor Scott recommends \$122.4 million for Economic Development Public-Private Partnerships, which include Enterprise Florida, VISIT FLORIDA, and Space Florida. Each of these partners plays a vital role in Florida's continued success in developing the nation's best 21st century economy.

\$85 million for Economic Development Incentives to Create Opportunities for Floridians

Governor Scott continues his commitment to growing and diversifying Florida's economy by proposing \$85 million in funds focused on various economic development programs, incentives, and activities to recruit new businesses to Florida. A strong, well-funded incentives program is a key tool for effectively competing for job-creating business relocations and expansions. This funding will ensure Florida is able to address specific needs as they arise for projects, resulting in new job creation and capital investment.

A core principle of the state's economic development incentive program is that, whenever possible, state investments are made based on verified performance, meaning no tax dollars are paid until job creation or capital investment numbers are audited and confirmed. All incentive agreements have clawbacks and sanctions to ensure taxpayer dollars are protected. Incentive agreement requirements are typically phased in and met over multiple years, and performance is measured and verified annually to ensure progress.

Secretary of Commerce and President and CEO of Enterprise Florida Gray Swoope said, "Governor Scott continues to stress the importance of job creation in Florida and his efforts to fund economic development are critical to the state's ability to remain competitive. His support of the state's financial incentives toolkit and the Team Florida Partnership's marketing campaign will allow Florida to win projects and bring more jobs to the state."

Alan Becker, EFI Board of Directors Vice Chair and founding shareholder at the Law Firm of Becker & Poliakoff, P.A. said, "As Florida continues to invest in economic development we will see our economy continue to thrive and more jobs being created. Governor Scott's top priority is job creation and this means attracting major projects. This budget will allow us to compete aggressively and market the business advantages of Florida."

\$85 million for Tourism Means Jobs for Florida Families

As the state's number one industry, tourism brings tens of millions of visitors and billions of dollars to Florida each year. Through the first three quarters of 2014, Florida welcomed an estimated 73.9 million visitors – an increase of 2.5 percent over the same period last year. The state is on pace for its third consecutive year of record tourism. In an effort to continue this growth, the Governor's budget proposes an additional \$35 million for VISIT FLORIDA to expand its contribution to Florida's economic growth, bringing its total funding to \$85 million, which is included in the \$122.4 million for Economic Development Public-Private Partnerships. With this funding, VISIT FLORIDA will be able to market the Sunshine State year round to domestic visitors, increase marketing to international visitors, and assist communities in attracting direct international air service to Florida.

Will Seccombe, President and CEO of VISIT FLORIDA said, "The Governor's funding recommendation will allow VISIT FLORIDA to position the Sunshine State as the No. 1 travel destination in the world. Increased funding for VISIT FLORIDA will build on record visitation, and will benefit Floridians and visitors alike as we know that every 85 visitors creates one new job."

\$42.1 million to Train Florida's Workforce for the STEM Economy

Governor Scott recommends \$30 million for workforce training focused on STEM-related (Science, Technology, Engineering, and Math) and other highskill, high-wage occupations. This funding will make training available for occupations that require less than a bachelor's degree and will be available to both businesses seeking employees and individuals seeking occupations in those fields.

The Governor also recommends continuing the funding for the Quick Response Training Grant Program at \$12.1 million. Quick Response Training (QRT) grants, administered by CareerSource Florida, provide funding for customized training to new or expanding businesses. Through this customer-driven program, Florida is able to effectively retain and attract businesses creating new high-quality jobs. The grants are structured to be flexible and "respond quickly" to meet a business's training objectives.

CareerSource Florida Board Chairman Dwayne Ingram, CEO of IT Capital Services, said, "Governor Rick Scott is to be commended for his ongoing emphasis on the critical importance of investment in education and workforce training in his 'Keep Florida Working' Budget. The Governor's focus on STEM education, industry partnership and cutting-edge training opportunities is vital to ensuring the success of Florida's businesses and

communities, now and in the future."

CareerSource Florida President and CEO Chris Hart IV said, "We applaud Governor Rick Scott for again prioritizing Florida's students – our future workforce – and the needs of employers both today and tomorrow. The Governor's 'Keep Florida Working' Budget further demonstrates his commitment to strengthening Florida's standing as the global leader for talent."

\$1 million to support export diversification and expansion programs

The Governor's budget recommendations include \$1 million for Export Diversification and Expansion programs. Specifically, these funds would be used to help current small and mid-size Florida businesses identify new export markets for their goods through Target Sector Grants, and help develop strategies to enter in to new markets through the Export Marketing Plans Program. Both of these programs are designed to enhance Florida's strong export sector. Businesses that export their goods grow 15 percent faster, pay 18 percent higher wages, and are less susceptible to domestic economic downturn.

\$100.8 million for increasing affordable housing opportunities for Floridians

Governor Scott's budget recommendations include \$100.8 million to support the State Apartment Incentive Loan (SAIL) and State Housing Initiatives Partnership (SHIP) programs. SAIL provides low interest loans on a competitive basis to developers of affordable rental housing. The SHIP program provides funds to local governments, on a population based formula, as an incentive to produce and preserve affordable housing for very low, low, and moderate income families.

"Governor Scott continues to demonstrate his commitment to affordable housing in our state through his funding recommendations, which encourage public-private partnerships using programs with proven track records of success," said Steve Auger, executive director for Florida Housing Finance Corporation (Florida Housing). "Providing a range of affordable housing opportunities—both for homeownership and rental housing development—helps to ensure that communities in Florida are great places in which to live, work and do business."

Brian Lamb, EFI Board member and President and CEO of Fifth Third Bank (North Florida) said, "Florida's economy has enjoyed a positive turnaround thanks to Governor Scott's leadership. His budget makes it clear that he continues to be focused on positioning Florida as a top business destination

in the US and globally and I applaud his recommendations."

Belinda Keiser, EFI Board member and Vice Chancellor of Keiser University said, "Governor Scott has tirelessly made Florida's economy his first priority in order to make Florida the best place to live and work. The Governor's budget continues his efforts and will undoubtedly assist economic development and job creation efforts across the state."

Carol Craig, EFI Board member and Founder & CEO of Craig Technologies said, "Governor Scott's 'Keep Florida Working' budget makes major investments in economic development that will help attract even more companies to Florida. EFI and its Board are working every day to bring more jobs to the state, and these investments will help us to create more opportunities for Florida families."

"Governor Rick Scott's initiatives have helped create more than 728,000 private-sector jobs and continue to move Florida in the right direction," said David Hart, Executive Vice President of the Florida Chamber of Commerce, "The Florida Chamber supports Governor Scott's 'Keep Florida Working' budget because it will keep Florida's families, businesses, and communities competitive."

Tom Feeney, President and CEO of the Associated Industries of Florida, said, "Governor Scott's proposed state budget is worthy of praise as a commitment to job creation in Florida's private-sector. We look forward to working with his administration in the coming months to advocate for these budget priorities so Florida can become the best state for business."

Bill Herrle, Executive Director of the National Federation of Independent Business/Florida (NFIB), said, "Governor Scott's 'Keep Florida Working Budget' is lauded by NFIB as a strong, pro-business budget with a focus on job creation and growth. Governor Scott understands the role that small businesses have in job growth, and it is reflected in his budget proposal."

Doug Wheeler, President and CEO of the Florida Ports Council, said, "Growing trade in Florida through our ports creates high-skill, high-wage jobs, and the Governor's 'Keep Florida Working' Budget shows why this is a top priority. We applaud the commitment and dedication by Governor Scott to strategically invest in Florida's ports and freight infrastructure to attract global business which will provide jobs and economic benefits to Florida families."

Nancy Stephens, Executive Director of the Manufacturers Association of Florida, said, "The Manufacturers Association of Florida is grateful for Governor Scott's 'Keep Florida Working Budget' as closing the manufacturing skills gap is again a top priority this legislative session. Manufacturing jobs are high-skill, high-wage jobs that will be enhanced by

the budget's devotion to workforce development and training."

Rick McAllister, President and CEO of the Florida Retail Federation, said, "Governor Scott's leadership has helped to create more than 700,000 jobs, and Florida's retailers applaud his commitment to the people of our state. We are pleased to see Governor Scott's continued commitment to job creation and look forward to working with him to ensure Florida is a great place for families to live and work."

Amy Evancho, President and CEO of the Florida Economic Development Council, said, "I applaud Governor Scott's budget proposal, as it shows leadership and commitment to job creation and development. Business friendly policies paired with a growing, trained workforce will continue to drive Florida's economic success."

Lance Lozano, Chief Operating Officer of the Florida United Businesses Association, said, "The Florida United Businesses Association praises Governor Scott's recognition that private sector business growth will lead the way to statewide job creation. The 'Keep Florida Working Budget' focuses on creating jobs for a growing and developing workforce, perpetuating the fact that Florida is the best state in which to do business."

Carol Dover, President and CEO of the Florida Restaurant and Lodging Association, said, "After a record year for tourism, Governor Scott's 'Keep Florida Working Budget' renews his commitment to Florida's tourism and hospitality industry. The industry generates billions of dollars in revenue and provides diverse job opportunities for hard working Floridians and their families. Through public investments coupled with the momentum of private industry, we can ensure millions of visitors will continue to enjoy Florida's world-class hotels, restaurants and attractions."

Frank DiBello, President of Space Florida, said, "We continue our pursuit of successful and emerging companies who are increasingly recognizing the importance of Florida as a location for their research, development and advanced manufacturing. With this budget proposal, the Governor is sending a message that Florida is the right destination for companies seeking the supportive business environment, high-skilled workforce and depth of supply chain to drive their next-generation products in space and aerospace."

View the entire "Keep Florida Working" budget at http://www.keepfloridaworking.com/.

About DEO

The Florida Department of Economic Opportunity combines the state's economic, workforce, and community development efforts. This new approach helps expedite economic development projects to fuel job



For Immediate Release:

Contact: Jennifer Krell Davis Florida Ports Council jenniferkd@flaports.org 850.222.8028

Florida Could Double Container Cargo Business

New Analysis highlights opportunities to capture cargo coming into Florida via non-Florida ports

TALLAHASSEE, Fla. (February 18, 2015) – The Florida Ports Council today released detailed opportunities to grow Florida's trade and jobs via the state's seaports in a new report titled the *Analysis of Global Opportunities and Challenges for Florida's Seaports* ("Analysis"). The Analysis reveals specific examples of containers that come to Florida from non-Florida ports that, if captured, could potentially double container cargo coming through Florida ports, therefore significantly increasing the economic benefits to the state. The Analysis also found that Florida has a demonstrable cost advantage against competitor states in delivering goods to market.

"Thanks to the leadership of Governor Scott and the Florida Legislature, our state has made tremendous strides in enhancing our freight transportation system," stated Val Schwec, Chairman of the Florida Ports Council. "However, we needed to examine the opportunities and challenges to significantly expanding our international trade to further position Florida as a global trade leader. This Analysis provides the data necessary for us to target prospective shippers effectively and market our freight assets to premier businesses using competitor U.S. ports."

The Analysis also examines challenges that need to be addressed in order for Florida to grow as a global hub, specifically out-of-date processes; unnecessary regulations; and the need for additional tools to compete with nearby states to attract new manufacturers and businesses.

Governor Rick Scott said, "Over the past four years, we've invested over \$850 million to improve Florida ports and their capacity to create jobs and drive Florida's growing economy. This is part of our commitment to invest \$1 billion in our ports over the course of our administration. The Florida Ports Council has been an important partner as we continue to promote Florida as the place for businesses to complete and succeed globally. Florida is on a mission to become the global leader in job creation, and this report demonstrates that by continuing to make our ports a priority, we are taking crucial steps toward meeting that goal."

One overriding recommendation of the Analysis is that the state of Florida and Florida seaports increase their efforts in sharing the logistics advantages and infrastructure assets through targeted marketing efforts. These advantages and assets are a direct result of the recent freight infrastructure investments and commitment to trade by Florida's Governor, Legislature and agency partners.

The Florida Ports Council is the professional association of Florida's 15 public seaports, providing advocacy, leadership and research on seaport-related issues before state and federal government, and the administrator of the Florida Seaport Transportation and Economic Development Program (FSTED). Florida's ports support more than 680,000 jobs in the state and contribute \$96 billion to the state's economy each year.

Reactions from Florida's Economic and Freight Partners

FDOT Secretary Jim Boxold said, "The Florida Ports Council Global Opportunities Report highlights a specific area of significant growth for Florida ports. The report's findings identify avenues for Florida ports to grow by capturing more of the cargo already destined for Florida markets. I commend Florida's ports for their contribution to the freight transportation system in the state and to growing Florida's economy."

Florida Department of Economic Opportunity Executive Director Jesse Panuccio said, "Florida's 15 seaports are a gateway to the world economy, and are an asset to our state that provide thousands of jobs for Florida families, infrastructure for global trade, and economic growth. Initiatives to expand Florida's global trade community will position our state as a leader in world trade, strengthen businesses for trade with countries around the world, and improve the quality of life for our citizens."

"Thanks to the support of our Governor and State Legislature, Florida has made important infrastructure investments in recent years," said **Bill Johnson, former chair of the Florida Ports Council and newly appointed CEO and President of Enterprise Florida Inc.**, the state's principle economic development agency. "However, ongoing infrastructure investments are needed if Florida is to remain a leader in today's fiercely competitive global marketplace."

"The Florida Chamber of Commerce supports strategic investments in our infrastructure and ports that position Florida to capitalize on the opportunity to create more private sector jobs in trade, logistics and manufacturing," said **David Hart, Executive Vice President of the Florida Chamber of Commerce.** "We are proud to support our partners at the Florida Ports Council as they build on the momentum from the Chamber Foundation's Trade & Logistics study and further help position Florida as a global trade leader."

"Florida ports are the gateway to the Caribbean, South America and nations across the world," said **Dominic M. Calabro, President and CEO of Florida TaxWatch**, the independent, nonpartisan, nonprofit research institute and government watchdog. "By investing in the state's port infrastructure, Florida has a unique opportunity to handle more global trade and further grow and diversify our economy."

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Florida told how to recapture container market share

Reynolds Hutchins, Associate Editor | Feb 18, 2015 3:57PM EST



Florida needs to amp up its marketing efforts, offer new incentives and cut red tape in order to reclaim containerized imports and exports tied to the state but handled by other states' ports, according to study released on Wednesday.

The report — commissioned by the Florida Ports Council — paints a picture of lost opportunities in Florida's \$46 billion container trade. In 2013 alone, the study said, more than 308,000 TEUs were imported into Florida through non-state ports. More than half of those imports arriving from northern Europe moved into the country through out-of-state ports.

And only about half of the imports from the state's largest trade partner, Southeast Asia, entered through Florida. That same year, about 537,000 containers en route to Florida entered the U.S. through ports in Georgia, Texas and Louisiana, the study found. Major Florida container gateways include Miami, Jacksonville, Port Everglades and Tampa.

"The total potential import and export market for Florida origin/destined goods available as additional cargo to Florida ports is approximately 3.5 million TEUs," according to the report. "Florida ports are capturing about one of every two available TEUs."

That's to say nothing of the 30 percent of all export containers leaving Florida that move through ports in other states. That's 300,000 TEUs of "low-hanging fruit," the study said. The numbers in every category fall short of Florida's potential as the third most populated state in the U.S. with 15 seaports.

Analysts offered a three-tiered solution to the state's under-performing container market:

- Capture cargo now moving through non-Florida ports via an aggressive marketing program and develop infrastructure to handle more volume and improve connectivity.
- Attract import distribution centers and export-oriented manufacturing facilities to Florida by developing comprehensive strategies that make Florida a logistics gateway to the Southeast.
- Work with policymakers and officials at all levels to streamline regulatory processes and ensure Florida's competitiveness in serving markets.

Florida's best chances of improving its share of containers moving in the market is by re-routing imports on Asian trade lanes and exports on South American trade lanes, analysts suggested.

One of the primary reason importers and exporters using those lanes choose to move goods through out-of-state ports, the study said, is Florida has fallen behind among first-in, last-out ports when it comes to vessel calls.

In some cases, this could be resolved through targeted marketing to businesses using those lanes to move goods. In other cases, Florida could use incentives — "land, tax incentives, expedited permitting and grants" — to attract distribution centers and beneficial cargo owners to settle in the state. South Carolina, Georgia and Virginia have already had significant success using similar tactics, the study said.

Ports in Florida could also benefit from infrastructure improvements, according to the report, including projects aimed at deepening and widening Florida waterways, many of which are already underway. Deeper, wider channels could make Florida ports more attractive as first inbound and last outbound ports of call.

Florida exports many "heavy commodities," like forest products, the study said. "Carriers facing vessel draft issues or subsequent port calls along a seaboard may have to limit heavy cargo taken on in Florida. Additional depth and last outbound call services eliminate this issue."

Streamlined federal regulations on importers and exporters, as well as government pilot programs and grants, could also make the Sunshine State more attractive.

"In many ways, Florida ports feel an outsized impact from federal regulations due to the state's proximity to so many other countries whose competing hubs enjoy a more permissive regulatory environment."

By refining existing programs — streamlining security processes, easing the burdens on trusted traders, applying risk management principles — and introducing additional <u>federal pilot programs</u>, the state could entice new business currently using similar programs in other corners of the Southeast.

There's little doubt Florida has its work cut out for itself, state officials said Wednesday.

"Ongoing infrastructure investments are needed if Florida is to remain a leader in today's fiercely competitive global marketplace," Bill Johnson, former chair of the Florida Ports Council and newly appointed CEO and President of Enterprise Florida Inc., said in a statement.

Val Schwec, sitting council chairman, agreed.

"We needed to examine the opportunities and challenges to significantly expanding our international trade to further position Florida as a global trade leader," Schwec said. "This analysis provides the data necessary for us to target prospective shippers effectively and market our freight assets to premier businesses using competitor U.S. ports."

Contact Reynolds Hutchins at rhutchins@joc.com and follow him on Twitter: @Hutchins JOC.



FLORIDA PORTS WANT HELP IN LURING SHIPPING FIRMS

By JIM TURNER THE NEWS SERVICE OF FLORIDA

THE CAPITAL, TALLAHASSEE, February 19, 2015....... The top lobbying group for Florida's seaports wants the state to establish a marketing campaign to help lure cargo-shipping companies from major ports in other areas of the country.

A study released this week by the Florida Ports Council calls for lawmakers to create an advertising effort to entice shipping firms to move cargo through the Sunshine State rather than ports in Savannah, Houston, New York or even Los Angeles.

The council's study on global-trade opportunities and challenges also wants lawmakers to create incentive programs to attract import-distribution centers as well as export-oriented manufacturing companies.

In addition, with the legislative session starting March 3, the study urges lawmakers to remove regulations that slow shipping and to keep money flowing for the ports.

"Florida has improved its position as the global pier for the U.S. and is one of the leading states for import and export of goods," the report said. "However, in this era of global competition for jobs and tax revenues, Florida's ports must continue to build a competitive logistics infrastructure."

Any marketing plan would have to challenge the ports in New York and Charleston, which are the key non-Florida ports used to bring imports to Florida from Europe, the report said.

Ports in Houston, Savannah, New York and Charleston, are major players used by Florida exporters to South America. And ports in Los Angeles, Long Beach and Savannah are top non-Florida ports that Florida importers use for Asian cargo.

No estimate has been made on the cost of such a marketing effort.

"The study has identified the issues. Now we have to build a marketing program and go after it," said Florida Ports Council Chairman Val Schwec, the director of the Port of Fernandina. "And it won't be easy, because other states are trying to keep it or add to theirs."

It remains to be seen how lawmakers will respond.

House Transportation & Ports Chairman Pat Rooney, R-West Palm Beach, said lawmakers are "committed to continuing their efforts to capture more cargo activity and increase job opportunities for Floridians."

Rooney has toured a number of the state's ports, and his subcommittee will take a field trip in March to the Port of Jacksonville, known as JaxPort.

Bill Johnson, the incoming chief executive officer of Enterprise Florida, the state's economic development arm, pointed to a work slowdown on the West Coast because of labor negotiations as an example of an issue Florida can use in its campaign.

"We all know what is happening on the West Coast of the United States," Johnson said. This is an "opportunity to bring in greater product and commodity from the West Coast, instead of the West Coast, directly to Florida from Asia."

As part of Gov. Rick Scott's proposed \$9.9 billion budget for the Department of Transportation, \$109.6 million would go for seaport upgrades. Lawmakers will consider that proposal this spring as they draw up a budget for the fiscal year that starts July 1.

Scott announced in his campaign platform last year that he wants to spend \$300 million during his second term for improvements at most of the state's 15 seaports.

The platform came after Scott and the Legislature, using a 2010 trade and logistics study by the Florida Chamber of Commerce as a blueprint, spent \$721 million on seaports the past four years, with PortMiami, JAXPORT, Port Tampa Bay, and Port Canaveral among the biggest beneficiaries.

-END-

2/19/15

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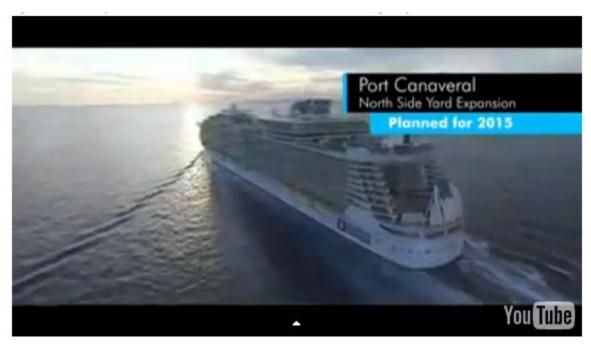
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VIDEO: Florida Ports Want Help In Luring Shipping Firms

By Jim Turner, The News Service of Florida // February 20, 2015



The top lobbying group for Florida's seaports wants the state to establish a marketing campaign to help lure cargo-shipping companies from major ports in other areas of the country. (Video from FDOT)

H F he top lobb i g group or Flori a s seaports a ts the state to establish a ar eti g a paig to help lure argo shippi g o pa ies ro a or ports i other areas o the ou tr

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"However, in this era of global competition for jobs and tax revenues, Florida's ports must continue to build a competitive logistics infrastructure."



ABOVE VIDEO: Port Canaveral was jammed earlier this month with both spectators and cruise ship passengers as, for the first time ever, six cruise ships tied up at the port's docks.

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Gov. Rick Scott

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PalmBeachPost.com

John Kennedy @JKennedyReport

Scott: California, here I come

March 12, 2015 |



Gov. Scott sent a "Dear Shipping Industry Professional" letter to California.

Following a <u>corporate hunting trip to Pennsylvania</u> last month, Gov. Rick Scott is heading west next month to another Democratic-led state — California.

Scott on Thursday put out a "Dear Shipping Industry Professional" <u>letter</u> that looks to capitalize on California's recently settled <u>labor standoff.</u>

"Florida ports are undoubtedly a solution to this problem," Scott wrote.

The Republican governor also takes a shot at Democratic Gov. Jerry Brown, saying he's running a "tax and spend administration."

"Now is a great time to give Florida and our ports an opportunity to improve the efficiency, resiliency and reliability of your supply chain," Scott wrote. "We've made job creation a priority while Gov. Brown idly watches businesses flee California."

Scott plans to lead a Florida delegation to California on April 12-13.

Scott recently revived an out-of-state company courting campaign he first launched in 2013. At that time, California officials shrugged off the effort as a variation of a similar effort then-Texas Gov. Rick Perry had launched in targeting the Golden State.

Brook Taylor, with Brown's Office of Business and Economic Development, shrugged off the impact of the governor's appeal at the time.

"Gov. Scott is not the first Rick to roll into town," Taylor told the *Palm Beach Post.* "But when you're the largest job creating state in the nation, it's no surprise people take notice. Still, no governor has poached his way to success when it comes to jobs."



News & Updates

FDOT Chief of Staff Jim Boxold Appointed Secretary of the Florida Department of Transportation

December 19, 2014



The appointment of Jim Boxold to the position of secretary for the Florida Department of Transportation further shows Governor Scott's commitment to the quality and efficiency of Florida's transportation system," said Doug Wheeler. "We have enjoyed working with Jim in the role of chief of staff, and look forward to continuing our cooperative efforts to enhance our freight transportation system in order to position Florida as a global hub for trade.

Jim has clearly demonstrated his commitment to the enhancement of Florida seaports and other modes to continue to grow Florida's economy and to ensure Florida's competitiveness in a international marketplace. The Florida Ports Council applauds Governor Scott for appointing Jim to this key position.

Read the FDOT release on the appointment here.









News & Updates

Florida Ports Council Website redesign wins **ADDY Award**

February 10, 2015



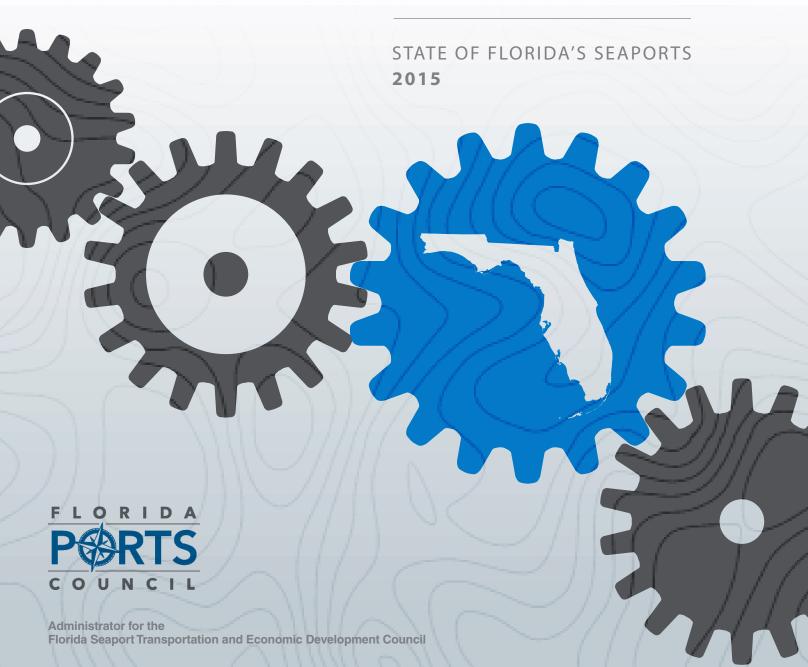
The Florida Ports Council is proud to announce that our website redesign was awarded a Gold ADDY this weekend by the American Advertising Federation. This was the local competition and we look forward to competing in the regional tier.

The 2015 American Advertising Awards

The American Advertising Awards is the advertising industry's largest and most representative competition, attracting over 50,000 entries every year in local ADDY competitions. The mission of the ADDY competition is to recognize and reward creative excellence in the art of advertising.

Conducted annually by the American Advertising Federation (AAF), the local ADDY Awards is the first of a three-tier, national competition. Concurrently, all across the country, local entrants vie for recognition as the very best in their markets. At the second tier, local winners compete against other winners in one of 15 district competitions. District winners are then forwarded to the third tier, the national ADDY Awards competition. Entry in your local ADDY competition is the first step toward winning a national ADDY.







FLORIDA IS YOUR PORTAL FOR EXPORTS AND IMPORTS TO AND FROM MARKETS ALL OVER THE WORLD.

Florida ports have cutting-edge intermodal transfer facilities and the capability to handle any cargo from containers, automobiles and bulk products to project and break bulk cargo. With a large built-in consumer market and connections to every international market, from Brazil to Bangladesh, Florida ports are equipped and ready to launch your products around the globe.

Florida Ports. Delivering Your World. FlaPorts.org

Port Canaveral • Port Citrus • 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 of St. Petersburg • Port Tampa Bay













FLORIDA PORTS DELIVER MORE.

Florida ports bring high-wage jobs and improved economic health to our local communities and the state.

Our elected leaders are investing in seaport infrastructure, and our ports are ready and able to serve shippers across the globe and in the U.S.

We've focused on growing our port assets so that goods can move in and out of our ports quicker and more efficiently. Florida ports are proud to deliver prosperity to our state while helping your business succeed.

Florida Ports. Delivering Your World.

PORTS

PORT//I/A//II

Save the Date

AAPA 2015 Annual Convention



October 11-14, 2015 InterContinental Miami Hotel Miami, FL

www.portmiami.biz





TAB 5 PARTNER UPDATES

CAGTC

(Coalition for America's Gateways and Trade Corridors)



CAGTC 2015 ANNUAL MEETING

April 22 & 23 | Washington, D.C.

To RSVP, please e-mail ewhite@blakey-agnew.com

Wednesday, April 22

Open to the Public

2168 Rayburn House Office Building (The Gold Room)

9:00am - 9:15am	Welcome & Opening	Remarks: CAGTC	Chairman Sharon Neely
3.00aiii — 3.13aiii	Melcollie & Obellille	Melliai No. CAO I C	Chamman Sharon Neery

Deputy Executive Director, Southern California Association of

Governments

9:15am – 9:30am Congressman Alan Lowenthal (D-CA)

(Invited)

9:30am – 9:45am Congressman Sam Graves (R-MO) (Invited)

9:45am – 10:15am Keynote Remarks: US Department of Transportation Secretary Anthony

Foxx (Invited)

10:15am – 11:15am Transportation Media Views

Heather Caygle- Politico (Invited)

Ashley Halsey III – Washington Post (Invited)

Kellie Mejdrich – CQ Roll Call (Confirmed)

Curtis Tate- McClatchy (Confirmed)

11:15am – 11:30am House Keynote Remarks: Congressman Peter DeFazio (D-OR) (Confirmed)

Ranking Member, House Transportation & Infrastructure Committee

11:30am – 11:50am House Keynote Remarks: Congressman Earl Blumenauer (D-OR)

Member, House Ways & Means Committee (Confirmed)

11:50am – 12:00pm Morning Closing Remarks

** Transition to Dirksen Senate Office Building, Room 106 **

Lunch Served

12:30pm – 12:45pm Senate Keynote Remarks: Senator Maria Cantwell (D-WA) (Invited)

Member, Senate Commerce Committee

12:45pm – 1:45pm Congressional Staff Panel

Devon Barnhart – Senate Commerce Committee, Minority Staff (Confirmed)

Shant Boyajian – Senate EPW Committee, Majority Staff (Invited)

Allison Cullin – Senate Commerce Committee, Majority Staff (Confirmed)

Kathy Dedrick – House Transportation & Infrastructure Committee, Minority Staff Director (Invited)

Andrew Dohrmann – Senate EPW Committee, Minority Staff (Invited)

Mary Phillips – House Transportation & Infrastructure Committee, Majority Staff (*Invited*)

1:45pm – 2:00pm Closing Remarks

2:00pm - 5:30pm Hill Visits - To participate in CAGTC-Organized Visits,

Email enessle@blakey-agnew.com

5:30pm - 7:30pm CAGTC Reception

Capitol Hill Club - *The Pennsylvania – Leaders Suite* 300 First Street SE Washington, DC 20003

Thursday, April 23

Open to CAGTC Members Only

CAGTC Conference Room

1120 20th Street, NW

Washington, DC 20036

(8:00am -- 10:30am CAGTC Board of Directors Meeting - Board of Directors Only)

10:30am - 11:00am Welcome CAGTC Membership & Summary of Previous Day's Meetings

Leslie Blakey, Executive Director, Coalition for America's Gateways & Trade Corridors

11:00am - 11:30am CAGTC Member 1-Minute Updates

11:30am – 12:45pm CAGTC Policy Discussion

12:45pm – 1:30pm Discussion with Alex Herrgott, Staff Director, Senate EPW Committee (Confirmed)

**Lunch Provided **

1:30pm – 1:45pm CAGTC 2015 Board of Directors Elections

Sharon Neely, CAGTC Chairman

- Introduction of Nominees
- Vote

1:45pm – 2:00pm Closing Remarks and iPad Drawing

ENTERPRISE FLORIDA

Join Secretary of Commerce Gray Swoope on an Export Development Trade Mission to











An invitation from Secretary Gray Swoope





Dear International Business Leader:

I am pleased to invite you to join me for the upcoming Export Development Trade Mission to Lima, Peru scheduled to take place on March 23-25, 2015.

Peru is Florida's eighth largest trading partner. More than \$2.8 billion in Florida products were exported to Peru last year, and Peruvian imports totaled \$2.6 billion. Forecasts for the market remain strong.

In 2013, Peru achieved its 15th consecutive year of economic growth at 5% and Peru continues to be one of the best performing economies in Latin America. Projections include a 4% growth rate in 2014 and 5% in 2015, estimates that are still considered to be below the country's potential.

Recognizing the vast potential to expand Florida trade within this market, Enterprise Florida (EFI), the state's official economic development organization, will lead an Export Development Mission to Peru as part of its strategy to market Florida exports in Latin America. This mission will provide Florida companies with the opportunity to expand their business and build new relationships. I encourage you to join me on this important mission as we grow our state's economic ties with this region.

MISSION ITINERARY*

Sincerely.

Gray Swoope Secretary of Commerce

President & CEO, Enterprise Florida, Inc.

Monday, March 23rd

• Delegation departs Miami International Airport for Lima, Peru

Tuesday, March 24th

Lima, Peru

- Country Commercial Briefing
- Gold Key Business Matchmaking Appointments
- Networking Luncheon
- Ambassador's Reception

Wednesday, March 25th Lima, Peru

- Gold Key Business Matchmaking Appointments
- Networking Luncheon & Florida Business Seminar
- Evening Reception
- · Delegation Departs Lima, Peru

Thursday, March 26th

Miami

Delegation arrives in Miami



BEST EXPORT OPPORTUNITIES

LEADING SECTORS FOR FLORIDA EXPORTS TO PERU INCLUDE:

TELECOMMUNICATIONS EQUIPMENT – In the past few years, the Peruvian government has made efforts to expand telecommunications accessibility to everyone in the country including rural and isolated areas. Consequently, experts agree that the mobile telephones and broadband sub-sectors will experience the most growth in the telecommunications industry in the next two or three years.

Best Prospects include: Electric Apparatus For Line Telephony Parts • Insulated Wire, Cable Boards, Panels • Electrical Apparatus For Switching Prepared Unrecorded Media (No Film) For Sound • Electrical Machines • Electrical Apparatus For Switching • Parts For Electric Apparatus • Parts For Television, Radio And Radar Apparatus • TV Receivers

ELECTRONIC COMMERCE – It is estimated that electronic commerce in Peru will increase 20% in 2014, to sales of about US\$1 billion. Peru boasts the third largest Internet user-hours in Latin America, over Chile and Colombia. This provides a significant advantage for the development of electronic commerce.

SECURITY & SAFETY EQUIPMENT – Demand for residential, industrial and office security and safety equipment remains strong in Peru and is promising for U.S. exporters.

Best Prospects include: Articles Of Plastic • Made-Up Textile Articles • Breathing Appliances & Gas Masks • Mechanical Appliance For Projecting Liquids • Fire Extinguishers Safety Headgear • Gas Or Smoke Analysis Apparatus • Doors, Windows A Frames, Iron Or Steel • Burglar Or Fire Alarms And Similar Apparatus • Parts Of Electric Sound Or Visual Signaling Apparatus

FOOD PROCESSING & PACKAGING EQUIPMENT — A new trend is emerging in both packaged and unpackaged Peruvian foods. The use of local, Peruvian ingredients adds to the attraction of products for a variety of reasons. For this reason, the demand for packaged Peruvian food is growing.

Best Prospects include: Fully integrated high technology equipment and machinery for processing and packaging purposes • Machinery for filling, closing, sealing, and labeling bottles, cans, bags or other containers • Machinery for encapsulating bottles, jars, tubes and similar containers • Machinery for aerating beverages • Dairy machinery • Heat exchange units • Other packing or wrapping machinery

RENEWABLE ENERGY EQUIPMENT – Peru's energy market shows promise for several types of renewable energies.

Best prospects include: Structures And Parts of Iron or Steel • Photosensitive Semiconductor Device • Photovoltaic Cells • Boring Or Sinking Machinery • Gas Turbines • Static Converters; Adapters and Power Supplies • Products And Residuals Of Chemical Industry • Articles Of Plastics • Controls with electrical Apparatus • Gears; Ball Or Roller Screws; Gear Boxes • Insulated Electric Conductors

CONSTRUCTION EQUIPMENT — Construction has gained importance in Peru's economy because several large mining, power generation plants, natural gas production and transportation projects began their construction phase. Also of key importance was the boom of housing and office buildings, closely followed by infrastructure development.

Best Prospects include: Mechanical Shovels & Excavators • Machine Parts and Attachments • Crushing/Grinding Machines • Boring Or Sinking Machines • Bulldozers • Parts For Lifting, Handling, Loading

MINING INDUSTRY EQUIPMENT — Mining is by far Peru's main export industry, accounting for approximately 60% of the nation's exports and receiving of most of the private investment in the country.

Best Prospects include: Truck, Diesel Engines • Dumpers Designed For Off-Highway Use • Mechanical Shovel Excavators • Mechanical Front-End Shovel Loaders • Parts Of Mach For Sorting • Crushing/Grinding Machines • Parts And Attachments • Articles Of Plastics • Mechanical Shovels, Excavators And Shovel Loaders • Bulldozers • Air/Gas Pumps, Compressors And Fans

INDUSTRIAL CHEMICALS – Peru's chemical industry production does not meet the local market demand making the manufacturing sector dependent in imports. The most important of those sectors are cosmetics, toiletries, detergents, food, pharmaceuticals, fertilizers, water treatment, and cleaning products.

Best Prospects include: Nitrile-Function Compounds • Mixed Alkylbenzenes & Mixed Alkylnaphthalene • Cyclic Hydrocarbons • Carbonates; Peroxocarbonates • Saturated Acyclic Nonocarbox Acid & Anhyd, Halogon Acyclic Alcohols & Halogenat, Sulfonatd • Coloring Matter • Lubricating Preps, Antirust & Treating Textiles • Organic Surf-Act Agents, Preps & Cleaning Preps • Cyanides

PLASTIC MATERIALS & RESINS — As Peru does not have a petrochemical industry, resins are mostly imported. Resins are used to manufacture packaging materials which are associated with industries such as: food & beverage; construction; and office and home supplies. Future demand continues to be bright as consumption and investment are still growing strongly.

Best Prospects include: Polymers • Plates, Sheets, Film • Self-Adhesive Plates, Sheets, Film of Plastics • Amino-Resins, Phenolics & Polyurethanes

OIL & GAS FIELD MACHINERY — Peru's oil and gas potential is quite significant and can support a major exploration and development effort.

Best Prospects include: Taps Cocks, F Pipe Vat Inc Thermo Control • Boring Or Sinking Machines • Boring Or Sinking Machinery • Products And Residuals Of Chemical Industry • Parts For Lifting, Handling • Filter/Purify Machine & Apparatus For Gases • Machinery & Mechanical Appliances • Parts For Boring Or Sinking Machinery • Filter/Purify Machine & Apparatus For Liquid • Casing And Tubing, Oil, Gas Drilling, Iron Or Steel

U.S. COMMERCIAL SERVICE IN LIMA, PERU

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 Lima. 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.

OPTION 1 - GOLD KEY PACKAGE

• First company representative: \$1,050

• Additional company representative: \$450

Package includes the following:

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



- Admission into all mission events.
- Translation services during the one-on-one appointments.
- Ground transportation to all mission events.

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 markets suitability.

OPTION 2 - DELEGATE PACKAGE

O Delegate \$500 per person

Package includes the following:

- Admission to all mission events.
- Ground transportation to all mission events.

*Note: This option encourages delegates to schedule their own individual appointments and activities during their free time.

CONTACT INFORMATION

For registration forms contact: Ilona Vega 305-808-3582 or ivega@eflorida.com

Mission Registration: 305-808-3660
Gold Key Registration Deadline: December 12, 2014
Delegate Package Registration Deadline: February 20, 2015

For registration forms, contact Ilona Vega at ivega@eflorida.com. Registration will not be considered final until ALL event & travel registration forms and payment have been received.

GRANTS

EFI will offer a limited number of Gold Key Matchmaking one-on-one appointments through the U.S. Commercial Service for participating Florida companies. The price of this service is \$1,050. However small and midsized Florida manufacturers and eligible high tech companies and professional service providers may qualify for a Gold Key Grant, which will offset 100 percent 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 \$450 fee. Additional company representatives will be charged a \$450 fee.

FOR GOLD KEY PARTICIPANTS

Once EFI receives your application form, a US Commercial Service (USCS) officer in Peru will conduct an assessment of your product or service. You will be notified of approval within approximately 10 business days.

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 \$500 per person.

TRAVEL ARRANGEMENTS

Express Travel, an independent travel agency, will coordinate all airline and hotel reservations. Special group discounted airfare and hotel rates have 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.

ESTIMATED TRAVEL COSTS

Hotel Hilton Lima Miraflores, Peru

- Single US\$230, with breakfast included
- Double US\$245, with breakfast included
- Roundtrip airfare from Miami to Lima, Peru \$1,039

CANCELLATIONS

Cancellations prior to February 20, 2015 must be made in writing and sent to Ilona Vega at ivega@eflorida.com. No VERBAL cancellations will be accepted. For a full refund, cancellations must be received by February 20, 2015.



Enterprise Florida, the lead economic development organization for the state of Florida, facilitates job growth for Florida's businesses and citizens, leading to a vibrant statewide economy.

FLORIDA CHAMBER OF COMMERCE



TUESDAY, APRIL 7, 2015

1:30 p.m. – 2:45 p.m. INTERNATIONAL BUSINESS COUNCIL (Council Members Only)

3:00 p.m. – 4:30 p.m. FLORIDA TRADE & LOGISTICS INSTITUTE (Members Only)

5:00 p.m. – 5:45 p.m. SPONSORS ONLY RECEPTION AT THE HISTORIC CAPITOL (Sponsors Only)

5:45 p.m. – 7:00 p.m. WELCOME RECEPTION AT THE HISTORIC CAPITOL

WEDNESDAY, APRIL 8, 2015 - FLORIDA STATE UNIVERSITY CONFERENCE CENTER

9:00 a.m. – 9:30 a.m. **WELCOME REMARKS**

Mark Wilson, President and CEO, Florida Chamber of Commerce

▶ Bill Johnson, Florida Department of Commerce/President & CEO, Enterprise Florida

9:30 a.m. – 10:15 a.m. STATE OF INTERNATIONAL REPORT

Lee Sandler, Founding Member, Sandler, Travis & Rosenberg, P.A.

Doug Davidson, Market Executive, Bank of America Merrill Lynch

10:15 a.m. – 10:35 a.m. **BREAK**

10:35 a.m. – 12:00 p.m. GLOBAL FLORIDA: Markets of Opportunity (Export Diversification)

Moderator: Manny Mencia, SVP, International Trade & Business, Enterprise Florida

- ▶ Mid-East (open)
- Bryant Salter, CEO, Business Diplomacy Consulting
- Antonio Acunzo, CEO, MTW Group
- Sarah-Fox, Shin, Shanghai U.S. Consulate

SPECIAL THANKS TO OUR SPONSORS

































GLOBAL FLORIDA: Industries of Opportunity

Renee-Marie Stephano, President, Medical Tourism Association

12:00 p.m. – 1:15 p.m. LUNCH/KEYNOTE SPEAKER

1:15 p.m. – 1:45 p.m. **BREAK**

1:45 p.m. – 2:45 p.m. INTERNATIONAL COMPANIES: Why Florida?

Moderator: Michael Breen, Director, International Department, JAXUSA Partnership

Leslie Slover, Managing Director, Regional Head of Jacksonville and Cary, Deutsche Bank's Technology Center

2:45 p.m. – 3:45 p.m. WINNING IN THE MARKETPLACE

Moderator: Mike Myhre, Statewide Director, Florida SBDC Network

- ► Harry Arnon, President, Hernon Manufacturing, Inc.
- Keith Landy, President, CEO, Germ Free

3:45 p.m. – 5:00 p.m. **CYPER SECURITY**

Moderator:

Chad Holmes, Chief Technology Officer, State and Local Government + Education, FireEye

FOREGIN TRADE ZONES

Moderator:

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▶ FTZs

6:00 p.m. – 7:30 p.m. RECEPTION AT THE GOVERNOR'S MANSION

THURSDAY, APRIL 9, 2015 - FLORIDA STATE UNIVERSITY CONFERENCE CENTER

8:00 a.m. – 8:30 a.m. BREAKFAST/KEYNOTE SPEAKER

▶ John G. Murphy, Senior Vice President for International Policy

U.S. Chamber of Commerce

8:30 a.m. – 9:15 a.m. **LEGISLATORS**

9:15 a.m. – 9:30 a.m. **BREAK**

9:30 a.m. – 10:45 a.m. FROM GATEWAY TO MARKETPLACE:

Enhancing Our Distribution Center Capacity and Strategies for Capturing More Trade in Florida

10:45 a.m. – 11:00 a.m. **BREAK**

11:00 a.m. – 12:15 p.m. **EB-5 Regional Centers**

Moderator:

Norma Henning, Henning Law Firm, P.A.

▶ Glenn Cooper, GrayRobinson

Banking/Investment

Moderator: Carrie Moore, Bank of America

12:15 p.m. – 1:45 p.m. CLOSING LUNCHEON/KEYNOTE SPEAKER

SPECIAL THANKS TO OUR SPONSORS































TRANSPORTATION & INFRASTRUCTURE INVESTMENTS

Moving Florida Forward



"The Florida Chamber Foundation's focus on a long range vision and their commitment to solving transportation issues has been instrumental in keeping Florida globally competitive. Whether the need is for roads that ease travel for Floridians or working on infrastructure projects that help build Florida up as a global economy, the discussions we have today matter."

SECRETARY JIM BOXOLD Florida Department of Transportation

Why It Matters to Florida

The Florida Chamber Foundation estimates more than six million new residents will call Florida home by 2030. In fact, Florida has officially surpassed New York as the third most populous state in the nation. That means there will be approximately four to five million new Florida drivers commuting on our roads. Along with the 95,000 million visitors that come to our state each year, it's estimated that there will be more than 150 million daily vehicle miles added to Florida roads by 2030.

Florida also moves people and items with a labyrinth of highways, railways, seaports, airports and space ports, all interconnected to provide services and goods that grow our economy. Whether it's the more than 1,000 miles of coastlines and more than 3,000 miles of highways, Florida's transportation infrastructure relies on capable investments in order to keep our economy flowing and keep Floridians safe.

State and private-sector investments in Florida's transportation infrastructure are vital for future economic growth in the global trade sector. Transportation and infrastructure needs also require special training for intermodal transportation and logistics jobs so Florida's workforce is prepared to accommodate Florida's growing population.

Florida's Competitiveness Agenda

Partnering with public-private businesses to ensure our state can invest in infrastructure needs will be one key to meeting the needs of a growing population.

The Florida Chamber will keep fighting to prevent the raid on the State Transportation Trust Fund for non-transportation purposes. The future health and prosperity of all Floridians is advanced with creating and maintaining sustainable and reliable infrastructure systems.

The Fight for Free Enterprise Continues

While several updates to Florida's transportation system are currently underway in Florida's major cities, we must continue to stay focused on creating transportation systems and infrastructure that safely transport valuable cargo, from our Florida grown crops to our children and families.

ACT NOW:

Florida's focus on long-term transportation initiatives are steps in the right direction to ensure our rising population has adequate resources. Join us as we fight for strategies that will make Florida more competitive.



CONTACT:
KATIE KELLY
Director of Infrastructure & Governance Policy
(850) 521-1251
kkelly@flchamber.com





FLORIDA OCEAN ALLIANCE



Agenda FOA Board Meeting, March 12, 2015, Noon- 3:00 p.m. Governors Club, Tallahassee 202 ½ S. Adams Street, Plantation Room

Welcome (Cernak) Noon - 1:00 pm (Luncheon) Introduction of FOA and Invited Guests: (Mahadevan)

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

Remarks from Guests

Remarks from FOA Board Members

Invited Guests

Administration

Governor Rick Scott
Noah Valenstein, Governor's Office
Adam Putnam, Commissioner FDACS
Kal Knickerbocker, Director of Aquaculture, FDACS
Chris Hart, Career Source FL
Bill Johnson, CEO/Pres., Enterprise FL

State Agencies

Nick Wiley, Executive Director, Florida Fish and Wildlife Conservation Commission (FWC) Gil McRae, Director, Florida Fish and Wildlife Research Institute, FWC Jonathan Steverson, Secretary, Florida Dept. of Environmental Protection (FDEP) Paula Cobb, Deputy Secy Regulatory Programs, FDEP Drew Bartlett, Deputy Director, Water Policy & Ecosystems Restoration, FDEP Kevin Claridge, Director, Florida Coastal Office, FDEP Rebecca Prado, Oceans & Coastal Council coordinator, Florida Coastal Office, FDEP

Legislature

Senate President Andy Gardiner Senator Thad Altman Speaker of the House Steve Crisafulli Representative Dana Young Senator Bill Galvano, Majority Leader Representative Kristen Jacobs Senator Charles Dean Representative Tom Goodson Representative Michelle Rehwinkel Vasilinda Senator Wilton Simpson Representative Debbie Mayfield **Senator David Simmons** Representative Larry Lee Senator Joe Negron Senator Jack Latvala Representatve MaryLynn Magar Representative Bobby Powell Senator Nancy Detert

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

1. Organizational Issues

- a. Approval of Minutes (Cernak)
- b. Bank Balance, Financial Filings (Alpert)
- c. Approval of Budget 2015 (Alpert)
- d. Officer Election (Mahadevan)

Slate of Officers:

Chair: Steve Cernak

Vice Chair: Duane DeFreese

Secretary: Karl Havens

Treasurer: Laura Geselbracht

- e. Membership (DeFreese)
- f. Legislation (Murley)

2. Old Business

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

3. New Business (Board Members)

FLORIDA RECYCLING PARTNERSHIP



Look Who's Recycling!

Welcome New Members ... We want to welcome our newest members ... Florida Press Association;

Florida Retail

Federation;



CEMEX & Marpan







Be Sure to Follow us to see who is recycling

Meet Our New Chair! Kim Brunson

Kim Brunson has held the position of Recycle and Solid Waste Program Manager for Publix Super Markets since 2007. In this capacity, she is responsible for companywide recycling and disposal services for more than 1,076 retail grocery stores in six states, as well as Publix's manufacturing, distribution centers and support facilities.



Brunson began her Publix career in 1981, as a part-time cashier at Publix Store #001 in Winter Haven, Florida. While working on her degree in computer science, she made the transition from the retail environment to Publix's Data Processing department, where she enjoyed the balance of working with people and systems. Her skills were put into action during the company's move to consolidated buying. She later built and implemented a company-wide emergency response program and became a champion for business disruption preparedness. That experience led to her transition into the area of regulatory compliance, implementing processes and controls for various regulatory requirements such as Sarbanes-Oxley (SOX), Health Insurance Portability and Accountability Act (HIPAA), Payments Card Industry (PCI) and Technical Guidelines 3 (TG3).

Her current role as Recycle and Solid Waste Manager has allowed her to reconnect with the retail operations of the company while building and implementing programs for Publix. Her motto is "We turn trash into cash!" Focusing on reusing and recycling, the company's recycle rate has continued to increase each year.

Brunson has a reputation for turning problems into solutions and creating better processes that bring financial value to the bottom line.

"I love a challenge, and I have a passion for solving problems," said Brunson. "I got my start in a Publix store, so my greatest satisfaction is now being in a position to support our retail stores."

Currently, Brunson resides in Lakeland, Fla. with her daughter Laura, also a Publix associate. They enjoy entertaining and spending time with friends and family, attending First Baptist at the Mall, raising orchids and roses.

With a bachelor's degree in Organizational Management from Warner Southern College and more than 30 years of grocery retail experience, one thing has remained the same her desire to serve her customers and to continue to make Publix a great place to work and shop.

FRP membership is growing ...





































For membership information, please contact: Keyna Cory - Keyna@flrecycling.org - (850) 728-1054

Post Office Box 10683 - Tallahassee, FL 32302

Do you ever feel like a plastic bag, floating through the wind, wanting to start again?

Katie Perry's song lyric could not be more on point, but what do you do with your plastic bags from the grocery store or retail shop? What about the plastic sleeves from dry cleaning and your newspaper as well as bread bags? Well, hopefully you recycled them, to help avoid them becoming lyrics from hit songs! But many people are not sure where you can proper dispose of these items for recycling purposes. Plastic bags and plastic film should NOT go into your curbside bin or cart to be combined with other household recyclables. Instead, there's a great way to find a location near you that accepts plastic bags for recycling. There is a great way for you to find a location near you ... go to www.abagslife.com and type in your zip code. It will show you locations where you can deposit your plastic bags and what kinds are accepted. For example, Publix Super Markets has a container right at the entrance to all of their stores as a convenient place to discard your plastic bags. And they will take any plastic bag not just Publix bags! In 2013 Publix recycled 8,800 tons of bags and wraps ... that equates to 17,600,000 pounds!

No matter where you drop off your bags, remember only clean plastic bags and plastic sleeves should be taken to the local recycling center. Food saran wrap, prepackaged food bags, or any food residue should never be left inside a bag headed for recycling!

So what will your plastic bag become in its next life? They may reappear as new plastic bags ... or maybe building products such as backyard decks, playground equipment and fences. Did you know that the majority of recycled plastic bags are converted into composite lumber? The bags are combined with sawdust and voilà – you have composite lumber that can be used for door frames, window frames and even outdoor decks!

Let's all do our part and make sure that used plastic bags are deposited in recycling bins and don't end up as litter! It's not the bag's fault if it ends up on our streets or beaches. Make sure to recycle your plastic bags.



Florida Recycling Partnership members Kim Brunson, Publix Super Markets; John Zapata, Rooms To Go; and Dawn McCormick, Waste Management participated on a panel at the Southeast Recycling Conference & Trade Show in Destin. The title of discussion was "Corporate America's Recycling Initiatives" and focused on what businesses are doing to increase recycling.

There were over 60 exhibitors and the Florida Recycling Partnership was one of them. The conference drew over 500 attendees from across the United States.

Be Sure to Follow us on







































For membership information, please contact: Keyna Cory - Keyna@flrecycling.org - (850) 728-1054

Post Office Box 10683 - Tallahassee, FL 32302



Keyna Cory was a speaker at the International Bottled Water Association Board of Directors and Committee Meetings held in February at the Mayfair Hotel in Coconut Grove. Members from across the country as well as internationally attended the three day conference. The IBWA is the authoritative source of information about all types of bottled waters. Founded in 1958, IBWA's member companies include U.S. and international bottlers, distributors, and suppliers. IBWA unifies the bottled water industry and represents uncompromising commitment to the safety and availability of bottled water worldwide. While IBWA represents companies of all sizes, the vast majority of our 640 members are small, locally owned companies, with 60% reporting \$2 million in annual gross sales and 90% reporting less than \$10 million in annual gross sales. - See more at: http://www.bottledwater.org/ Keyna talked about how the Florida Recycling Partnership was started and what the organization has done so far. IBWA is a member of the Florida Recycling Partnership.



Florida has top notch sporting venues and some with great recycling programs. Keyna Cory had an opportunity to speak to the Florida Sports Foundation Board of Directors in February. The Miami Marlins is a member of the Florida Recycling Partnership and received the Florida Department of Environmental Protection Recycling Recognition Award last year. Other sporting venues such as the Daytona International Speedway and the Amelia Arena have participated in our Florida Recycling Summit.

The Florida Sports Foundation, Inc. is a 501(C)3 non-profit corporation, serving as the Sports Industry Development Division of Enterprise Florida, Inc.





For membership information, please contact: Keyna Cory - Keyna@flrecycling.org - (850) 728-1054 Post Office Box 10683 – Tallahassee. FL 32302

FLRecycling @FLRecycling · Mar 3

@WasteManagement Dawn McCormick talks about industry challenges and how to Recycle Right!



FLRecycling @FLRecycling - Mar 3

We are presenting right now! Tune in. Liz Castro talks about the Florida Bev. Assoc. Recycling!



FLRecycling @FLRecycling - Mar 3

Patti Hamilton presenting about C&D Recycling.



We were live tweeting from the Florida House **Agriculture & Nature** Resources Subcommittee... Did you miss it, follow us on twitter @FLRecycling

FLRecycling @FLRecycling · Mar 3

Kim Williams from Marpan talking about C&D recycling and Marpan's over 65% recycling rate



FLRecycling @FLRecycling - Mar 3

Thanks Florida House Agriculture & Natural Resources Subcommittee for the Recycling Lightening Round!



Be Sure to Follow us on























For membership information, please contact:

Keyna Cory - Keyna@flrecycling.org - (850) 728-1054

Post Office Box 10683 - Tallahassee, FL 32302



MEMBERSHIP BENEFITS ...

- Logo on FRP website home page with link to your website
- Logo on letterhead and other printed materials
- Special recognition in FRP quarterly newsletter and opportunities for articles; newsletter will be distributed to policy makers and general public
- Social media opportunities to promote company/association on recycling efforts – i.e. "Recycling on the Go" report posted on website and tweeted
- Florida Recycles Day sponsorship
- One free booth space at Florida Recycles Day in Tallahassee
- Membership is by invitation only

MEMBERSHIP DUES - \$2,500

































For membership information, please contact:

KEYNA CORY

Keyna@flrecycling.org

850-728-1054 PO Box 10683 • Tallahassee, FL 32302 www.flrecycling.org





PREPARING FOR FLORIDA'S FUTURE

ONE CONTAINER

AT A TIME.



ABOUT US ...

Florida Recycling Partnership is a coalition of businesses and associations dedicated to improving Florida's recycling rates. Our members are proactively implementing initiatives in their organizations and companies to reduce the waste they produce, and increase recycled materials. Additionally our companies are working to create greater recycling opportunities for consumers. They believe in the symbols ... reduce, reuse and recycle!

Florida Recycling Partnership mission is to educate policy makers and the general public on the benefits of recycling. Our members believe developing and adopting sustainable business practices will promote recycling, reduce waste, and increase the reuse of materials whenever possible.

Outreach initiatives will be designed to educate and encourage Florida businesses and individuals to maximize existing recycling programs.

When economically and technologically feasible expand outreach programs to include other materials.

Below are some of the suggestions from Florida Recycling Partnership:

- Lead by example by incorporating recycling programs within businesses
- Use recyclable or reusable packaging whenever feasible
- Design packaging to maximize recyclability and use of recycled materials
- Design packaging that requires less material in order to conserve natural resources
- Educate businesses and individuals by providing clear labeling on packaging and information on the proper use of their bins so not to contaminate materials
- Continue to implement single stream recycling when feasible

REQUEST FOR MEMBERSHIP:

Name:			
Eusiness Name:			
Andress:			
City, State, Zip:			
Phone:			
Email:			
 □ Check enclosed □ Please invoice me at the address above □ Use Credit Card 			
Name			
Card Number			
Expiration Security Code			

MAIL TO:

Florida Recycling Partnership Post Office Box 10683 Tallahassee, FL 32302 (850) 728-1054 www.flrecycling.org

DEPARTMENT OF TRANSPORTATION



FTP/SIS Steering Committee Meeting Summary of Meeting #1 February 20, 2015

Department of Revenue - Tallahassee, FL

Committee Members or designees present (in alphabetical order by last name)					
Steering Committee Member, Organization			Designee (if applicable)		
\boxtimes	Richard Biter, Florida Department of Transportation (Chair)				
\boxtimes	The Honorable Susan Haynie, Metropolitan Planning Organization Advisory Council (Vice Chair)				
	Alice Ancona, Florida Chamber of Commerce	\boxtimes	Katie Kelly		
\boxtimes	Karl Blischke, Florida Department of Economic Opportunity		Cissy Proctor		
\boxtimes	Mark Bontrager, Space Florida				
\boxtimes	Janet Bowman, The Nature Conservancy – Florida Chapter				
\boxtimes	Ken Bryan, Rails to Trails Conservancy - Florida				
	Bob Burleson, Florida Transportation Builders Association				
\boxtimes	Laura Cantwell, AARP - Florida Chapter				
\boxtimes	James Christian, Federal Highway Administration				
\boxtimes	Andra Cornelius, CareerSource Florida	\boxtimes	Debbie McMullian		
\boxtimes	Karen Diegl, Florida Public Transportation Association	\boxtimes	Lisa Bacot		
\boxtimes	Jim Ely, Transportation and Expressway Authority Membership Florida				
\boxtimes	Cori Henderson, Enterprise Florida				
\boxtimes	Steven Holmes, Florida Commission for the Transportation Disadvantaged				
\boxtimes	Tisha Keller, Florida Trucking Association		Ken Armstrong		
	Bill Killingsworth, Florida Department of Economic Opportunity	\boxtimes	Ana Richmond		
\boxtimes	Rocky McPherson, Florida Defense Alliance				
	Bob O'Malley, Florida Railroad Association				
\boxtimes	Susan Pareigis, Florida Council of 100				
\boxtimes	Charles Pattison, 1000 Friends of Florida		Ryan Smart		
\boxtimes	Samuel Poole, Urban Land Institute - Florida Chapter				
	William Seccombe, Visit Florida	\boxtimes	Meredith DaSilva		
\boxtimes	The Honorable Doug Smith, Florida Association of Counties		Eric Poole		
\boxtimes	Chris Stahl, Florida Department of Environmental Protection				
\boxtimes	Pat Steed, Florida Regional Councils Association				
	Paul Steinman, Florida Department of Transportation - District 7				

	Michael Stewart, Florida Airports Council	\boxtimes	Allan Penska		
\boxtimes	The Honorable Matthew Surrency, Florida League of Cities				
\boxtimes	Lt. Col. Troy Thompson, Florida Department of Highway Safety and Motor Vehicles				
	The Honorable Karson Turner, Small County Coalition of Florida	\boxtimes	Chris Doolin		
\boxtimes	Matt Ubben, Floridians for Better Transportation				
	John Walsh, Florida Ports Council		Doug Wheeler	\boxtimes	Toy Keller
\boxtimes	The Honorable Jim Wood, Metropolitan Planning Organization Advisory Council				
\boxtimes	Ken Wright, Florida Transportation Commission	\boxtimes	Bob Romig		•

FTP/SIS Staff

\boxtimes	Jim Wood, FDOT	\boxtimes	John Kaliski, Cambridge Systematics
\boxtimes	Keith Brown, FDOT	\boxtimes	Shelly Lauten, triSect
\boxtimes	Maria Cahill, FDOT	\boxtimes	Danny Shopf, Cambridge Systematics
\boxtimes	Regina Colson, FDOT	\boxtimes	Sarah Walker, Cambridge Systematics
	Chris Edmonston, FDOT	\boxtimes	Matt Wilson, Cambridge Systematics
\boxtimes	Dana Reiding, FDOT		
\boxtimes	Huiwei Shen, FDOT		
\boxtimes	Brian Watts, FDOT		
\boxtimes	Melanie Weaver Carr, FDOT		

Meeting Highlights

Welcome and Review of Today's Agenda, Rich Biter (Chair), FDOT

Rich Biter, Chair of the FTP/SIS Steering Committee, welcomed the Steering Committee members and requested that members (and designees) introduce themselves and mention which organization they are representing. He asked that members mention a few things they have taken away from the last Steering Committee meeting.

Steering Committee members offered the following comments:

- Encouraged by the participation and breadth of experience in this group.
- Discussion, engagement and variety of perspectives was enlightening.
- Had an opportunity to attend a Regional Forum and found it well done and interesting. It provided an understanding of the input being given to the Steering Committee.
- Impressed by the Committee selection and the staff effort.
- Enjoy the process.

- Everyone had something good to say.
- Intrigued by what has changed since the last update of the FTP/SIS Policy Plan.
- Impressed by how well walking and bicycling has been received in this group.
- Enjoy the opportunity to work with the diverse cross-section of members on the Steering Committee. Technology was a big factor in the last meeting. Wants to focus on the fiscal ability to afford what is suggested by the plan.
- Happy to contribute to the already rich discussion from the last meeting.
- Enjoyed the engaging nature of the last meeting.
- Already discussing many of the same themes from last update.
- Appreciate the range of goals and themes that have been discussed already.
- Want to see the East Central Florida Corridor Task Force principles in this process as well.
- Great discussion based on the presented trends and data.
- Further discussion on public safety, infrastructure, and technology.
- Concerned with ensuring the military bases are well represented.
- Impressed by the fresh approach to this update. Regional Forums were great.
- Fascinated by how the facilitators have gathered the group and guided the process so far.
 Attended a few of the Regional Forums and enjoyed them. Want to be sure we consider technological impacts on the transportation of both people and freight.
- Look forward to being a part of this group and being a part of the outcome.
- Glad to be working with those who can support long term planning.
- Focused on business and commerce and keeping Florida's key industries growing.
- This effort will provide buy-in by stakeholders, agencies, and the public.
- FDOT is reaching out and asking how they can help the stakeholders.
- Dedicated to being at the rest of the Steering Committee meetings because the process is so important.
- Funding the system and supporting mobility in the state.
- Enjoyed the good dialogue.
- Want to be sure that rural communities are well represented and there is consideration of the type of development that will occur along I-10.
- Thanked the support staff.

Rich thanked everyone who filled out the evaluation of the previous Steering Committee meeting and noted that the results help us to make each meeting better.

Following introductions, Rich reminded members that the Steering Committee's charge is to provide recommendations to the Secretary of FDOT on the updates of the Florida Transportation Plan and Strategic Intermodal System (SIS) Policy Plan. Rich then asked Steering Committee members to watch a

brief <u>video</u> highlighting the importance of these plan updates. Rich said that the video illustrates that everyone is involved in this planning process and that transportation affects many aspects of our lives.

Shelley Lauten reviewed what was covered in the previous Steering Committee meeting. Previous meeting activities include:

- Heard from Secretary Jim Boxold regarding the importance of thinking forward and becoming globally competitive.
- Reviewed the Government in the Sunshine requirements.
- Listened to each Steering Committee member's expectations for the process.
- Heard a presentation from the staff on the requirements for and elements of the current 2060 FTP and SIS Strategic Plan.
- Discussed the trends we are facing and how they affect Florida's future.
- Developed an initial working list of 10 themes that could guide this update process:
 - 1. Prepare for changing technologies.
 - 2. Improve efficiency/optimize use of existing infrastructure.
 - 3. Provide more choices for moving people and freight.
 - 4. Improve connectivity between modes and between economic assets.
 - 5. Contribute to a high quality of life and environment.
 - 6. Continue to improve transportation safety.
 - 7. Address transportation funding challenges.
 - 8. Prepare for emergencies and enhance the resiliency of the transportation system.
 - 9. Support community development.
 - 10. Support economic development.
- Discussed the draft work plan.
- Identified next steps for the process.

Andra Cornelius suggested adding an 11th key theme to the list from the first meeting:

Support a responsive talent system.

Staff clarified that these themes were intended as a working list to carry the conversation forward, and have not been formally adopted as an element of either plan at this point.

Shelley Lauten then reviewed the agenda for today's meeting. She said that the goal for the end of the day is to have a good idea of what the core themes are and develop a structure for the Advisory Groups to continue moving the process forward.

Approval of Meeting #1 Summary

Rich directed Steering Committee members to review the summary of the previous meeting and asked for consensus to approve the summary.

Steering Committee members offered the following questions and comments (responses to questions provided in italics):

- In the summary there is a question about military installations and whether or not all of them are on the SIS. Could we address the answer to that question before moving on?
 - Not all of Florida's military installations meet the adopted criteria for designation of a SIS Military Access Facility at this time. The proposed SIS Advisory Group will have an opportunity to revisit these criteria.

Review of Government in the Sunshine - Richard Shine, FDOT

Rich introduced Richard Shine, FDOT Office of General Counsel, to provide a brief refresher on Florida's the <u>Government in the Sunshine Law</u>. There were no questions or comments for Richard Shine.

Public and Partner Involvement Strategy

Rich introduced Melanie Weaver Carr, with the FDOT Office of Policy Planning, who gave a presentation on FDOT's <u>Public and Partner Involvement Strategy</u> for the FTP and SIS Policy Plan. The presentation provided an overview of the process and included strategies for gathering input from the business and economic development community; metropolitan planning organizations; rural areas; youth and millennial population; state agencies; modal groups; environmental stakeholders; and other partners.

Rich mentioned that many of the comments made by the Steering Committee members in the evaluation of the last meeting reflected the interest in getting more input from younger residents.

Planning from the Future Presentation: Tony Carvajal

Rich introduced Tony Carvajal, with the Florida Chamber Foundation, to give his presentation on Planning from the Future. Tony noted the following "Keys to Securing Florida's Future":

- Long term over short term;
- One agenda, not many;
- Metrics, accountability, and transparency; and
- Alignment and coordination of resources.

Tony then introduced the Six Pillars of Florida's Future Economy, which were developed by the Foundation and subsequently adopted by the Florida Department of Economic Opportunity, the Florida Association of Counties, the Florida Regional Councils Association, and individual cities and counties statewide.

Steering Committee members offered the following questions and comments (responses to questions provided in italics):

- Have we done any analysis over the last 10 years on how successful we have been in these pillars?
 - There has been progress in each of these areas, but not enough. The recession has played a role. The Foundation is working to better measure progress in each area as part of its Scorecard.
- Has there been a review of the statewide targeted industries and could you provide a definition of Clean Tech?
 - Enterprise Florida reviews this list periodically. The definitions of Clean Tech and the rest
 of the Targeted Statewide Industries are available on Enterprise Florida's website
 (enterpriseflorida.com). Clean Tech refers to industries involving areas such as energy,
 efficiency, and the environment that produce both cleaner energy and higher wage jobs.
- About 65% of the nation's total container imports and exports go through only 10 ports and none of them are in Florida, is there a way we can change that?
 - Now things are changing and new markets for goods are opening up presenting a good opportunity for Florida's ports.
- It would be great to be able to align the FTP with the Six Pillars to get the state on the same page from a transportation planning perspective. This gives us a good opportunity to have a good discussion based on keeping plans consistent.
- The military and law enforcement are the primary reasons we have the freedom to come here and have this discussion.

Break

Discussion: Key Drivers of Florida's Future

Shelley asked the Steering Committee members if any of them were unfamiliar with the Six Pillars and asked if there were any questions. Two Steering Committee members said that they were unfamiliar with the Six Pillars before Tony's presentation but had no further questions about them.

Shelley also asked Steering Committee members to consider how each of the Six Pillars depend on (or influence) transportation decisions, and which transportation strategies would support each of the Six Pillars.

Steering Committee members offered the following comments:

Talent Supply and Education

- This Pillar is so foundational in our growing state. We need skilled labor to help with the refurbishment and growth of new transportation infrastructure.
- Talent gap and alignment. Create sustainable career paths for Florida's future. An example is the
 fact that there is an extreme shortage of truck drivers. In Florida, most truck drivers must be at
 least 23. Students that graduate at 17 or 18 cannot get these jobs.
- Smart organizations use data, a framework, and a plan. We need the same strategy to solve this issue.

- Importance of contextual learning; hands on learning and apprenticeships. An example would be the creation of a maritime university or academy. This would include ports, tourism, manufacturing business.
 - Trade and logistics academies (8 throughout the state) that prepare high school students for the workforce
- Federal workforce investment and opportunity act. Leveraging of resources and higher degrees of collaboration are now required. We need to collectively respond to marketplace changes.
- Cost efficiency and standards. To build a project, local governments need a good talent supply and education to ensure projects can be completed in an efficient and cost effective manner.
- Connectivity and access to broadband for rural areas; there are some major gaps here. This would provide a greater ability to work remotely.
- We need to define what next generation is looking for and what their expectations are. There needs to be a way to tap into the university system and into the high schools.
- A group of high tech businesses in Ft. Lauderdale have gathered around the TriRail station in Cypress Creek. They have a problem attracting the workforce because it is difficult to get to. The businesses have worked to create a place that people want to live (walkable "cool place"). There has been consideration for changing the current 8 lane highway into a mixed use boulevard that promotes walkability. Millennials are migrating to places like Austin and Nashville because of the type of environment that is provided. Other tools: complete streets and community design.
- Localize skilled labor. We need to prepare high school students to do skilled work as well as
 preparing them for college so that Florida does not have to search outside of the state for things
 like construction.
- State level strategies need to be applicable to local areas.
- Need to provide the transportation connectivity needed for people to get to work or training, which is driven by location of supply and demand.
- Need to develop/sustain future transportation workforce.
- Importance of talent to business retention, expansion, and recruitment.
- Support for industry clusters.
- Alignment and coordination of resources to support talent development strategy.
- Need in rural areas for cost efficient ways to get people to work also to education and training
- Implications of increasing reliance by the public sector on consultants; how do we sustain and manage knowledge.

Innovation and Economic Development

 Private sector is the driver of this pillar. Key industries in the state such as modeling and simulation, space, medicine are all located in different places throughout the state and have different transportation requirements. When working with site selectors, the first question typically involves available workforce and the second relates to the ability to get product to market.

- The state needs to recruit businesses from outside the state while also growing the businesses
 already existing in the state. Speed to market may be a more important factor for helping
 existing businesses grow.
- Autonomous vehicles are a technology that can happen as quickly and be as revolutionary as the
 internet. There are multiple new technologies associated with all modes of transportation and
 we need to stay abreast of these new and changing technologies.
- Support transportation efficiency, specifically in reference to trucking and freight movement.
- How can we do what government does, such as provide necessary infrastructure, and stay out of the way of business development?
- International trade and global trade and logistics.
- What do we need to do to bolster our manufacturing?
- Using technology and strategies, such as managed lanes, to manage flow of traffic and manage corridors that support connectivity.
- Most industries are most concerned with workforce.
- Workforce is always the first step and product to market is next. There needs to be a skilled workforce available and the product needs to be able to get to the market efficiently and effectively
- Speed to market component. Manufacturers want a reliable system to get their products to market
- Autonomous vehicle accommodation and integration into the transportation system
- Consider how we are spending money strategically in each of Florida's eight economic regions to ensure that we aren't duplicating efforts and competing amongst ourselves. There is no sense in having 8 Embry Riddles. We are better off focusing on what makes each region of Florida strategically different.
- What innovations can support the development of transportation strategies?
 - On demand service such as UBER and Lyft and other new technologies/practices need to be embraced to create another option for Florida's transportation future.
 - We need to consider changes in regulations to support new technologies.
 - This could include e-credentialing and other regulatory approaches to get out of peoples' way, allowing them to embrace technological innovation. Another example is advance notification of arrival at ports and other ways to be more sufficient
- Direct flights to international locations to support global economic development.
- Create livable communities that attract talent and employment industries.
 - There is a disparity between what younger and older populations want as far as community livability including transportation. We need to consider all of the generational differences.
- Sharing of infrastructure to coordinate all modes of transportation and optimize our transportation system.

- Something like rails and trails policies that ensure the rail owners feel safe and have an incentive for allowing other modes to use their systems or right of way.
- Work with the government to make it easier for international trade and logistics.
 - Technology, privatization, and other out of the box approaches for customs, immigration, and other functions.
- Need for partnerships between states, local governments, and industries e.g. peak spreading and night time delivery.
- Can we really support manufacturing/logistics and a knowledge economy at the same time or do we need to choose a specialization? We need to consider the conflicts between the two.

Infrastructure and Growth Leadership

- We need to look at where we expect jobs and population to be and create infrastructure that supports that growth.
 - Identify employment centers.
 - Reality of what people want in both urban and rural areas—people wanting to be closer to work, generational preferences.
 - People who want a variety of choices of where to live different choices for land use/transportation match. What land uses support the economic structure of the future?
 - Look at cost of housing from perspective of both housing and transportation together.
- Leadership recognizes the importance of transportation infrastructure for providing economic development.
- We are behind on funding to maintain what infrastructure we already have. There needs to be a
 mechanism for supporting the existing infrastructure as well as moving forward with new
 infrastructure. There may be differences in priorities among generations, or between state and
 local governments.
- There should be a paradigm shift from planning for concurrency to supporting appropriate development such as transit and existing infrastructure redesign and maintenance.
- Transformation in growth leadership in transportation. We need to get the right leadership in the areas where infill development and redevelopment is the favorable option.
- Proper prioritization and long range planning.
- Regional visioning is an important starting point for developing transportation strategies. Each
 region of Florida is different with different transportation needs and the regional visions should
 guide the transportation planning process.
 - Regional collaboration leads to better projects across the state but this can't be done
 without adequate state and local funding.
- More work on public private partnerships including the state's role in facilitating these.
- Using Complete Streets strategies and policies to redevelop urban cores and create livable communities. The current land use policy framework focuses on roads, this should be focused

on creating sustainable communities – possibly though more funding opportunities for maintenance and for multimodal/mobility focused projects.

- How to balance community livability needs and economic needs.
 - Having trains running through communities at night for example.
 - Finding a way to protect existing rail corridors and address issues of having rail in urban cores. Rail is loud and people need to expect the noise.
 - Adding rail in the median of a major highway corridor isn't always the best solution.
 - o Mobility issues can't be solved by adding lanes and we need to begin to understand this.
 - Areas of Florida, like Pinellas and Broward, that are built out, need to begin thinking about where redevelopment is going to occur and plan for infrastructure that supports that redevelopment. More differentiated strategies than just adding transit circulators.
 - As Florida continues to grow, both in population and visitors, transportation investments only get more expensive. The most affordable investments will be made today.
- Corridor planning is crucial and they will only get more expensive as time goes on
 - o Retrofitting, maintaining, and the new corridors. These all need to be multimodal with accommodations for all kinds of infrastructure including utilities.
- Identifying innovative funding sources for transportation.
 - Gas tax is not sustainable. Fees based on vehicle miles traveled (VMT) are more effective.
 - The keys to success are long range planning, prioritization, and implementation over time. This requires education of local citizens and officials. There needs to be more education/involvement at a local and regional level for both elected officials and citizens. However, there is no incentive to make this happen.
- More education and involvement by the public and business community in the transportation planning process especially on a regional level; including MPOs. More incentives to make this happen.

Business Climate and Competitiveness

- Affordability, efficiency, reliability, and connectivity both around and outside of the state (specifically intermodal connectivity).
- Business community does a good job at forecasting what business needs are for a corporation
 but we need to do a better job forecasting our broader needs at a statewide or regional scale.
 FDOT should do a better job understanding where the market is going.
- Expansion of public private partnerships.
- Planning for right of way acquisition for future corridors. One issue is to minimize the liability on the part of the private sector.
- More direct international flights and more intrastate air service in the state of Florida.

- Focus on advanced manufacturing extremely important to the future of the state- maximize use of available freight system capacity to bring goods and out of the state.
- Making one of our ports a top 10 import/export port in the world
 - The largest cargo ships cannot pass through the Panama Canal making the Suez Canal crucial to waterborne freight transportation. Florida's ports need to be able support trade from both the Suez Canal and the Panama Canal.
 - Automated port system
- Corridor planning process.
- Planning for increased cargo/freight movement and supporting that movement though creating key intermodal logistics centers. We need to be prepared for more deliveries due to increasing e-commerce
- Figure out what policies are supportive of innovative freight movement; such as drones.
- Florida needs to be ahead of the curve on regulatory issues including right of way, automated vehicles, and customs/immigration.

Civic and Governance Systems

- Multiple governments are involved in the planning process.
- Businesses and governments need to get on the same page on how to open and continue a
 dialogue on issues like land use, economic development, and transportation. There needs to be
 a common shared language that everyone understands so that the needs of all sides are clear.
 There is a potential role for the Florida Association of Counties and Florida League of Cities to
 have these conversations. The Enterprise Florida economic regions could provide a common
 platform for collaboration.
- FDOT and cities are both supportive of the context sensitive approach but there may not be as much support by some counties.
- FDOT's recent emphasis on walkability and bicycle/pedestrian safety has been helpful, but this is an example of how difficult it is to engage local governments to make meaningful change
- We need to educate the public sector about how the private sector works. There can't be a 9 month process to get permits. Capital goes to where it is treated well.
- There needs to be a focus on resiliency of the economy to extreme weather events.
- Closer linkages of financial incentives to regional planning to encourage regional cooperation.
- Money and policy are still the key issues here.
- Better define and reduce the barriers that stand in the way of development between the public and private sectors. Let the local community choose what they want to allow the private sector to do.

Quality of Life and Quality Places

- This could be the foundation each of the other pillars were sitting upon rather than a 6th pillar.
- Clearly define indicators and measures of quality of life. There needs to be a common definition of what this means so that we can effectively measure Florida's quality of life and quality places.

- Careful community design to accommodate the flow of people and integration of open space. I-95 in Miami is a good example of a transportation facility that inhibits the flow of people by cutting through communities.
- Focus on the effect of congestion and finding ways to mitigate that. People hate to be waiting in line and there needs to be some ways to alleviate that.
- Transportation planning needs to support the community's unique vision.
- Ability to age in place.
- Consider vulnerability when designing communities and infrastructure to ensure sustainable infrastructure.
- Focus on the needs of the regional visions and regional plans.
- Many of the themes from the other pillars also fit in this area.
- Local input on funding mechanism structures.
- Align the various efforts to support transportation development.
- Educating the public on how the private sector works.
 - Government doesn't always understand the needs of the private sector and Florida is losing a lot of businesses because of red tape.
- Underground utilities is important for Florida as the hurricane capital makes the state more appealing to businesses because they can trust the state will stay operational even during natural disasters.
- Linking financial incentives to regional transportation accommodations/planning. This will encourage coordination between various regional agencies and between multiple jurisdictions.
- More new corridors throughout the state that are supported by integrated infrastructure investment.
 - New corridors need to be carefully planned and based on regional and community visions rather than just swaths on a map. They need to relate to needs of the region/community.
 - Consider keeping the corridors large to best accommodate multiple modes and infrastructure including utilities to promote transportation efficiency.
 - Understand the effect of congestion. People want to avoid waiting in line, traffic
 included, and we need to be careful about how we hypothesize future driving habits.
 There may not be fewer people driving in the future and we will need to accommodate
 them.
 - How to integrate the planning and implementation of these corridors.
 - The approach should be "I3" integrated infrastructure investments.

Lunch

Overview of Florida's Transportation Plans

Jim Wood gave a presentation on an <u>Overview of Florida's Transportation Plans</u>. In the interest of time, Jim gave a more concise version of his Overview Presentation.

Steering Committee members offered the following questions and comments (responses to questions provided in italics):

- How are we doing with the SIS Plan? Is there an assessment of what we have accomplished?
 - We have a Performance Report that identifies how we measure the SIS as a system. We can send you the updated report to review between this and the next Steering Committee meeting.
- How could the expansion of a specific corridor affect the performance and outcome of the SIS?
 - This is currently measured on a project by project basis but we are exploring approaches for looking at performance from a system or network perspective. This is something we are dealing with in the Future Corridors Planning Process.
- Is SIS only for state roads?
 - Primarily SIS highway corridor designation is only for state roads but some county roads and local roads are designated as intermodal connectors serving SIS airports, seaports, and other types of hubs.
- What exactly is Emerging SIS?
 - Emerging SIS involves facilities in high growth areas (or areas with high growth potential, such as Rural Areas of Opportunity). They must meet a different set of criteria. Facilities designated as Emerging SIS need to meet a lower activity level than SIS facilities and may be designated using economic connectivity criteria that assess their ability to serve clusters of transportation-dependent industries.

<u>Discussion: Key Challenges and Opportunities Facing Florida's Transportation Modes</u>

Shelley asked members representing each transportation mode to briefly review a few of the key challenges and opportunities the future holds for their specific mode. Steering Committee members offered the following comments:

Space

Challenges:

- We want to win the new space companies. Significant private investment in space, such as space tourism, proves that this is a growing market and Florida is well positioned to capitalize on its assets.
- Support the supply chain that goes along with space travel, such as small satellites.
- Federal government is trying to figure out how to regulate commercial space.
- Airspace management; dealing with commercial airliners. The more spacecrafts that are launched will begin to create conflicts with commercial airliners and their airspace. Policies will need to be developed to resolve these conflicts.

Opportunities:

State can partner with the federal government to help develop space policies.

Seaports

Challenges:

- Channel upgrades and maintenance; we need to be able to accommodate larger vessels.
- Federal government role in upgrades to seaports.
 - Funding from Water Resources Reform and Development Act (WRRDA).
 - Federal government regulations are increasing and the impacts are being felt more broadly.
- Freight infrastructure there is a need for increased capacity to support new markets.
- Time and cost of permitting.

Opportunities:

- WRRDA could offer more funding for seaport related activities. Opportunity to partner with others.
- Increasing opportunities in the market.
- Commerce corridors and corridor planning.

Airports

Challenges:

- Maintain accessibility and affordability.
- Multimodal connection.
- Land use around airports.
- Noise and airspace issues.
- It is difficult for international travelers to get into the country.
- Unmanned aerial vehicles (these add to an asymmetrical threat to security).
- Protection of areas around airports.
- Relationship of private aviation facilities and military aviation facilities military participates in Continuing Florida's Aviation System Planning Process (CFASPP).
- There is no more space to expand runways how to address future capacity needs.
- Conflicts between different types vehicles using the same airspace.

Opportunities:

- Technology is making better engines and better landings that reduce noise pollution.
- New security technology.
- Opportunities for alternatives and better quality fuels.

Trucking

Challenges:

- Lack of manpower both in number and qualified people with the right mindset.
 - Federal regulations doesn't support people between 18 and 24 becoming truck drivers.
 - To clarify: Applicants for a CDL license must meet all federal physical qualifications. To drive in interstate commerce, an applicant must be at least 21 years old. However, applicants ages 18 to 21 may receive a restricted CDL license, limited to intrastate operation only. The CDL license will be restricted to "No CMV Operation in Interstate Commerce". This makes it more difficult for people under 21 to become truck drivers.¹
 - Even when not driving a truck, drivers are required to keep a pristine driving record.
- Competition new regulations and technology drives the smaller groups out of the industry that creates more consolidation.
- Mix of local and commercial traffic.
- Every user pays their fair share for the cost of infrastructure mileage based user fees.

Opportunities:

- Trucking is the best way to move freight quickly.
- More freight is coming into Florida.
- Trucks are empty on the way out we need to find something for trucks to take out of the state.
- Mix of uses.

Rail

Challenges:

- Appropriate land use considerations to protect existing rail corridors.
- Moves to regulate the rail industry, such as using the right of way for other purposes.
- Passenger rail requirements and demand on limited capacity.
- Potential for truck size and weight changes over time and impacts on rail competitiveness.
- How to account for increased long haul truck traffic when intermodal logistics centers (ILC) become more common.
- Positive Train Control (PTC).

Opportunities:

• Port synergies – between rail and port.

- Using ILCs in rural areas to reduce congestion in urban areas.
- Automated vehicles to promote safety.

¹ Response not given during the Steering Committee meeting. This information was included in the summary to clarify a statement by a Steering Committee member.

Better job strengthening relationship with the other transportation modes.

Transit

Challenges:

- Growth in demand.
- Increased ridership in the younger generations.
- Demographic shifts.
- Increase in demand in all areas urban, suburban, and rural.
- More focus on multimodal approaches on public transit.
- Funding issues:
 - o Need for dedicated funding and sustainable funding.
 - Federal funding is cumbersome and very difficult.
- Transit often is an afterthought in land use planning and transportation planning.
- Attraction and retention of a qualified workforce.

Opportunities:

- Regional collaboration.
- Technology includingL
 - o Real time information for bus routes.
 - Transit signal priority.
- High occupancy toll lanes and Bus Rapid Transit.

Bicycle and Pedestrian

Challenges:

Lack of dedicated funding.

Opportunities:

- Innovation, such as rail with trails.
- Policy solutions; federal funding for walking and biking.
- Knowledge is power bicycle and pedestrian needs are being identified and explained in a way that other modes can understand through hard data and modeling.

Break

Review of Regional Forum Input

John Kaliski presented a summary on the input that was received during the <u>Regional Transportation</u> <u>Visioning Forums</u>.

Steering Committee members offered the following questions and comments (responses to questions provided in italics):

- Was bicycling and walkability something that came up during these meetings?
 - Yes this was a topic that was discussed at all of the meetings.
- Did military come up at any of these forums, and in what context?
 - o It didn't come up as often as some other topics but we heard comments about the importance of military to both economic development and homeland security.

John offered the following proposed Advisory Groups structure and asked the Steering Committee for their comments.

- Infrastructure and Growth Leadership focused on:
 - Efficiency
 - Connectivity
 - Choices
 - Maintenance/preservation
 - Capacity
 - Modernization/repurposing
 - Technology applications
 - Adaptation/resilience
 - o Future corridor planning
 - Compatible land use
 - Support for regional and community visions
- Innovation and Economic Development focused on:
 - Freight, trade, logistics
 - o Visitors
 - Targeted industries including manufacturing
 - Innovation-related development
 - Rural areas of opportunity
 - Economic resiliency
 - Talent supply & education
 - Business climate & competitiveness
- Quality of Life and Quality Places focused on:
 - Changing demographics
 - Community development
 - Environmental stewardship
 - o Public health
 - Safety, security
 - o Emergency preparedness and response
 - Support for regional and community visions
- Strategic Intermodal System focused on:
 - Designation criteria
 - Needs assessment
 - Prioritization process
 - Finance strategy
 - Implementation of strategic direction from other groups

Steering Committee members offered the following questions and comments (responses to questions provided in italics):

- How is technology separated from innovation? Maybe make that an overarching theme?
 - We could make technology and innovation a cross-cutting questions for all groups.
- Why is the SIS separated from the other groups?
 - We are hoping the SIS Advisory Group will take input from the other three groups. We also want to be sure the SIS gets the attention that it needs in this combined process. For the first three groups, maybe we add a question "What are the implications of this theme for the SIS?"
- The list of topics for each of these groups are not intended to be restrictive. Each group may discuss whatever topic is needed.
- There are federal requirements for statewide plans we need to remember that there are specific aspects that need to be addressed in each of these Advisory Groups such as environmental mitigation.
 - The staff will be sure to review all of the requirements for statewide plans and ask the appropriate Advisory Group to include those elements in its discussion.

John discussed the purpose of the Advisory Groups, their structure, and a timeframe for Advisory Group meetings and asked if Steering Committee members had questions or comments about how these would be organized.

Steering Committee members offered the following questions and comments (responses to questions provided in italics):

- Are we going to be able to do web meetings under the Sunshine law?
 - Yes, these meetings will be noticed and the public can call in.
- Can we make measurability an assignment for each group?
 - FDOT is nearly complete with the latest Performance Report that will be a useful tool for these meetings. Each group could provide some general recommendations on potential future indicators.
- Are there examples of best practices or other states that are doing good planning that we could include in our analysis/Advisory Groups?
 - We can use the Advisory Groups as a platform for pulling in some of these best practices and alternative ideas.
- How are we getting from these three groups to a document that provides guidance for moving freight and people?
 - For now we are defining some key themes that will eventually lead to the goals, objectives, and implementation strategies that will shape the plan.
- We need to make sure we provide a plan that supports future growth in rural and fast growing areas.

Identification of Advisory Group Chairs

The following Steering Committee members were identified as Chairs and Vice Chairs for each Advisory Group:

Advisory Group	Chair	Vice Chair
Infrastructure & Growth Leadership	Matthew Surrency	Susan Haynie
Innovation & Economic Development	Doug Smith	John Walsh
Quality of Life/Quality Places	Ken Bryan	Bill Killingsworth
Strategic Intermodal System (SIS)	Ken Wright	Jim Wood

Review of Work Plan, Next Steps, and Action Items

Dana reviewed the work plan, next steps, and action items for the Steering Committee.

Mark Bontrager, Space Florida, discussed the location of the next meeting at Cape Canaveral. Mark mentioned that there will be a tour of the facility. FDOT will work on getting a hotel room block so that interested Steering Committee members and staff can take the tour the day before the meeting. The tour will be noticed as part of the meeting.

Shelley asked Steering Committee members to bring up anything they would like to discuss in the next meeting(s) before we conclude. Steering Committee members offered the following questions and comments (responses to questions provided in italics):

- We could have a webinar on "SIS 101" in the next few weeks.
- Would like to have a presentation on complete streets.
- Would like to have more discussion about the modes.
- Would like to have more discussion of the future and what the world might look like in 30 years.
- Was surprised to learn that some people are not familiar with the Six Pillars. Suggested that DEO
 do a webinar/presentation on the Six Pillars and what DEO has done to support the Six Pillars
 before the next Steering Committee meeting.
- We could ask Richard Florida or another futurist to give a presentation at an upcoming meeting.
- The impact of working from home on transportation may be limited. Overall you really need to be in the office to get things done and telecommuting can only help a little.
- There needs to be more input from millennials and younger generations. We need to include them in the advisory group process.
- There should be a briefing on the FDOT Work Program and budget.
- We should review the performance report on the FTP and SIS.
- It would be good to see what the FDOT Work Plan looks like compared to the FTP. Are there projects identified in the Work Plan that don't align with the 2060 FTP goals? This could be a good starting point for defining new goals for the FTP update.

- The state's targeted industries are important and it would be good to become familiar with those.
- On demand ridesharing changes not only surface transportation but also aviation.
- The Florida Ports Council have released a new global trade analysis document that will be useful for advisory groups.

Public Comment

There were no comments from the public.

Closing Remarks

Rich Biter closed the meeting and thanked members for their participation.

<u>Adjourn</u>

Meeting concluded at 3:18 PM.

TAB 6 LEGISLATIVE

TAB 6A LEGISLATIVE: STATE



MEMORANDUM

DATE: September 9, 2014

TO: Paul Anderson, Steve Cernak

Chairmen, Legislative Committee

CC: Val Schwec, Chairman

Doug Wheeler, President and CEO

FROM: Michael Rubin, Vice President Governmental Affairs

SUBJECT: 2015 LEGISLATIVE PLATFORM

As you know, the elections of November 2015 will bring a new legislative leadership and committee structure for the next two years. Speaker-Designate Steve Crisafulli (R- Merritt Island) will lead the House, and President-Designate Andy Gardiner (R-Orlando) will lead the Senate. We do not expect any official report on who the chairmen of the transportation or appropriations committees in the House or Senate may be until after the November elections.

The House and Senate will hold their "Organizational Session" on November 18, 2014. In recent years, these organizational sessions have been short meetings with basic briefings for newly-elected members. We may have the opportunity to provide some educational material to these members about the impact of Florida's seaports. It is our plan to provide the appropriate House and Senate committees with briefing materials, and request a formal presentation in front of those committees when they begin their formal committee hearing processes.

Our initial platform for Regular Session 2015 issues includes the following:

- 1. <u>Funding</u>. Over the past four fiscal years, the Governor and Florida Legislature have increased the total annual level of funding for seaports to over \$100 million. As you know, the statutory minimum for the Florida Seaport Transportation and Economic Development (FSTED) Program is a minimum of \$15 million, and an additional statutory minimum of \$35 million is provided for seaport projects in the Strategic Port Investment Initiative (SPII). The Governor's budget recommendation is not required to be provided to the Florida Legislature until the end of February 2015. Staff recommends that our initial legislative funding platform for Regular Session 2015 contain the following two elements:
 - a. <u>Increase the statutory minimum for the FSTED Program from \$15 million to</u> <u>\$25 million</u>. We also should seek to place this statutory change in the Florida

Department of Transportation (FDOT) legislative package for Regular Session 2015. The last statutory change was made in 2012, and was part of the overall FDOT legislation.

- b. Continue the annual funding of seaport projects by the Governor and Legislature of over \$100 million. The proposed FDOT Work Program for Fiscal Year 2015/2016 currently contains approximately \$70 million for seaport projects this includes bond debt reserve payments of \$35 million, FSTED funds, SPII funds, growth management funds, Strategic Intermodal System funds, and district FDOT funds. These numbers are preliminary, but this would mean that the minimum statutory number of \$50 million for the FSTED Program and the SPII Program would not be funded. Staff has discussed this issue with FDOT staff, and they have stated they would provide funding for the minimum amounts of both programs in their recommended FY 2015/16 Work Program.
- 2. Confidentiality of Rate Agreements. Currently federal law (46 U.S.C. 40306) provides that rate agreements with carriers and other tenants that are filed with the Federal Maritime Commission are exempt from disclosure to the public unless relevant to an administrative or judicial proceeding. Florida's Sunshine Law does not provide a similar exemption, and such rate agreements are subject to release to any entity including a competitive port entity in another state that requests the documents containing the rate agreement. We recommend that legislation be introduced (would require a stand-alone bill) that would provide the same exemption available under federal law in Florida statutes.
- 3. Non-divisible/Non-containerized Truck Weight Limits. As you may recall, this issue has been an ongoing discussion with FDOT, especially after the rule change authorizing a weight limit increase for the transport of containerized cargo. Representative Adkins filed a bill last year, and may file similar legislation in the 2015 Regular Session. We continue to work internally with FDOT on the issue of non-divisible non-containerized cargo, and hope to seek resolution through the rule making process. If necessary, legislation may be required to direct the FDOT to increase these weight limits.
- 4. Repeal of State Taxes not Imposed by Other Competitive States. Economic development leaders in Florida continue to look at Florida's tax structure to determine if there are any areas that impose an undue or non-competitive burden on the expansion or location of businesses in Florida. In past legislative sessions, there have been several bills introduced to repeal specific taxes manufacturing, corporate income tax, motor vehicle license fees, sales tax on commercial rentals, etc. In addition the FPC has previously worked to introduce port tax credit legislation similar to those tax credits adopted in Virginia and other states. Generally, House and Senate leadership will decide upon a list of priority economic development incentives or tax repeals sometime during the session.

Staff recommends working with the Department of Economic Opportunity, Enterprise Florida, Florida Chamber, Associated Industries of Florida and other state economic

development organizations to present a list of possible incentives or repeals that could be passed during Regular Session 2015. This could include the following:

- a. Repeal of Sales and Use Tax on Commercial Real Property Leases. Currently, commercial rentals are taxed at 6 percent at the state level, plus the local discretionary surtax. Florida is the only state that imposes a specific sales tax on commercial leases. Legislation has been filed the past few years to phase out the sales tax over several years, but has not received a hearing to date in either the House or Senate. One of the reasons for the lack of interest by the House and Senate is the potential negative fiscal impact of this legislation. According to the state Revenue Estimating Conference, the current amount of state revenue being generated by this sales tax is approximately \$1.5 billion. Enterprise Florida and the Florida Chamber have identified this repeal as an issue to be presented to the Florida Legislature.
- b. Legislation to Authorize a Tax Credit for Investment/Development of Freight and Logistics Facility. A freight and logistics facility tax credit for businesses expanding or creating such a facility was created by legislation in 2012. In that legislation, business were authorized a tax credit of \$3,000 per job created or equal to 5 percent of the capital investment in the facility. The legislation also capped the annual amount of tax credits that could be awarded at \$10 million. The tax credit legislation was not heard in the House or the Senate. Again, fiscal impact as well as other economic development incentive legislation worked against a hearing on this issue by the Florida Legislature.
- 5. Other Regulatory or Permitting Issues. The Seaport Environmental Management Committee of the FSTED Council will be meeting in September and discussing potential issues related to state and federal permitting procedures. Based on these discussions and other sessions with FPC consultants, there may be the potential for additional legislation related to these discussions.
- 6. **FPC Partners Legislative Priorities**: Our partners (e.g. Enterprise Florida, Florida Chamber, AIF, etc.) often ask for our support of their legislative priorities. To date we have heard from Enterprise Florida and the Florida Chamber on some early issues for the 2015 Regular Session. These include – support the creation of an International Business Caucus, support level funding for Enterprise Florida international offices, and support a permanent consular corps staff position in the Governor's Office.

Follow the Florida Ports Council to get the latest news on seaport issues:







MEMORANDUM

DATE: March 13, 2015

TO: Florida Port Directors

FROM: Michael Rubin, Vice President Governmental Affairs

SUBJECT: LEGISLATIVE UPDATE – WEEK OF MARCH 9-13

The second week of the 2015 Regular Session of the Florida Legislature is now complete. The House sent its version of water policy/Amendment 1 implementation over to the Senate and it appears that issue will go to conference. We are watching the Senate version closely for its potential impact on future transportation funding. Below is a detailed update on FPC legislative issues:

1. <u>Fiscal Year 2015/16 Budgetary Issues</u>. Senator Latvala (R- St. Petersburg), Chair of the Senate Transportation and Economic Development Appropriations Subcommittee has stated that his Subcommittee will begin the development of the Senate's Transportation and Economic Development Budget next week. The Senator has begun taking individual member (line item) requests and plans on working on major program issues during two committee hearings next week.

The House has released its initial discretionary revenue allocations for budget areas – the House Transportation and Economic Development budget has been allocated \$136 million in recurring and non-recurring revenues. This allocation does not include deliberations with respect to the FDOT Work Program for Fiscal Year 2015/16. Representative Corcoran (R-Lutz), Chair of the House Full Appropriations Committee also has requested information on individual member (line item) requests. House appropriations committees should begin discussions on budget development next week as well.

We expect a full release of detailed information from FDOT on seaport project issues that will be included in the budget soon – including information on the \$109 million identified by the Governor for seaport projects in his budget request. This detailed information should include specific information on Fiscal Year 2015/16 Strategic Port Investment Initiative (SPII) Projects. We will provide you with any specifics when they become available.

FDOT 2015 Legislation -- Increase of FSTED Statutory Program Funding from \$15 million to \$25 million (HB 7039 by the House Transportation and Ports
 Subcommittee, SB 1456 by Senator Latvala, and SB 1554 by Senator Brandes).

 HB 7039, the primary FDOT 2015 Package, has been formally referred to two House committees – the Transportation and Economic Development Appropriations
 Subcommittee, and the Economic Affairs Committee. The bill has not been scheduled for a formal hearing to date.

SB 1459 by Senator Latvala and SB 1554 by Senator Brandes both also contain the statutory increase for the FSTED Program. Both bills have been referred to three Senate Committees – the Transportation Committee, the Transportation and Economic Development Appropriations Subcommittee, and the Appropriations Committee. Neither bill has been scheduled for a hearing.

3. Freight Logistics Zones (HB 257 by Representative Ray and SB 956 by Senator Simpson). On Tuesday, March 10th, the Senate Community Affairs Committee heard the Senate bill and passed it unanimously. The bill still has two more Senate committee references – the Subcommittee on Transportation, Tourism and Economic Development Appropriations; and the Fiscal Policy Committee. Again, as currently written we have expressed support for this legislation.

On Wednesday, March 11th, the House Economic Affairs Committee heard HB 257 and passed it unanimously. The bill is now scheduled for Special Order Calendar on the House Floor on Tuesday, March 17th.

4. Freight Mobility & Trade Projects (HB 331 by Representative Ray and SB 958 by Senator Simpson). As noted in our previous memoranda, these bills would transfer motor vehicle license fees that had previously been dedicated to the General Revenue Fund into the State Transportation Trust Fund. Both of these bills are scheduled for a budgetary and fiscal analysis by the Revenue Estimating Impact Conference to determine the amount of funds that would be transferred to the State Transportation Trust Fund. Initial discussions are that this would transfer approximately \$150 to \$200 million for additional transportation projects.

The House bill has not been scheduled for a hearing to date but has been referenced to three House committees – the Subcommittee on Transportation and Ports, the Subcommittee on Transportation and Economic Development Appropriations, and the Economic Affairs Committee.

The Senate bill also has not been scheduled for a hearing to date but has been referenced to three Senate committees – Transportation Committee; Subcommittee on Transportation, Tourism and Economic Development Appropriations; and the Appropriations Committee.

5. **Port Tour of JAXPORT Facilities**. Several members of the House Subcommittee on Transportation and Ports will be visiting JAXPORT facilities on Monday morning. This

visit is a part of the Chairman's (Representative Rooney (R-Palm Beach), efforts to visit several of Florida's seaports. We appreciate the efforts of everyone to help ensure that these visits provide an overview of the benefit and efforts of all of Florida's seaports. We will be joining the Jaxport tour, and working with the members to continue these port visits.

6. **FPC Lobby Group**. Because of the JAXPORT tour, we will not have a FPC Lobby Group meeting on Monday.

Please call or email us if you have any questions.

Follow the Florida Ports Council to get the latest news on seaport issues:





Legislative Statement

2015 LEGISLATIVE PRIORITIES

Florida today is uniquely positioned to capture significant economic benefits from expanded international trade. Florida's robust system of seaports and freight infrastructure provides a ready pathway to secure new jobs, contribute tax revenue and encourage vibrant economic growth. Florida's global trade community already is fulfilling its commitment with significant investments in expansion and with diligent management and optimization of infrastructure.

Cargo and cruise activity in Florida is responsible for more than **680,000 direct and indirect jobs** and **\$96.6 billion in total economic value**. These activities contribute more than \$2.4 billion in state and local tax revenues.

Background:

Florida has made tremendous strides in enhancing our transportation system under the leadership of Governor Scott and the Florida Legislature, committing over \$850 million in projects identified by seaports and the Florida Department of Transportation. And these investments have attracted the attention of maritime businesses and shipping companies around the world and Florida is now seen as a leader in freight mobility development in the U.S. However, if Florida is to remain a leader in today's fiercely competitive global marketplace, if we hope to capture new trade opportunities and grow as an even more powerful player in trade and commerce on a global level, we must continue to invest in freight infrastructure development and implement strategies to attract global shipping businesses and manufacturers to Florida.

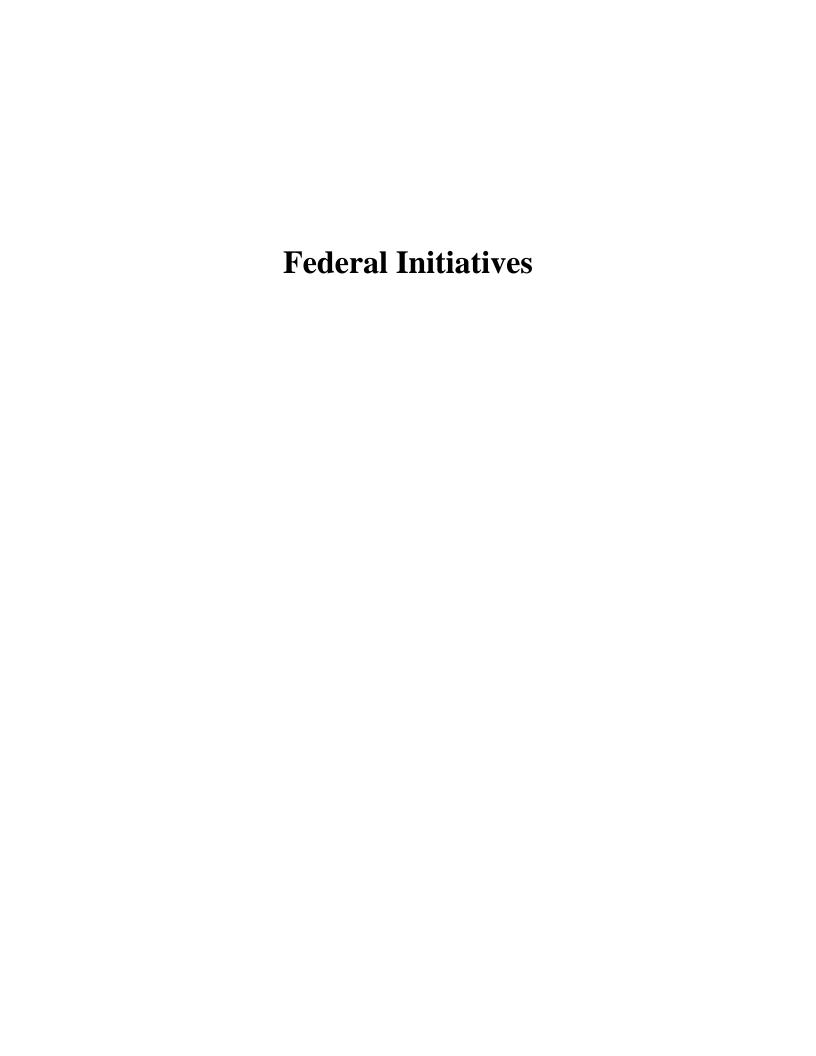
Priority Issues:

The Florida Ports Council recommends the following actions for the 2015 Florida Legislative Session:

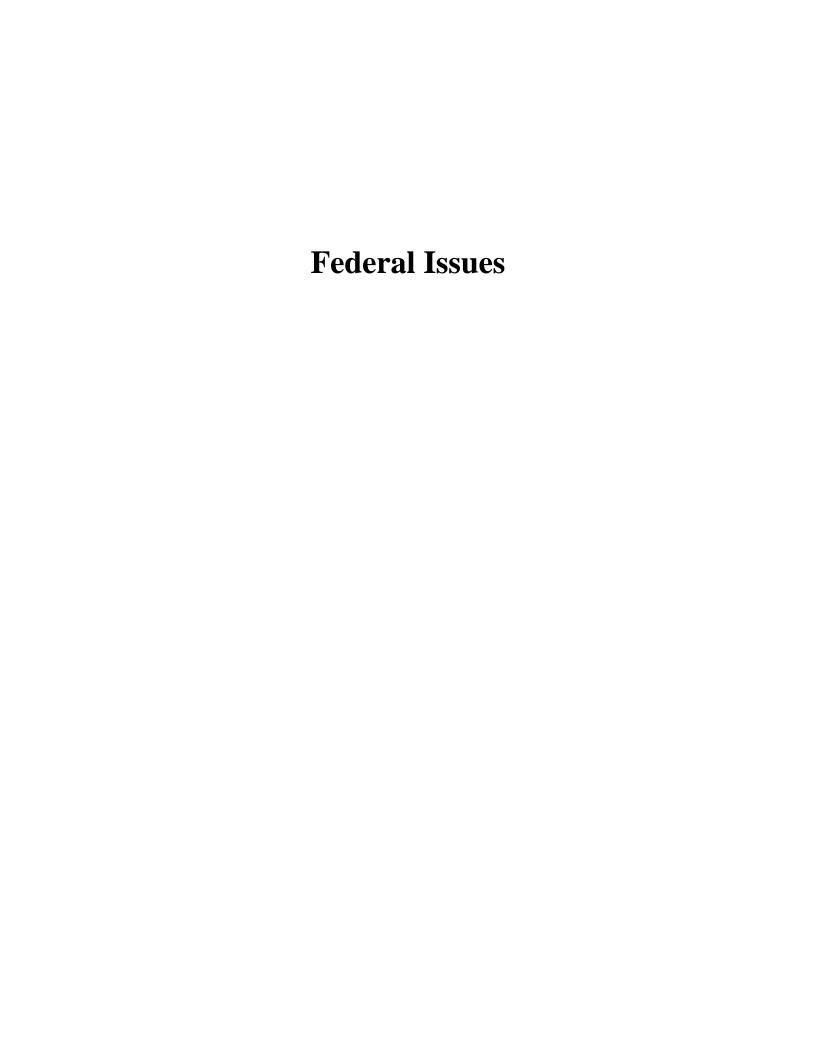
- Support the Governor's Proposed Budget for Fiscal Year 2015/16. This budget includes \$9.1 billion for the
 FDOT Work Program. The Work Program allocates \$109 million for seaport projects funding the Florida
 Seaport Transportation and Economic Development (FSTED) Program and the Strategic Port Investment
 Initiative (SPII).
- Continue to send the message that Florida is investing in our seaports to cement its position as a global trade leader. This includes increasing the minimum statutory funding level for the state's on-port investment program in Chapter 311, F.S., from \$15 million to \$25 million. Protecting future seaport infrastructure funding is key to showing Florida's stability and leadership in the global market.
- Identify legislative or executive action to attract new import or export business to Florida (e.g. manufacturers, retailers, logistics). This includes working with Enterprise Florida, Inc., the Department of Economic Opportunity (DEO), and the Department of Transportation (FDOT) to ensure that state incentives and marketing efforts capitalize on and enhance recent investments in Florida's seaports.
- Identify and address issues that make Florida less competitive as compared to other Gulf Coast/East Coast states. This includes ongoing efforts with the FDOT, the Florida DEO, and the Department of Environmental Protection to remove or reduce any undue regulatory burdens.



TAB 6B LEGISLATIVE: FEDERAL



TO BE DISCUSSED AT MEETING



MAP-21

On February 25, 2015, the U.S. Senate Committee on Environment and Public Works held a hearing in Washington, D.C. The hearing is summarized below.

The EPW hearing was titled "The Importance of MAP-21 Reauthorization: Perspectives from Owners, Operators and Users of the System" and the following individuals offered testimony:

- Mr. Steve Heminger, Executive Director, Metropolitan Transportation Commission
- Mr. Thomas Riordan, President & CEO, Neenah Enterprises, Inc.
- The Honorable Carlos Braceras, Executive Director, Utah Department of Transportation
- Mr. Walt Rowen, President, Susquehanna Glass Company
- Mr. David Gardner, Vice President Supply Chain and Customer Experience, Ingredion Incorporated

EPW Committee Chairman Inhofe (R-OK) opened the hearing by saying that the nation's infrastructure is crumbling and insufficient to meet the needs of U.S. businesses and drivers. Chairman Inhofe expressed his view that it is the shared responsibility of states and the federal government to provide a functioning transportation network, and he would like to see the Congress enact a long-term surface transportation authorization before the current extension expires. Ranking Member Barbara Boxer (D-CA), in her opening statements, echoed the Chairman's urgency to pass a long-term bill before the extension expires.

Testifying first was the Honorable Carlos Braceras of UTAH DOT. Mr. Braceras stated Utah requires federal participation to develop the highest-functioning transportation system. Mr. Braceras noted that the current extension runs out at a particularly troublesome time; May 31 is the heart of construction season for nearly all states and the uncertainty of future funding has forced several states to put large projects on hold. Mr. Braceras encouraged Congress to consider authorizing a "Consolidated Funding" pilot program that would build on the program consolidation efforts made in MAP-21 by treating all core funding provided to a State under the National Highway Performance Program, Surface Transportation Program, and Highway Safety Improvement Program as a single, consolidated apportionment. Underscoring his desire for Congress to continue moving toward a performance-based system, states would only be eligible to participate in the program once they had an established performance management system that demonstrates a system of metrics and performance measures that assist and guide the State in the decision-making process to Federal program funding received through the pilot program.

Mr. Steve Heminger, executive director of Metropolitan Transportation Commission (MTC) offered three points to begin his testimony: 1) he thanked the committee for the improvements made through MAP-21, noting that freight policy, permit streamlining, the emphasis on performance, and program consolidation were all welcome developments; 2) despite this progress, federal policy needs an increased focus on investment needs in metro regions and he encouraged Congress to adopt a "performance partnership" with dedicated funding between the USDOT and MPOs. He noted that the economy will rise and fall with the success of metro regions; 3) a revenue source is needed to pay for all of the critical infrastructure improvements. Mr. Heminger said the San Francisco Bay area currently dedicates 90% of money available over the next 25 years just to operate and maintain existing transportation network, and the Federal contribution is just 13%, demonstrating that California is not asking for a handout. There are a lot of expansion programs left on the table because there is no money left after maintaining the current system. He stressed that current funding levels will not cut it.

Mr. Heminger served on SAFETEA-LU's Congressionally-appointed National Surface Transportation Policy and Revenue Study Commission, which studied transportation finance options intensively for two years before delivering recommendations to Congress in early 2008. The Commission recommended an increase in the federal motor fuels taxes to address surface transportation needs in the short term. He noted that 42 states have managed to raise their motor fuels taxes since the last federal increase. Later in Q&A, Mr. Heminger stated that Commission determined that a user-fee system is far superior for transportation funding than establishing an unrelated revenue source.

Mr. Riordan represented Neenah Enterprises and the National Association of Manufacturers. Neenah is a manufacturer of municipal items (such as manhole covers and tree grates) as well as a component provider for many of the nation's largest manufacturers. Mr. Riorden noted that his business relies on the transportation network's ability to move goods swiftly and cost effectively. Manufacturers are looking for the U.S. government to fulfill its Constitutional responsibility to facilitate commerce in the United States. Mr. Riordan said recent West Coast port congestion has presented many challenges for U.S. manufacturers. He called for Highway Trust Fund solvency and investment in the nation's transportation system.

Mr. Dave Gardner, testifying on behalf of Ingredion Incorporated and the U.S. Chamber of Commerce, said his company's supply chain contains 35 manufacturing centers and 24 R&D facilities, all depending on the timely movement of raw materials into these facilities and finished products to market. He said that in 2014, transportation costs – excluding the cost of fuel – increased by 3.6% and outpaced inflation. He noted several examples in which deteriorating infrastructure negatively impacted his company's bottom line, including moving production from a facility in Chicago to one in Canada to avoid congestion and wasted time and cost in the Chicago region. Mr. Gardner said the business community is no longer able to stay silent on this issue because poor transportation infrastructure is costing his company a great deal of money.

Mr. Walt Rowan, owner of Susquehanna Glass Company, echoed Mr. Gardner's testimony, stressing the negative impacts businesses are feeling as a result of diminished infrastructure. Speaking on behalf of the small business community, Mr. Rowan offered that in 2014 alone his company paid \$1 million in shipping fees, driven up due to failing infrastructure.

Chairman Inhofe opened the Q&A portion of the hearing by stating his disdain for devolution. He noted that no state is an island, and that the Interstate System was envisioned to support both defense and interstate commerce in equal parts. He asked each of the witnesses if they believe there is a federal role in transportation.

Mr. Braceras stated his support for a strong federal role in transportation, noting that states rely heavily on Federal participation for preservation and maintenance. Responding to the same question, Mr. Heminger drew upon the thoughts of President Eisenhower, who believed transportation knit our system of states together. While California is perhaps best positioned to stand on its own as a "nation state," the need for a federal program exists, particular for freight and goods flow through the state.

Senator Rounds (R-SD) stated that South Dakota relies heavily on the Federal Highway Program, and noted that a devolved system would force the state to increase its gas tax drastically. He asked the panelists to share their views on devolution. Mr. Rowen noted that given Pennsylvania's central location, any product that travels to or from the North East must travel through Pennsylvania. The

state's "North-South" location is the worst possible for roads because of the wide variety of temperatures and constant freezing and thawing. The North East remains the most densely populated part of the country, requiring a huge volume of freight traffic to service these consumer markets. The infrastructure is deteriorating due to the climate and heavy volumes. The large amount of "through traffic" and expense to Pennsylvania roads are very good reasons for a federal system.

Senator Boxer said that nothing has come out of the Senate Finance Committee yet proposing how the next surface transportation bill might be paid for, but she remains open to all ideas. At the height of the great recession, more than two million construction workers were unemployed; today 600,000 remain unemployed. She asked the panelists to explain consequences of inaction OR passing a six month extension immediately prior to May 31. Mr. Breceras responded that waiting until the May 31 deadline to take action could result in a lost construction season due to project cancellations caused by uncertainty. He said these same projects will cost more money to complete next year than they would today. Mr. Heminger responded that delaying a project when it is ready to begin construction is very costly.

Later in Q&A, Senator Whitehouse (D-RI) initiated a conversation on the cost of deferred maintenance, costing tax payers money via repairs to their vehicles caused by bad infrastructure. Whitehouse cited a statistic showing that the cost of vehicle repairs needed because of bad infrastructure costs Rhode Island motorists more than twice what the state receives annually from the Highway Trust Fund. He asked for observations to build this story, so people understand that they are already paying a "hidden tax" on this insufficient infrastructure. Senator Whitehouse also expressed concern that House members may try attaching controversial and unrelated riders to the surface transportation bill.

Senator Vitter said that business leaders often discuss two limiting factors for growth: infrastructure capacity and skilled workforce capacity. He wants to encourage everyone to "cut to the chase on the financing side," saying that the May deadline is quickly approaching. In Vitter's opinion, there exist three primary options 1) increasing the gasoline tax (but he would like to see a tax offset to address this); 2) repatriation of foreign income and elements of business tax reform; 3) increase domestic energy production with revenue dedicated to infrastructure development.

Senator Boxer entered into the record a memo with six funding sources she would be open to exploring: 1) a gas tax increase with an offset/ rebate for low income and middle class individuals; 2) the Virginia model, which replaces all transportation fees with a wholesale fee on the price of fuel; 3) a small gas tax increase combined with repatriation; 4) tax on the purchase of new vehicles; 5)an honor-based fee on vehicle miles traveled; and 6) expanded bonding authorities. Senator Boxer also referenced the "hidden tax" of our deteriorating infrastructure and said that recent reports show crumbling roads cost the average vehicle over \$700 per year.

Water Resources & Reform Development Act (WRRDA) / HMTF

TO BE DISCUSSED AT MEETING

APHIS

(The Animal and Plant Health Inspection Service)

Congress of the United States Washington, DC 20515

December 4, 2014

The Honorable Tom Vilsack, Secretary U.S. Department of Agriculture 1400 Independence Avenue, SW Washington, DC 20250

Dear Secretary Vilsack:

We write to express concerns about the U.S. Department of Agriculture's Animal and Plant Health Inspection Service's (APHIS) pending rulemaking increasing Agricultural Quarantine Inspection (AQI) fees.

As proposed in the April 24 Federal Register, the AQI rulemaking increases fees for commercial trucks by 52 percent, commercial trucks with transponders by 205 percent, commercial vessels by 66 percent and commercial aircraft by 218 percent. It also establishes a new \$375 per pest treatment fee, \$2 fee for each international cruise vessel passenger and lifts the fee caps for commercial trucks, vessels and railcars. The maximum amount a commercial vessel presently pays is \$7,440 per year. Under the pending rulemaking, a commercial cargo vessel with a weekly call to the U.S. from the Caribbean, for example, would pay \$42,900 (nearly five times the current fee) not including overtime fees. Furthermore, some cruise vessels could pay as much as \$600,000 annually.

According to APHIS, the proposal increases AQI user fees by \$530.6 million, much of which will be borne by small, port-related businesses such as importers, commercial truckers, cargo and passenger vessels and aircraft. It is difficult then to imagine how APHIS believes that "effects of the proposed rule on firms within the transportation sector are expected to be limited, regardless of size."

We recognize that APHIS needs additional financial resources to adequately safeguard our borders from destructive invasive pests and that AQI user fees have not been increased in 10 years. We also appreciate that the rulemaking seeks to more closely align, by class, the cost of AQI services provided and user fee revenue received. In its current form, however, the AQI proposal will be extremely disruptive and must be reconsidered.

We are disappointed that APHIS officials did not – as they should have under Section 2(C) of Executive Order 13563 of January 18, 2011 (Improving Regulation and Regulatory Review) - seek the views of many affected stakeholders before issuing the proposed rulemaking. Consequently, we urge APHIS to consider withdrawing the pending rulemaking and instead negotiate another more workable proposal with representatives of affected industries.

Sincerely,

MEMBER OF CONGRESS

MEMBER OF CONGRESS

Dan Benishek M.D.
MEMBER OF CONGRESS

John C. Carrey John Carney MEMBER OF CONGRESS

Rodney Davis
MEMBER OF CONGRESS

Chaka Fattan MEMBER OF CONGRESS

TOM GRAVES

Tom Graves MEMBER OF CONGRESS

Patrick Meehan MEMBER OF CONGRESS

Ted Poe MEMBER OF CONGRESS

Randy Weber
MEMBER OF CONGRESS

Robert Brady

NEMBER OF CONCRES

MEMBER OF CONGRESS

Kevin Cramer

MEMBER OF CONGRESS

Mario Diaz-Balart

MEMBER OF CONGRESS

Bob Gibbs

MEMBER OF CONGRESS

David Jolly

MEMBER OF CONGRESS

Mick Mulvanev

MEMBER OF CONGRESS

Debbie Wasserman Schultz MEMBER OF CONGRESS

To require the Secretary of Agriculture to use negotiated rulemaking to develop a rule about agriculture quarantine inspection, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

Ms.	Wilson of Florida introd	luced the	following	bill;	which	was	referred	to
	the Committee on	rida introduced the following bill; which was referred to mittee on						

A BILL

To require the Secretary of Agriculture to use negotiated rulemaking to develop a rule about agriculture quarantine inspection, and for other purposes.

1 Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, 3 SECTION 1. SHORT TITLE. This Act may be cited as the " 4 Act". SEC. 2. REVISED RULEMAKING AUTHORITY WITH RESPECT 6 TO AGRICULTURE QUARANTINE INSPECTION. 7 (a) Annul Existing Regulations.—The Secretary 8 of Agriculture may not issue a final rule based on the proposed rule entitled "User Fees for Agricultural Quar-

10 antine and Inspection Services" (79 Fed. Reg. 22895;

- 1 April 25, 2014) and if such final rule is issued before the
- 2 date of the enactment of this Act, the final rule shall have
- 3 no force or effect.
- 4 (b) Restrictions on Rulemaking Authority.—
- 5 The Secretary of Agriculture may not issue a final rule
- 6 pursuant to section 2509(a) of the Food, Agriculture,
- 7 Conservation, and Trade (FACT) Act of 1990 (21 U.S.C.
- 8 136a(a)) except in compliance with the procedures de-
- 9 scribed in subchapter III of chapter 5 of title 5, United
- 10 States Code.

Miscellaneous



Port Canaveral

March 10, 2015

Port Citrus

Environmental Protection Agency

EPA Docket Center (EPA/DC), Mail Code 28221T

Attention Docket ID No. OAR-2008-0699

Port Everglades

1200 Pennsylvania Ave. NW. Washington, DC 20460

Port of Fernandina

Re: Comments to the EPA Docket, ID No. EPA-HQ-OAR 2008-0699

Dear EPA.

Port of Fort Pierce

On behalf of the Florida Ports Council (FPC) and the Seaport Environmental Management Committee (SEMC), we are submitting comments on the U.S. Environmental Protection Agency's (EPA) proposal to strengthen the National Ambient Air Quality Standards (NAAQS) for ground level ozone. The Council's members include fifteen Florida public seaports, some of

Port of Jacksonville

the largest cruise, cargo, and bulk ports in the United States. Florida's ports strive to be environmentally responsible through reducing air emissions, restoring coastal habitat, and

protecting water quality, while safely moving freight within the global marketplace.

Port of Key West

Port Manatee

PortMiami

The new ozone regulations under consideration by EPA are likely to have a significant impact

on public port facilities in Florida, but also along the Gulf States, the Northeast, and West Coast. In fact, if the standard is lowered to 60ppb, the number of "non-attainment" areas in the

country is expected to triple, covering almost the entire country.

Port of Palm Beach

Port Panama City

Our seaports play an important role in the economy and require an efficient and robust transportation and infrastructure system. A stricter standard will likely reduce the ability to conduct cargo operations, which are vital to U.S. trade, and could impact seaports' ability to

Port of Pensacola

accommodate increasing trade volumes, infrastructure investment needs, and negatively impact international port competitiveness. Developing State Implementation Plans, which would be federally mandated to implement the new standard in affected areas, could divert critical

Port of St. Petersburg

transportation infrastructure funding from port development and maintenance and expansion (dredging) projects, further impacting economic growth and job creation. Diversion of these funds for potential local and state congestion mitigation and air quality improvement projects

Port of Port St. Joe

could be at the expense of sorely needed state and national transportation and infrastructure improvements.

Port Tampa Bay

In conclusion, we urge EPA to carefully consider these changes in relation to the impact they would have on U.S. port competitiveness, as well as the nation's transportation and infrastructure system, and evaluate alternative ways to address these ozone risks. We encourage EPA to make sure that the new ozone rule does not impede seaports' ability to continue to grow our economy and serve the trade needs of our nation. By making port operations an important priority in any decision, we believe seaports can continue to be good neighbors to our coastal communities, while creating jobs and economic growth that are so critical to our nation.

Sincerely,

Doug Wheeler

President & CEO

TAB 7 OTHER ISSUES

TO BE DISCUSSED AT MEETING

TAB 8 ADJOURNMENT

GUEST SPEAKER BIOS

