



**FLORIDA PORTS COUNCIL
2015 Fall Board Meeting
& Annual Meeting**

**September 2nd – 3rd
Sarasota, FL**

Hyatt Regency Sarasota



Annual Board Meeting

ITINERARY

September 2, 2015 – September 3, 2015

Hyatt Regency, Sarasota, Florida

Wednesday, September 2, 2015

9:00 a.m. – Noon	SEMC Meeting	<i>Keys Room</i>
Noon – 1:00 p.m.	Lunch	<i>Ringling Room</i>
1:30 p.m. – 5:30 p.m.	FPC Annual Board Meeting	<i>Keys Room</i>
6:00 p.m. – 7:30 p.m.	Reception	<i>Florida Room & Poolside</i>
7:30 p.m. – 9:30 p.m.	Dinner (Private)	<i>Michael's on East (Transportation Provided)</i>

Lunch Sponsored by:

MARINER

Break Sponsored by:

**CDM
Smith**

Dinner Sponsored by:



Thursday, September 3, 2015

8:00 a.m. – 9:00 a.m.	Port Director's Breakfast (Port Directors Only)	<i>Board Room</i>
9:30 a.m. – 12:00 p.m.	FPC Board Meeting	<i>Keys Room</i>
12:00 p.m. – 12:30 p.m.	Lunch	<i>Ringling Room</i>
12:30 p.m. – 4:30 p.m.	FSTED Meeting	<i>Keys Room</i>

Breakfast Sponsored by:

**VISIT
SARASOTA
COUNTY**
FLORIDA'S GULF COAST
visitsarasota.org

LONGBOAT KEY | SARASOTA | LIDO KEY | SIESTA KEY | VENICE
CASEY KEY | MANASOTA KEY | ENGLEWOOD | NORTH PORT

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

TAB 1
CALL TO ORDER



2015 FALL BOARD MEETING & ANNUAL MEETING

September 2nd & 3rd
Hyatt Regency Sarasota

AGENDA

1. Call to Order and Chairman's Welcome
2. Roll Call and Opening Comments
3. Administrative Issues
 - A. Approval of the Minutes - June 23rd 2015 Summer Meeting
 - B. Budget Report
 - i. FY 14/15 Budget Statements
 - ii. FY 15/16 Proposed Budget
 - C. President's Comments
 - D. Program Administration
 - i. FPFC
 - E. Governance
 - i. FPC Nominating Committee Report
 - F. Other Issues
 - i. Implementation of *Analysis of Global Opportunities & Challenges for Florida Seaports*
 - ii. 2016 Spring Board Meeting & Legislative Forum: February 3-4: Tallahassee
4. Partner Updates
5. Public Affairs
 - A. Communications Update
 - B. Marketing Update

6. Legislative

A. State:

- i. Budget/Port Funding/ FDOT Legislative Package
- ii. Port Related
 - a. Ethics/Lobby Registration Legislation (Sen. Gaetz)
- iii. Miscellaneous
 - a. Partner Issues
 - b. 2016 Legislative Session

B. Federal:

- i. Federal Initiatives
 - a. Florida Ports Council Washington DC Fly-In – October 7-8
- ii. Issues:
 - a. Transportation Funding & Freight Legislation
 - b. WRRDA/HMTF
 - c. APHIS Fee
 - d. Miscellaneous

7. Other Issues

- A. FDOT Funding 101
- B. Other Issues:

8. Adjournment

Guests: Bill Johnson - (EFI)
Secretary Jim Boxold (FDOT)
Derrick Smith - (CSX)
Rep. Rooney - (Chr. House Transportation and Ports Committee)
Carmen Monroy - (FDOT)

TAB 2
ROLL CALL/
OPENING COMMENTS



ROLL CALL

MEMBER:

DESIGNEE:

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 KURLA, MIAMI

MANUEL ALMIRA, PALM BEACH

WAYNE STUBBS, PANAMA CITY

AMY MILLER, PENSACOLA

EUGENE RAFFIELD, PORT ST. JOE

WALTER MILLER, ST. PETERSBURG

PAUL ANDERSON, TAMPA

08/01/15

TAB 3
ADMINISTRATIVE ISSUES

TAB 3A
APPROVAL OF MINUTES

FPC Summer Board Meeting

Tampa – June 23, 2015



SUMMER BOARD MEETING

June 23, 2015

Tampa Airport Marriott - Tampa

1. Call to Order and Chairman's Welcome

Chairman Val Schwec called the meeting to order at 9:59 a.m.

Members Present: Chairman Val Schwec, Manny Almira, Paul Anderson, Doug Bradshaw, Carlos Buqueras, Steve Cernak, Amy Miller, Walt Miller, Brian Taylor, Wayne Stubbs, John Walsh, Don West

Others Present: Doug Wheeler, Mike Rubin, Toy Keller, Jennifer Davis, Christy Gandy, David Anderton, Michael Poole, Eric Green, Ryan Elliott, Karl Strauch

2. Roll Call and Opening Comments

Christy Gandy called the roll and a quorum was present.

Panama City – Port Director Wayne Stubbs reported the Governor vetoed an outside effort to obtain funding for a project using the name of his port in the budget this session. Containers are up 40 percent this year, copper and paper up as well. One of the carriers servicing Panama City, Union Paper, has a stable container trade, but is looking at increased growth in the next few months. The port is working with a private corporation to get the east channel dredged to 36 ft., plus two. The Army Corps Lesson Learned Report is finished and looks very promising to receive \$5 million in federal funding.

Fort Pierce – Port Director Don West reported that the port has been busy building infrastructure, and looking at additional property the port could purchase in the area. The main road to the port is under construction, which is a \$6 million project. They have created a new project called Fisherman's Wharf, which will include a deepwater berth, currently at 28 ft., along with road improvements to service the berthing area. The City of Ft. Pierce and St. Lucie County held a joint commission meeting in May, where Doug Wheeler attended and spoke on the Global Opportunities Analysis, which got everyone optimistic about the possibilities of growth for the port.

Miami – Ryan Elliott noted that Port Director Juan Kuryla was at the press event with Sir Richard Branson to announce two new cruise ships coming to Miami from Virgin Cruise Lines. Kuryla also met with T. Boone Pickens last week regarding a music-themed cruise. The port's cargo is up 13.5 percent from 2014. Currently, the port is working on contracts and tariffs, with the goal of giving volume rebates back to tenants. The port has retained 150,000 containers as well as experiencing new container growth. The port's current ferry service carries 13,000 passengers a month to Bimini, but the service is expected to change once Cuba fully opens. The dredge will be totally operational in September as they are working out safety issues with tugs and harbor pilots. The port is purchasing new cranes in 2016, and the new tunnel removed two million cars off the roads in 2014 alone.

Pensacola – Port Director Amy Miller reported the dredging of Pensacola Pass is scheduled for this fall. The Pass is silting in quicker than normal, which will cause the Army Corps of Engineers to perform a maintenance dredge. Deep Flex representatives were in Pensacola last week and will be back to begin construction within the next few months. The project should be completed one year after they begin construction. The port is currently looking at an off-site compensatory construction project with the airport, so the port can use fill dirt material to build out additional usable port land.

St. Petersburg – Port Director Walt Miller reported that the Port Discovery project, which was in their port master plan, has kicked off. It will be a marine science research partnership with USF College of Marine Science and consists of 15 marine research companies in the area. The Port Discovery program will be geared towards grade school children, but open to general public afternoons and weekends. Their plan is to open spring 2016. The port has had inquiries for ferry service from St. Petersburg to Cuba. The wharf renovations completed over the last few years are making their port attractive for a ferry to Cuba. They recently hired an outside contractor to attract large yachts to the port. Currently, the entire wharf is fully operational, and the port is in good shape because of FSTED support. The City of St. Petersburg has completed their first downtown waterfront master plan, making the city realize how underused port has been. The port is now looking at adding two new piers for more dockage and possibly adding additional structures.

Palm Beach – Port Director Manuel Almira reported the Slip Three project will be completed in July, and on August 20 they plan to have a ceremony with the Governor in attendance. A casino cruise line starts operating at the port on July 4, and is owned by the creator of PayPal. Their cargo container growth is 13 percent higher than last year. Tropical Shipping has received its license to start service to Cuba.

Canaveral – Port Director John Walsh reported GT USA's new terminal had its grand opening celebration a few weeks ago. The terminal should be fully operational by September. Phase one of a new auto terminal is scheduled to be completed in August. Bulk materials are up 110 percent this year. The port is looking at a float/railcar barge, which must go through the normal environmental process. September or October will be the months for community input. The casino cruise business is up seven percent this year. The port is up 15 percent in volume for cruises and is looking at renovating cruise terminals five

and ten with a \$60 million dollar renovation, and looking to build a new cruise terminal in 2016. Currently The Cove development is 60 percent leased. Once the property is 70 percent leased it will break ground and begin looking at building a four-star hotel.

Everglades – Port Director Steve Cernak reported that the port's current focus is on infrastructure. Its intermodal transfer container facility is closing at a 30-35 percent annualized rate. The South Port turning notch should be complete in 30-60 days. Design is ongoing for the berth. Slip two needs to be lengthened by 250 feet. Right now the port is looking at the design of container crane clearance due to FAA and airport regulations, which sets the maximum height at 173.5 feet above sea level. This requires the port to develop an operational plan along with the airport. The port is currently constructing reefer pads and strato-carriers, which will further lead to densification. The port is getting prepared to start a programmatic cruise study. All port metrics are up and showing an eight percent increase in container growth. The civil works review of the dredging project passed unanimously. Cernak said that he has a meeting with the Chief of Engineers this week and he is still waiting for a signed Chief's report. He recently attended the Transportation and Infrastructure subcommittee meeting and believes the ports should be pushing collectively for WRRDA implementation, which would resolve the issues between advanced funding and accelerated funding.

Jacksonville – Port Director Brian Taylor reported that JAXPORT is currently working on capital improvements with particular consideration for berths and cranes. The Mile Point project will begin in a month and an half. The ICTF is on schedule, and business continues to grow with auto, containers and break bulk growing. Puerto Rico is leveling out, and the LNG plant being built by West Pack is pivotal and should be online in the next two years. Waterside bunkering will be done by a barge arriving in Jacksonville in two years. Shoreside bunkering is still being worked on, but the mechanics with the Coast Guard may make it impossible.

Key West – Port Director Doug Bradshaw reported Key West has had a good year with cruise ships; however, the port is seeing the negative effects from not dredging. The port volume is up this year on small cruise ships at Mallory Dock with about 55 ships this year, but it will be down next year. The port has had constant inquiries for ferry boats to Cuba; but its biggest issue is lack of a customs facility to accommodate a ferry boat.

Tampa – Port Director Paul Anderson reported that Port Tampa Bay's revenues are up nine percent, with net income up 12 percent over last year. Bulk is up over 100 percent in steel alone. Cargo is also up 20 percent in tonnage/TEUs, and cruise passengers are up 12 percent. Currently, the port is working on its master plan, but with two concurrent master planning processes, one being on Channelside. Jeff Vinik, owner of the Tampa Bay Lightning, recently purchased Channelside, and is planning to invest to revitalize the entire property including all of the parking and the unused bulkhead. The port recently provided some location shoots for a movie about Pablo Escobar, called The Infiltrator, starring Brian Cranston. By providing the sets and supporting the movie business in Florida, the port hopes to drive some additional revenues. The port has also been allowing special events to

create awareness of the port and for new revenue streams as well. The Green Beret Foundation held a special event in their cruise terminal. The post-Panamax cranes are due for delivery in early 2016. The port just signed a 50-acre lease for a steel export facility 25 on/25 off. The port was recently approved for a channel sharing project, yet the Army Corps stated that a \$300,000 study had to be performed first. Considering project is only a \$250,000 project, the port is opposed.

Manatee – Port Director Carlos Buqueras reported that port cargo is picking up with materials and containers. The port recently closed a deal with Del Monte. Race Track gas stations will commission a new terminal next week and is expected to bring in a few million gallons of petroleum over the next few years. The port has some off-site terminals interested in developing a petroleum dedicated pier.

Fernandina – Port Director Val Schwec reported he had a visit from Bill Johnson with EFI, along with a manufacturer wanting to locate in the Southeast U.S. He is currently working with them for a formal presentation with incentives. The company was looking at South Carolina, but he is hopeful of good news for Port Fernandina soon. The port's container service is growing again. With Bermuda ramping up for the World Cup sailing race, the port recently started working on a short sea shipping initiative to move 250,000 containers out of Fernandina. He expects port volume to be up 35-40 percent this year. The port has added a major shipper to the Mediterranean, which starts loading out next week. Currently, the warehouses are full, and the port is close to adding another break bulk line of service. The port has also been looking at nonhazardous liquid transfers from rail to isocontainers. Rayonier and Beauregard have been in talks to export liquid or solid form of wood pulp; however, talks are in the early stages and are not expected to be completed until 2017. Schwec noted some issues with the local community regarding the port master plan efforts, but for now the local advisory board has addressed some of the community complaints and the port will go back and streamline the master plan.

3. Administrative Issues

A. Approval of the Minutes – March 23, 2015 Meeting in Tallahassee

Changes were noted by the following:

- Schwec stated Port of Fernandina was celebrating its 25th anniversary with the first and longest customer Somers Isles.
- Stubbs stated Berg Pipe at Port Panama City would be manufacturing most pipe in Panama City and some in Mobile.
- Almira asked for the three lawsuit portion of Palm Beach's report be removed.
- A. Miller stated Pensacola reported a profit for the 13th year, not first.
- Almira stated it was not previously owned by Costa Cruise Line, but by the Bahamas Paradise Line, and the date of completion as August, not June.
- Schwec stated LPG and Isotanks, not LNG.

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

B. Budget Report

Wheeler began by addressing the St. Joe dues issue noting he had talked with Eugene Raffield and there had been no change. The board granted that port forbearance in September 2014, and it is now two years behind. As of October 2015, the port will be three years behind. Wheeler stated that he is raising the issue because it will be a budget issue in September. He added that he expects that Port Citrus will not be renewing their membership with FPC, potentially reducing FPC dues revenue by \$30,000 per year.

Taylor asked if St. Joe gave any indication as to their expected action in September and Wheeler responded that they are talking to a prospective tenant that will hopefully allow them to generate income in the near future.

Anderson asked if the FPC had heard anything from anyone in Citrus, as he had heard that the Economic Development Council would like to begin administering the port. Wheeler said that he would contact the EDC, but that he expects a bill next session to remove them from statute.

Stubbs stated that the FPC is seeking an additional \$25 million in FSTED funding, which will hopefully pass next year. This makes for an interesting budget discussion in September, especially with considerations for staff. Stubbs also asked if the executive committee be able to work on the budget with Wheeler. Wheeler responded that is he wants to look at the budget to allow for staff increases, but said it would be hard due to the \$30,000 expected deficit. Anderson added that a committee is helpful to field these issues because it is something that should be addressed.

C. President's Comments

Wheeler stated that the Florida Ports Council is tracking well on all fronts; including outreach, communications and marketing; and historical funding-related projects that Toy Keller has been working on.

FPC staff and the Council worked hard this session on the FSTED increase, which passed the House. Unfortunately the Senate bill was not heard in committee before the Legislature ended session. Committee meetings begin again in September, and FDOT continues to support the FSTED language in its legislative package. Wheeler expressed the belief that the language could have passed on its own, but FDOT wanted it to be included in the bill.

Taylor asked if the port directors needed to do anything else to help with this issue. Wheeler emphasized communicating that the FSTED increase is a priority when talking to legislators. Anderson suggested that all ports ask their delegation members to make the FSTED increase a delegation priority. Wheeler offered to come and testify or present to the ports' delegation members on the issue. Wheeler also noted that the Airports Council has a new director, Lisa Waters, and staff will be meeting with her next week.

The board talked about Cuba at the last meeting, with some concerns about the publicity on the issue. Wheeler spoke to the Governor's office, and they said if there was a concern they would call but as of now, they are aware of the issue, but not concerned. The board continued discussing the concerns and challenges with misinformation and other issues regarding possible trade with Cuba.

Wheeler stated that staff will be developing a more comprehensive sponsorship program. Staff will be looking at expanding the program, but access to the port directors at the dinner and the meeting is the selling point. As the program is expanded, port directors should make every effort to be present at the sponsored events. Wheeler closed by thanking the port directors for their continued efforts and engagement with FPC and he said that he was appreciative of the ports input on all of our varied issues.

D. Florida Ports Financing Commission

Anderson stated that Keller will give a brief update on the FPFC. Keller reiterated that the FPFC's current investment with Wells Fargo was earning .01 percent (or roughly \$400/year), and at the chairman's direction, staff looked at other investment options. The State Board of Administration's Florida Prime account is currently paying .16 percent or approximately \$6500/year so staff asked Bond Counsel, Tom Giblin to look at the possibility of amending the Bond Indenture of Trust to allow the Commission to invest with Florida Prime. He said the process involves a supplement to each of the two Indentures, amending the definition of Investment Securities to include Florida Prime and providing them to the Trustee for their review. Then the Commission would need to approve by resolution, the execution of the supplements, and the Trustee would notify the rating agencies of the amendments. Finally, Mr. Giblin recommended having the Commission's Financial Advisor, First Southwest contact the rating agencies to see what cost might be involved in them looking at whether we can do this.

Keller reported that FSTED project applications are due to be submitted into SeaCIP by July 1, and that Bob Emerson also asked that the ports submit their projects into SeaCIP for the new fifth year of the 5-year work program.

Keller continued by stating that the SEMC met and is proposing a procedure for the review of "stand alone" environmental projects. She said ports should submit those type projects as well, and the Committee will look at them on a trial basis. The minutes of the SEMC meeting were included in the materials.

E. Other Issues

Wheeler stated that FPC's 2015 Fall Meeting is set for Sept 2-3 with a SEMC meeting before and an FSTED meeting after. The 2016 Spring Meeting is set for Feb 3-4, which is much earlier than usual due to the earlier Legislative Session.

Keller reported that the board had a good discussion on the issues raised in the Global Opportunities analysis during the last meeting, and the staff brainstormed on how to move forward. Staff contacted Moore Consulting about developing a branding/marketing plan and scope. Staff also met with FDOT, and Bob Emerson provided a lot of detailed feedback. Enterprise Florida is also working on a marketing strategy for Florida businesses so we will be coordinating with them to make sure that we are not duplicating efforts, but that the message is being carried by EFI as well.

Schwec stated that the FPC officers had served two years and the board would be electing officers in September. A nominating committee was created composed of Almira, Stubbs and Cernak. Wheeler added that he would be reaching out to the committee soon, and those interested in becoming officers should contact him.

Wheeler reported that at the last meeting the board asked for staff to get an appraisal of the office building, and directed members to the appraisal in the meeting materials. The building has great parking, location, and an open lot available for development, which were highlighted as advantages.

The meeting recessed for lunch at 12:25 p.m. and reconvened at 1:24 p.m.

4. Communications/Marketing Update

Jennifer Davis reported positive Twitter and Facebook interactions throughout the followers, which include most of the congressional/ legislative leaders and media in port communities, as well as national media and global companies. Lately, staff has used social media to highlight fun events such as supporting Tampa Bay during Stanley cup playoffs. During May, Florida World Trade Month, fun facts and compelling cargo data from each port were shared, as well as historical information. During that month our Facebook posts had 28.5K impressions according to Google Analytics. To end the month Wheeler did an op-ed, which was picked up by the Pensacola News Journal. Wheeler posted it on LinkedIn and it has received more exposure, other than just traditional print media. The FPC recently released the Seaport Mission Plan and this year we worked with McShane Communications for graphics, which also did the Global Opportunities analysis. The graphics were a focus to make the information as visually appealing as possible. Included in the Seaport Mission plan is lots of info about increasing cargo in 2015, and how we are already seeing trends of cargo growing. *Forward Florida* published an article that tied together the new numbers, the SMP, the governor's trip to CA and linked it with the cargo growth that Florida Ports are seeing.

When the Florida House passed the increase in FSTED, Port Tampa Bay used the FPC release as a template to create its own release. This is a great example of the Ports Council and the

individual ports working to get good news out to local media. Wheeler noted if your port doesn't have communications/marketing staff, let Davis know as she is available to help you get a press release out or share news on social media. Davis also stated she is staying aware of the local media outlets and their contacts to help spread the word. Anderson commended Davis on all of her work with port staff in promoting each of the ports individually and as a group.

Davis stated that the ad in the *Los Angeles Times* with EFI illustrated the opportunities that FPC staff has to share resources and to assist them on anything that talks about ports. EFI is still in a state of transition and should be expecting a change in marketing staff soon. They will be completely rebranding EFI going forward. Davis will be talking to EFI about possibly working together on a branding study and possible advertising.

Davis reported that there are two big events coming up. First there is the IANA EXPO in September where FPC is working with EFI on a Florida Pavilion and there will be a Florida ports area. EFI is looking for other companies to join in with the pavilion sponsorship who are port users that would be a good fit. The AAPA Annual Meeting is in the fall and we are sponsoring a reception. Davis will be getting the marketing committee back together for a meeting soon.

5. Partner Updates

CAGTC

Wheeler reported that CAGTC's most recent newsletter is included in the packet. CAGTC continues to be a good partner on the federal level with freight legislation and beyond. Keller reported on attending CAGTC's April 22 annual conference in Washington, D.C. noting they met with Senator Nelson, Congressman Webster, and Congresswoman Graham's offices. She said that CAGTC's the project booklet, "Freight Can't Wait," was shared with the delegation members, noting that out of 34 projects around the U.S. shown as examples of good freight projects, Florida had four. Wheeler noted Anderson was just elected to the board of CAGTC.

Florida Chamber of Commerce

Wheeler directed the members to the Chamber's regular session legislative update in the meeting materials for their information.

Florida Recycling Partnership

Wheeler reported the Florida Recycling Partnership is close to setting a date with Port Everglades, who is hosting a recycling summit, with SEMC chairman, Bob Musser, in September.

Florida Tax Watch

Wheeler reported on the comprehensive 2015 Legislative report included in the meeting packet. He noted this was a resource for broad information on variety of legislative issues.

FDOT

Wheeler reported on the good relationship with FDOT Secretary Boxold, and said they are currently filling several staff positions. Bob Emerson is in Meredith Dahlrose's old position as manager of the FDOT Seaport Office. They have also hired Brad Swanson, as the new Freight and Logistic Coordinator. Swanson has been on the job for about a month or two.

Walsh noted that Swanson came to Canaveral and gave a talk to local citizens about the importance in freight and did a good job. Wheeler lastly noted, Catherine Kelly, recently retired from FDOT. They have hired Daniel FitzPatrick who came from DEO and hit the ground running. Wheeler believes FDOT did well in replacing staff.

Florida Oceans Alliance

The next annual Oceans' Day event will take place in Tallahassee on February 10-11, 2016.

6. Legislative Issues

State

Rubin reported on regular session, which ended abruptly. There were tense discussions between the House and Senate and a lot of bills did not pass because the House ended early. Representative Ray's freight logistic zone legislation passed, and there were no incentives attached. Ray is working on that portion of the bill. We were hopeful to include the language increasing FSTED's funding in the economic development package during Special Session, but were advised to wait until the 2016 Regular Session. FDOT would like our language to be in the FDOT legislative package next year to help it pass. Rubin thanked everyone for their support and education efforts with their delegations this year, making attempts to pass this legislation much easier.

Rubin noted the Governor's budget included \$146 million in seaport funding. Three specific port line items were added in the budget: dredging in the Panama City harbor, the St. John's River Ferry and Port Manatee security funding. Because these projects did not go through the FSTED process, the Governor vetoed those line items.

Buqueras indicated no knowledge of how the Manatee item was added because the port requested it be withdrawn. Buqueras stated they apologized to FDOT for it happening. He noted it was a federal homeland security project. Wheeler added that the Secretary reached out to him expressing his concerns. The budget item was added outside the process and was not being viewed favorably, which led to the Governor's veto. Wheeler noted that FPC can help with these project issues if kept apprised.

Schwec asked about the process for the larger projects that FSTED can't fund. Rubin stated that FSTED was never intended to handle those large projects like dredging. We will have to look at alternative sources to fund such projects (bonds, SPII, SIS, etc.) and examine how are we going to allocate funds for two huge dredging projects. Both Jacksonville and Port

Everglades dredge projects have line items in the five-year work program that have been submitted through SeaCIP.

Walsh remarked that \$25 million is actually small, even though we said let's don't get greedy, but Florida can't be competitive with other ports that are investing millions. We need to have serious discussion with FDOT and others about adequate funding. Rubin stated that the legislature showed they are willing to put funding toward critical projects, and there is the potential to continue to do that.

Anderson stated that we have come a long way from four years ago, and it is important to institutionalize the FSTED amounts. The ports came up with \$25 million because Florida was late to the game. With more time, the issue could be raised as a campaign issue. In the meantime, we could look at what Savannah has done in the last 20 years and look at a cash flow analysis of other states. The amount required to succeed needs to be identified.

Rubin noted there is currently a statutory minimum of \$50 million for seaports, and FDOT and the Legislature exceed this amount every year. He also noted the FDOT and the appropriations staff have been very supportive of this request, but was unsure of what their reaction to a greater request would be. Schwec suggested that the Council summarize statewide impact projects that need special attention by the administration, as transparently as possible, and work those projects through the FSTED process. The ports need to continue to get minimums funding levels increased and not be too greedy. We need to maintain and continue growing the FSTED process. The economic impacts are critical and the ports and the FPC need to be able to show the benefits.

Wheeler suggested producing a report every year after the funds have been invested, to show the benefits and outcomes. Rubin noted the EFI marketing budget was bumped up to \$10 million, but as committee meetings are starting again in September, we will wait to see how discussions go.

FEDERAL

Rubin suggested that with the Drive Act/Senate's version of Map-21 failing to pass out of the House, a September/October FPC Fly-In this year should work with the congressional schedule. Schwec stated we really need large port participation for a DC Fly-in.

Keller briefed the board on MAP-21/Drive Act, stating that the Senate Environment and Public Works bill is a combination of freight formula funding and discretionary grant funding with at least \$2 billion annually in the freight formula program and \$2.4 billion over six years to a competitive grant program. There is a minimum of \$350 million per project specified. The Ways and Means committee was meeting that day to discuss repatriation and other funding sources. The Senate Finance committee was meeting that week on how to keep the highway trust fund afloat without another patch. Rubin noted that there was a promise from the chairman that there would be another WRRDA bill, but this has not happened to date.

Rubin then stated that Senator Thune had filed a bill requiring port authorities to collect metrics which aren't being collected now, and are difficult to collect. The genesis of the bill was the strike on the West Coast. The bill was up that Thursday and contains less metrics than the original bill, but is still troubling. There is another amendment being offered by Senator Booker that creates a study group to look at the metrics and go back to the Secretary of Transportation to report. Anderson stated he has met with Senator Nelson's staff because this bill will create legislation that terminal operators would oppose. Nelson's offices asked that the Council support the Booker Amendment. Senator Nelson's staff told everyone to tell Rubio's staff about this issue. He believes a unanimous support from all 15 ports in a letter would be beneficial. A. Miller noted AAPA is in agreement, so it may be worth reaching out to their staff to garner support.

Rubin said in regard to the aspect of funding sources for freight projects, Congressman Lowenthal from California has proposed a plan that would include seaport projects. He has tried to replicate the airline fee on cargo, but that is a one-time fee. However, the language in the bill would collect a fee on all freight movements. Currently, Ways and Means discussions have not been positive on this approach. CAGTC has asked the FPC for support on the legislation. Staff communicated to CAGTC our support, but also expressed concerns that the revenue structure in the bill favors the West Coast. Anderson stated he was not happy with serving on another board, but got involved because of the predominance of West Coast ports on the CAGTC board. He encouraged Florida ports to join CAGTC to ensure that lobby group has a broader base of support.

6. Other Issues

FTP/SIS Update

Walsh reported the last FTP/SIS meeting brought together subcommittee work on economic development. The committee shared the state's freight and logistics plan. There was good information to move forward and anticipate what these projects are going to cost. The next meeting is in Ft. Lauderdale, but there will be other satellite meetings across the state. Keller suggested that the ports send staff to talk about their projects and the funding they need. Anderton noted the Ft. Lauderdale meeting is June 24 and in August it will be held in St. Augustine. Walsh also noted they are working on a transportation plan initiative, and have made good progress.

Florida International Trade Events

Wheeler reported that at one time the FPC was going to host a major trade event, but after discussions by the Board, decided not to move forward. At the last board meeting there was an interest in partnering with Florida Chamber for International Days, to host a trade event during that function. This may not make sense as the Chamber does not want to move the event out of Tallahassee. The Chamber also believes the event has capped out in attendance

and should be in Tallahassee due to the proximity to legislative and policy leaders. Wheeler met with Bill Johnson who suggested it be an international event to include EFI, FDOT and the Chamber of Commerce. FPC staff is currently in discussions with the Governor's Office to determine if his schedule would allow for the Governor's attendance at an event.

CYBER SECURITY

Anderson reported cyber security is a priority for the U.S. Coast Guard. Most likely in the next year, this issue could come to the ports in some form of rulemaking. The Coast Guard has a group interested in what ports are doing, and discussing what types of policies and equipment ports should be anticipating. Currently, Port Tampa Bay is spending \$600,000-\$800,000 to fix possible security breaches in the parking lots. He suggested the Ports Council look in to having a 15-minute educational overview at one of the upcoming board meetings.

There was a motion to adjourn by Almira, which was seconded by Cernak. With no opposition, the motion passed and the meeting adjourned at 3:39 p.m.

TAB 3B
BUDGET REPORT

FY 14/15 Budget Statements

Florida Seaports Council, Inc

Balance Sheet

As of August 24, 2015

Accrual Basis

	Aug 24, 15
ASSETS	
Current Assets	
Checking/Savings	
HANCOCK BANK MONEY MARKET ACCT	161,001.75
HANCOCK BANK OPERATING ACCT	14,278.32
110 · PETTY CASH ACCT	7.74
Total Checking/Savings	175,287.81
Accounts Receivable	
200 · Administrative Fees Receivable	37,375.43
Total Accounts Receivable	37,375.43
Other Current Assets	
220 · Prepaid Expenses	37,733.93
Total Other Current Assets	37,733.93
Total Current Assets	250,397.17
Fixed Assets	
254 · Loan Costs	3,632.00
257 · Accumulated Amortization	-984.00
250 · Equipment & Furnishings	58,881.34
251 · Building	
252 · Building Improvements	152,729.87
251 · Building - Other	287,641.83
Total 251 · Building	440,371.70
253 · Land	200,000.00
255 · Accumulated Depreciation	-168,383.00
Total Fixed Assets	533,518.04
Other Assets	
260 · Deposits	250.00
265 · Prepaid IRS Interest Payments	-0.44
Total Other Assets	249.56
TOTAL ASSETS	784,164.77
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	
300 · Accounts Payable	120.28
Total Accounts Payable	120.28
Other Current Liabilities	
315 · Accrued Leave	11,389.00
301 · PAYROLL LIABILITIES	
301.2 · Direct Deposit Liabilities	21,649.02
301.3 · 401K Payable	0.69
301 · PAYROLL LIABILITIES - Other	6,238.25
Total 301 · PAYROLL LIABILITIES	27,887.96
Total Other Current Liabilities	39,276.96
Total Current Liabilities	39,397.24

Florida Seaports Council, Inc
Balance Sheet
As of August 24, 2015

Accrual Basis

	Aug 24, 15
Long Term Liabilities	
304 · Mortgage Note Payable	
304.1 · Mortgage Note Payable - Current	15,590.00
304 · Mortgage Note Payable - Other	159,177.99
Total 304 · Mortgage Note Payable	174,767.99
Total Long Term Liabilities	174,767.99
Total Liabilities	214,165.23
Equity	
3900 · Unrestricted Net Assets	635,519.61
Net Income	-65,520.07
Total Equity	569,999.54
TOTAL LIABILITIES & EQUITY	784,164.77

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

	Oct '14 - Sep 15	Budget	\$ Over Budget	% of Budget
Income				
601 · FPC Dues	635,000.00	635,000.00	0.00	100.0%
602 · FSTED Prog. Admin/Chapter 311	343,049.00	314,549.00	28,500.00	109.1%
603 · FPFC Bond Program	0.00	186.12	-186.12	0.0%
605 · FSTED DATA JPA	0.00	0.00	0.00	0.0%
615 · MISC. INCOME	6,500.00	12,500.00	-6,000.00	52.0%
Total Income	984,549.00	962,235.12	22,313.88	102.3%
Expense				
6560 · PAYROLL EXPENSES	36,253.64	37,000.00	-746.36	98.0%
6999 · UNCATEGORIZED EXPENSES	292,400.00			
701 · PRESIDENT	145,389.74	167,500.00	-22,110.26	86.8%
702 · VICE PRESIDENT - PUBLIC AFFAIRS	103,029.29	117,580.00	-14,550.71	87.6%
703 · VICE PRESIDENT GOVT AFFAIRS	120,126.33	138,520.00	-18,393.67	86.7%
704 · ADMINISTRATIVE STAFF	47,171.24	53,950.00	-6,778.76	87.4%
705 · FRONT OFFICE STAFF	0.00	0.00	0.00	0.0%
706 · VP PROGRAMS & PLANNING	100,992.38	115,690.00	-14,697.62	87.3%
707 · EMPLOYEE BONUS POOL	10,000.00	10,000.00	0.00	100.0%
710 · SPECIAL CONSULTANTS				
710.4 · Seaport Mission Plan	0.00	0.00	0.00	0.0%
710.2 · Legal Consultants	6,000.00	6,000.00	0.00	100.0%
710.3 · Environmental & Growth Mgmt	22,916.63	25,000.00	-2,083.37	91.7%
Total 710 · SPECIAL CONSULTANTS	28,916.63	31,000.00	-2,083.37	93.3%
715 · WORKER'S COMPENSATION	2,670.00	3,750.00	-1,080.00	71.2%
720 · ACCOUNTING	11,050.00	13,000.00	-1,950.00	85.0%
730 · BANK CHARGES/INTEREST	-685.80	300.00	-985.80	-228.6%
732 · COMMUNICATIONS				
732.1 · Telephone/Fax/Internet/Cable	4,555.42	5,100.00	-544.58	89.3%
732.2 · Cell Phones	5,282.22	5,500.00	-217.78	96.0%
732.3 · Printing	451.50	1,000.00	-548.50	45.2%
732.4 · Postage, Overnight Delivery	280.22	1,000.00	-719.78	28.0%
732.7 · Magazine Subscriptions	181.37	300.00	-118.63	60.5%
732.8 · Miscellaneous	961.84	1,000.00	-38.16	96.2%
Total 732 · COMMUNICATIONS	11,712.57	13,900.00	-2,187.43	84.3%
733 · MARKETING	30,916.71	85,000.00	-54,083.29	36.4%
750 · EQUIPMENT/SUPPLIES				
750.1 · Office Equipment	4,467.15	5,500.00	-1,032.85	81.2%
750.2 · Computer, Hardware & Software	1,338.05	2,000.00	-661.95	66.9%
750.3 · IT Services	6,600.00	6,600.00	0.00	100.0%
750.4 · Office Supplies	2,862.30	5,000.00	-2,137.70	57.2%
750.6 · Miscellaneous	130.00	300.00	-170.00	43.3%
750 · EQUIPMENT/SUPPLIES - Other	374.30	0.00	374.30	100.0%
Total 750 · EQUIPMENT/SUPPLIES	15,771.80	19,400.00	-3,628.20	81.3%

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

	Oct '14 - Sep 15	Budget	\$ Over Budget	% of Budget
755 · FSTED & FFPC Court Reporter	1,392.00	4,000.00	-2,608.00	34.8%
768 · MISCELLANEOUS	-0.01	1,000.00	-1,000.01	-0.0%
777 · BUILDING EXPENSES				
777.1 · Mortgage	21,137.00	25,365.00	-4,228.00	83.3%
777.2 · Maintenance/Repairs	602.47	4,000.00	-3,397.53	15.1%
777.3 · Pest/Security/Lawn/Housekeeping	4,658.86	6,400.00	-1,741.14	72.8%
777.4 · Insurance & Taxes	8,692.31	10,500.00	-1,807.69	82.8%
777.5 · Utilities	3,338.05	4,000.00	-661.95	83.5%
777.6 · Miscellaneous	0.00	100.00	-100.00	0.0%
Total 777 · BUILDING EXPENSES	38,428.69	50,365.00	-11,936.31	76.3%
782 · DATA				
782.1 · State of the Ports	0.00			
782.2 · Global Opportunities	0.00	0.00	0.00	0.0%
782.3 · Seaport Mission Plan	0.00	0.00	0.00	0.0%
Total 782 · DATA	0.00	0.00	0.00	0.0%
791 · CONFERENCES				
791.1 · Conferences - Meals	446.35	2,000.00	-1,553.65	22.3%
791.2 · Conferences - Hotel	2,433.06	3,500.00	-1,066.94	69.5%
791.3 · Conferences - Airfare	1,502.40	2,000.00	-497.60	75.1%
791.4 · Conferences - Rental Car/Gas	700.07	1,500.00	-799.93	46.7%
791.5 · Conferences - Fees	1,550.00	2,000.00	-450.00	77.5%
791.6 · Conferences - Miscellaneous	30.00	100.00	-70.00	30.0%
Total 791 · CONFERENCES	6,661.88	11,100.00	-4,438.12	60.0%
792 · TRAVEL EXPENSES				
792.1 · Travel - Meals & Entertainment	7,427.06	11,000.00	-3,572.94	67.5%
792.2 · Travel - Hotel	2,105.90	6,500.00	-4,394.10	32.4%
792.3 · Travel - Airfare	1,914.10	5,000.00	-3,085.90	38.3%
792.4 · Travel - Rental Car/Gas/Parking	2,787.26	7,000.00	-4,212.74	39.8%
792.5 · Travel - Speaking Engagements	68.90	1,500.00	-1,431.10	4.6%
792.6 · Travel - Miscellaneous	17.95	500.00	-482.05	3.6%
Total 792 · TRAVEL EXPENSES	14,321.17	31,500.00	-17,178.83	45.5%
793 · MEETING EXPENSES				
793.1 · Meeting Expenses - MEALS	9,760.60	17,000.00	-7,239.40	57.4%
793.2 · Meeting Expenses - ROOM RENTAL	161.25	2,000.00	-1,838.75	8.1%
793.3 · Meeting Expenses - AUDIO/VISUAL	0.00	2,000.00	-2,000.00	0.0%
793.4 · Meeting Expenses - PRINTING	282.38	250.00	32.38	113.0%
793.5 · Meeting Expenses - CONF. CALLS	0.00	300.00	-300.00	0.0%
793.6 · Meeting Expenses - MISC	112.25	1,000.00	-887.75	11.2%
793.7 · Meeting Expenses - NOTICES(FAW)	90.58	500.00	-409.42	18.1%
Total 793 · MEETING EXPENSES	10,407.06	23,050.00	-12,642.94	45.1%

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

	Oct '14 - Sep 15	Budget	\$ Over Budget	% of Budget
805 · OUTREACH				
805.1 · Memberships	20,749.00	22,000.00	-1,251.00	94.3%
805.2 · Sponsorships	2,776.70	3,000.00	-223.30	92.6%
805.3 · Lobbying	4,550.00	5,000.00	-450.00	91.0%
Total 805 · OUTREACH	28,075.70	30,000.00	-1,924.30	93.6%
806 · PROFESSIONAL DEVELOPMENT	546.00	1,000.00	-454.00	54.6%
930 · WEBSITE DEVELOPMENT	339.14	500.00	-160.86	67.8%
Total Expense	1,055,886.16	959,105.00	96,781.16	110.1%
Net Income	-71,337.16	3,130.12	-74,467.28	-2,279.1%

FY 15/16 Proposed Budget

Florida Seaports Council, Inc.
FY 2015 - 2016 Proposed Budget

		FY '15/'16
Income		
601 · FPC Dues		619,500.00
602 · FSTED Program Administration/Chapter 311		294,180.00
603 · FPFC Bond Program		340.24
606 · MISCELLANEOUS INCOME		15,000.00
610 · INTEREST INCOME		
620 · SIS FUNDING		
630 · SIS/GM FUNDING		
Total Income		\$929,020.24
Expense		
6560 · PAYROLL EXPENSES		37,000.00
701 · PRESIDENT		173,150.00
702 · VICE PRESIDENT PUBLIC AFFAIRS		119,402.00
703 · VICE PRESIDENT GOVERNMENT RELATIONS		141,240.00
704 · OFFICE MANAGER / ADMINISTRATIVE STAFF		56,950.00
706 · VICE PRESIDENT PROGRAMS & PLANNING		119,870.00
707 · EMPLOYEE BONUS POOL		10,000.00
710 · SPECIAL CONSULTANTS		
710.2 Legal Counsel		6,000.00
710.3 Environmental/Growth Management		25,000.00
Total 710 · SPECIAL CONSULTANTS		31,000.00
715 · INSURANCE		5,000.00
720 · ACCOUNTING SERVICES		13,500.00
730 · BANK CHARGES / INTEREST		200.00
732 · COMMUNICATIONS		
732.1 · Telephone/Fax/Internet/Cable		5,100.00
732.2 · Cell Phones		4,900.00
732.3 · Printing		1,000.00
732.4 · Postage, Overnight Delivery		1,000.00
732.7 · Magazine Subscriptions		300.00
732.8 · Miscellaneous		1,000.00
Total 732 · COMMUNICATIONS		13,300.00
733 · MARKETING		
Total 733 · MARKETING		75,000.00
750 · EQUIPMENT/SUPPLIES		
750.1 · Office Equipment		5,500.00
750.2 · Computer, Hardware & Software		2,000.00
750.3 · IT Services		6,600.00
750.4 · Office Supplies		5,000.00
750.6 · Miscellaneous		300.00
Total 750 · EQUIPMENT/SUPPLIES		19,400.00
755 · FSTED & FPFC COURT REPORTER		3,500.00

Florida Seaports Council, Inc.
FY 2015 - 2016 Proposed Budget

		FY '15/'16
777 · BUILDING EXPENSES		
777.1 · Mortgage		25,365.00
777.2 · Maintenance/Repairs		3,000.00
777.3 · Pest/Security/Lawn/Housekeeping		6,500.00
777.4 · Insurance & Taxes		11,000.00
777.5 · Utilities		4,000.00
777.6 · Miscellaneous		100.00
Total 777 · BUILDING EXPENSES		49,965.00
791 · CONFERENCES		
791.1 · Meals & Entertainment		2,000.00
791.2 · Hotel		3,000.00
791.3 · Airfare		2,000.00
791.4 · Rental Car/Gas/Parking		1,500.00
791.5 · Fees		2,000.00
791.6 · Miscellaneous		100.00
Total 791 · CONFERENCES		10,600.00
792 · TRAVEL EXPENSES		
792.1 · Meals & Entertainment		11,000.00
792.2 · Hotel		6,500.00
792.3 · Airfare		5,000.00
792.4 · Rental Car/Gas/Parking		7,000.00
792.5 · Speaking Engagements		1,500.00
792.6 · Miscellaneous		500.00
Total 792 · TRAVEL EXPENSES		31,500.00
793 · MEETING EXPENSES		
793.1 · Meals		17,000.00
793.2 · Room Rental		2,000.00
793.3 · Audio/Visual		500.00
793.4 · Printing		250.00
793.5 · Conference Calls		100.00
793.6 · Miscellaneous		1,000.00
793.7 · Notices(FAW)		500.00
Total 793 · MEETING EXPENSES		21,350.00
805 · OUTREACH		
805.1 · Memberships		22,000.00
805.2 · Sponsorships		4,000.00
805.3 · Lobbying		5,000.00
Total 805 · OUTREACH		31,000.00
806 · PROFESSIONAL DEVELOPMENT		500.00
930 · WEBSITE DEVELOPMENT		500.00
Total Expense		963,927.00
Net Income		-34,906.76

TAB 3C
PRESIDENT'S COMMENTS

TO BE DISCUSSED AT MEETING

TAB 3D
PROGRAM ADMINISTRATION

**FLORIDA PORTS
FINANCING COMMISSION (FPFC)**



MEMORANDUM

Port Canaveral

TO: Florida Port Directors

Port Citrus

FROM: Paul Anderson, Chairman
Florida Ports Financing Commission

Port Everglades

DATE: July 30, 2015

Port of Fernandina

SUBJECT: Amendment to FPFC Bond Indentures

Port of Fort Pierce

You may recall during the June Florida Ports Council meeting, staff reported that they were exploring the possibility of modifying the Florida Ports Financing Commission's (FPFC) two Indentures of Trust to include Florida Prime Investment Fund as a permitted investment. To accomplish this the following steps were to be taken:

Port of Jacksonville

- (1) A supplement to each of the two Indentures would be drafted which amends the definition of Investment Securities to include Florida Prime.
- (2) The supplements would be provided to the Trustee for its review.
- (3) Subsequent to review by the Trustee, the Commission would approve by resolution the execution of the supplements and make a finding that the amendments do not materially adversely affect the security for the Bonds.
- (4) The Trustee would provide notice of the amendments to the rating agencies.

Port of Key West

Port Manatee

PortMiami

It was further suggested that staff request the FPFC financial advisor, First Southwest, reach out to the rating agencies to ascertain whether they would have any issues with including Florida Prime as an additional investment.

Port of Palm Beach

Port of Panama City

Unfortunately, after recent conversations with FPFC financial advisors, it does not appear that amending the definition of investment securities in the FPFC Bond Indentures with the inclusion of Florida Prime is a viable option at this time. The financial advisors are of the opinion that the rating agencies will not provide an opinion without a formal review, for which the FPFC would have to pay an amount significantly higher than what we could anticipate earning in interest. Alternatively, if the rating agencies were not contacted in advance, once the Trustee notifies them of the amendment, the FPFC could be at risk of having them downgrade the bond ratings – a risk we are unwilling to take. They also felt that the Trustee may charge a fee for its review of the amendment, and if they determined that the bond holders would need to be notified, an additional and significant cost would be incurred.

Port of Pensacola

Port of St. Petersburg

Port of Port St. Joe

Port Tampa Bay

As such, it appears that we will not be able to pursue steps to amend the Indentures at this time. However, with interest rates projected to increase in the coming year, perhaps we will begin to see better returns on the FPFC "60-day money" currently invested with Wells Fargo Trust.

Thank you.

TAB 3E
GOVERNANCE



Port Canaveral

Port Citrus

Port Everglades

Port of Fernandina

Port of Fort Pierce

Port of Jacksonville

Port of Key West

Port Manatee

PortMiami

Port of Palm Beach

Port of Panama City

Port of Pensacola

Port of St. Petersburg

Port of Port St. Joe

Port Tampa Bay

FLORIDA PORTS COUNCIL

ELECTION OF OFFICERS

FPC Nominating Committee Recommended Slate of Officers 2015/2016

CURRENT OFFICERS

2015/2016 NOMINEE

CHAIRMAN:

Val Schwec, Port of Fernandina

Paul Anderson, Port Tampa Bay

VICE CHAIRMAN:

Paul Anderson, Port Tampa Bay

Steve Cernak, Port Everglades

SECRETARY/ TREASURER:

Steve Cernak, Port Everglades

John Walsh, Port Canaveral



Meeting Summary

Florida Ports Council **2015/2016 Board Nominating Committee Meeting**

Friday, July 31, 2015 – 3:00 p.m.

Port Canaveral

Port Citrus

Port Everglades

Port of Fernandina

Port of Fort Pierce

Port of Jacksonville

Port of Key West

Port Manatee

PortMiami

Port of Palm Beach

Port of Panama City

Port of Pensacola

Port of St. Petersburg

Port of Port St. Joe

Port Tampa Bay

1. **Call to Order:**

Chairman Manuel Almira called the meeting to order at 3:05 p.m.

Almira welcomed the committee and thanked them for their participation in the meeting.

2. **Roll Call:**

Attendance was taken and a quorum was present.

Members Present:

Manuel Almira (Chr. - Palm Beach), Steve Cernak (Everglades), Wayne Stubbs (Panama City)

Staff Present:

Toy Keller, Doug Wheeler

3. **Discussion of Nominations:**

Chairman Almira asked Wheeler to review the specific charges of the committee and to detail the names the committee would be considering, based on those expressing an interest to serve. Wheeler stated that the Committee was charged with presenting a slate of recommended officers for Chair, Vice-Chair and Secretary/Treasurer to the Board for approval at the September 2nd Board meeting. Wheeler also referenced the by-laws as they pertain to officer terms and requirements. Wheeler noted that all three current officers are termed-out of their current positions having served two 1-year terms. Wheeler also confirmed to the committee that there is no formal ascension policy relative to leadership positions. Wheeler then reviewed the names of those members who had communicated an interest in serving, or expressed a willingness to serve in some leadership capacity (if selected by the committee), which included Paul Anderson, Steve Cernak, Amy Miller, John Walsh and Brian Taylor.

Almira then asked for member comments relative to the candidates under consideration. Stubbs noted he was comfortable with moving Anderson and Cernak up from their current leadership positions to the Chair and Vice-Chair roles respectively and the group agreed. After further discussion on items ranging from length of membership and level of engagement with the FPC to port size and geography, it was what suggested that Walsh would be an appropriate consideration as Secretary/Treasurer to help make sure there would be suitable candidates to serve in leadership roles in the coming years.

Stubbs motioned to present a slate of nominations that included Paul Anderson to a one-year term as Chairman of the Florida Ports Council, Steve Cernak to a one-year term as Vice Chairman and John Walsh to a one-year term as Secretary/Treasurer. The motion was seconded by Almira and was approved unanimously.

4. **Adjournment:**

With a recommended slate of officers to be presented to the Board approved and there being no further business, the meeting was adjourned at 3:28 p.m.

TAB 3F
OTHER ISSUES

Analysis of Global Opportunities and Challenges for Florida Seaports



January 2015



Florida Ports Council Spring Board Meeting & Legislative Forum

DRAFT ITINERARY

Wednesday, February 3, 2016 – Thursday, February 4, 2016

Hotel Duval

415 North Monroe Street
Tallahassee, Florida 32301

Wednesday, February 3, 2016

11:30 a.m. – Noon	Lunch	<i>Hotel Duval</i>
12:30 p.m. – 5:30 p.m.	FPC Board Meeting	<i>Hotel Duval</i>
6:00 p.m. – 7:30 p.m.	Legislative Reception	<i>To Be Determined</i>
7:30 p.m. – 9:30 p.m.	Dinner (Private)	<i>To Be Determined</i>



Thursday, February 4, 2016

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

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

TAB 4
PARTNER UPDATES

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

August 11, 2015



American Association of Port Authorities

AAPA 2016 Presidential Platform: *Building America's 21st Century Seaport Infrastructure*

Seaports Deliver Prosperity

Seaports Deliver Prosperity

AAPA is the unified and collective voice of the seaport industry in America. Seaports are critical for the prosperity of American communities, regional economies and our overall standard of living. Throughout our nation's history, seaports have served as vital economic engines that connect American farmers, manufacturers and consumers to the world marketplace. They deliver critical goods and services to consumers, ship U.S. exports, create jobs, support our military, and promote local and national economic growth. Now more than ever, seaports deliver prosperity.

Cargo activity at America's seaports accounts for:

- Over 23 million jobs
- 26% of the U.S. economy
- \$1.5 billion in total personal income and local consumption, and
- Over \$320 billion in federal, state and local tax revenues

With ninety-five percent of the world's population and 80 percent of global consumption located outside of the U.S., sustained investment in modern, well-maintained seaports and connecting infrastructure is vital to America's prosperity and global trade competitiveness.

Building America's 21st century seaport infrastructure requires:

- Infrastructure improvements
 - Landside investments are critical to competitiveness
 - Waterside investments are needed to meet the trade and safety needs of the future
- Securing America's ports and borders
- Investing in the environment

Build America's 21st Century Seaport Infrastructure to Ensure a Strong Economy for Americans and the Nation

Support Infrastructure Improvements

Strong and sustainable federal investment in seaport-related infrastructure is critical to the economic health of our nation.

Landside investments are critical to competitiveness.

They drive improvements in productivity and safety, and lessen the impact of transporting freight through local communities.

- Federal funding of freight projects is lacking. A dedicated, sustainable program for freight is essential.
- Robust investments, through use of highway funds and focused discretionary grant programs, are vital to enhancing international competitiveness.
- Landside connections into and out of ports are critical links to our nation's manufacturing base, consumer markets, and military readiness. Investment in these connections can drive port productivity improvements that address congestion in local communities.
 - In a recent AAPA survey, one-third of respondents said congestion on their port's intermodal connectors over the past 10 years has caused port productivity to decline by 25% or more.
 - Nearly 80% of AAPA U.S. ports said they anticipate a minimum of \$10 million investment being needed in their port's intermodal connectors through 2025, while 30% anticipate at least \$100 million will be needed.
 - There is an identified current need of \$28.9 billion in 125 port-related freight network projects. These projects include intermodal connectors, gateway and corridor projects, marine highways and on-dock rail projects.

Waterside investments are needed to meet the trade and safety needs of the future.

- Fully use the Harbor Maintenance Tax, paid by port users, to ensure all federal navigation channels are fully maintained and that tax fairness and equity are provided.
- Port channel deepening and widening projects must be well-funded and completed quickly for America to stay competitive.
- Exporters benefit from a modern, well-maintained system that allows them to sell more goods overseas and create additional U.S. jobs.
- Underinvestment by the federal government could lead to U.S. job losses, with maritime jobs moving to Canada or Mexico.
- Federal agencies like the U.S. Coast Guard, Army Corps of Engineers and NOAA must be properly funded to ensure our waterways are modern and safe.

Investment in seaports and related infrastructure could generate:

- 3.5 million new American jobs by 2020
- A \$3,000 increase in annual household discretionary income

Without these investments, the U.S. faces:

- A \$9.3 billion U.S. trade loss from the use of undersized vessels in shallow harbors and narrow channels by 2020
- \$14 billion in added costs to traded products by 2040 due to shallow ports
- A \$4 trillion loss to the U.S. GDP by 2040

Secure America's Ports and Borders

Safe and secure seaports are fundamental to protecting our borders and moving goods.

- Maintaining federal support and control of seaport security is critical to ensuring our nation's homeland security.
- More DOT and DHS funds should be devoted to port sustainability and resilience to ensure natural disasters or acts of terror do not block port operations for an expanded period of time.
- Protecting critical transportation assets like seaports from cyber threats is vital.

Invest in the Environment

Federal investments help improve the environment in and around seaports and their communities.

Seaports are investing millions of dollars each year to develop wetland sites; create, restore or enhance coastal habitats; monitor water quality; and recycle materials like paper, oil, paint, glass and aluminum.

Ports have undertaken hundreds of projects to reduce emissions and improve waste management programs.

- Environmental programs that reduce air emissions include the EPA Diesel Emissions Reduction Act (DERA) funding, and the highway-related Congestion Mitigation and Air Quality (CMAQ) program.
- 57% of AAPA U.S. member ports applied for the EPA Diesel Emissions Reduction Act funding to improve air quality. This includes encouraging ports to fund clean truck, shoreside vessel power, cleaner yard equipment and locomotive programs.
- 45% of AAPA U.S. members applied for Congestion Mitigation and Air Quality funds to pay for reducing emissions and congestion while improving air quality in and around ports.

For more information about seaports' role in the American economy and as part of the nation's critical transportation infrastructure, please visit aapa-ports.org or follow us on Twitter: @AAPA_Seaports.

CAGTC

(Coalition for America's Gateways and Trade Corridors)



The Trade Corridor Bulletin

Improving America's Intermodal Freight and Goods Movement

Volume Nine - No. 5

July 2015

www.tradecorridors.org

This Issue

**CAGTC Perspective:
A Funded Multimodal
Freight Program:
It's Within Our Reach**
- Page 3 -

•
**WRRDA One-Year
Anniversary Update**
- Page 4 -

•
THUD FY16 Update
- Page 5 -

•
**New Member Spotlight:
Illinois Soybean
Association**
- Page 6 & 7 -

•
**CA State Freight Mobility
Committee Update**
- Page 9 -

Coalition Highlight

The DRIVE Act: What's In It For Freight?

On July 30, the U.S. Senate voted 65 to 34 to pass the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act. All eyes now turn toward the House, which adjourned for a five-week recess the same afternoon the Senate passed their bill. Before Representatives left town, they passed a short-term extension, which the Senate then approved in short order. The House has until October 29 to pass their version of a long-term transportation bill and conference the two proposals.

The Senate's DRIVE Act builds on freight provisions in MAP-21, taking the highway-centric foundation and creating a holistic, multimodal program. Importantly for the country's manufacturers, retailers, farmers and other businesses, the bill includes dedicated, sustainable funding to improve the freight network through the creation of a freight-focused formula program and two merit-based, competitive grant programs.

National Multimodal Freight Policy

Whereas MAP-21 took the important step of creating a national freight policy, the DRIVE Act creates a national multimodal freight policy, to better reflect the true nature of goods movement. Included in the bill is a first of its kind National Multimodal Freight Network, comprised of connectors, corridors, facilities of all freight modes, and the national highway freight network. When finished, the map will be a useful tool for investment decisions made by private companies, as well as by local and state municipalities. It is a marked improvement over MAP-21's National Freight Network, which was highway-only and failed to take into account the modes and nodes critical to moving goods in, out, and around the country.

National Freight Strategic Plan

Because the multimodal freight title fell out of MAP-21 during negotiations, the National Freight Strategic Plan suffered the same fate as the National Freight Policy portion of the 2012 transportation bill, accounting for just highway movement. The DRIVE Act remedies the problem by adding all modes and nodes and increasing the emphasis on key trade gateways and corridors.

Published by:

CAGTC

Coalition for America's
Gateways & Trade Corridors
1120 20th Street NW
Suite 500 North
Washington, DC 20036

Continued on Page 2

State Freight Advisory Committees & State Freight Plans

While MAP-21 encouraged their creation, the DRIVE Act mandates that states establish state freight advisory committees and state freight plans. Further, the bill gives state freight advisory committees the ability to influence the National Freight Network.

National Highway Freight Network (NHFN)

MAP-21's National Freight Network consists of three components – a Primary Freight Network (PFN), any portion of the Interstate System not designated as part of the PFN, and critical rural freight corridors. The DRIVE Act retains those requirements, but adds in a process for designating critical urban freight corridors and requires inclusion of all intermodal connectors, which are critical to moving goods between modes. Finally, the bill renames the PFN the Primary Highway Freight System (PHFS), to better reflect the highway-only map.

Under the DRIVE Act, the PHFS cap increases from 27,000 to 30,000 miles in the initial designation process. The bill allows the Secretary of Transportation to designate future segments by up to 5 percent of total system mileage. In redesignating the PHFS, the Secretary will consider points of origin, destination, and linking components of supply chains, as well as input from state freight advisory committees. States may also increase the number of miles designated in their respective state by up to 10 percent of the number of miles originally designated in that state, to close network gaps and establish first and last mile connections.

Freight Formula Program

The DRIVE Act authorizes dedicated funding for the new freight program, allowing States to fund projects that enhance regional and national freight movement. Funding begins at \$1 billion per year and incrementally increases, reaching \$2.5 billion by 2021. Although each state receives an amount of money consistent relative to their existing apportionment, how a state may use those funds varies based on their number of miles on the PHFS. States with a higher percentage of miles, relative to other states, may obligate funds apportioned to the State for projects on the PHFS, critical rural freight corridors, and/or critical urban freight corridors. States with low PHFS mileage may obligate funds for projects on any component of the NHFN.

Assistance for Major Projects Program

The highway-focused Assistance for Major Projects Program (AMPP) bears resemblance to Projects of National and Regional Significance (PNRS) and is funded through Highway Trust Fund contract authority. Contract authority ensures that the program will receive year-to-year funding, rather than be left to the will of appropriators. AMPP is a megaprojects highway-focused competitive grant program, with a minimum project threshold of \$350 million and a minimum project award of \$50 million, with exceptions for rural projects. Under the DRIVE Act, AMPP funding would begin at \$250 million and incrementally increase until reaching a maximum of \$400 million in years 2019-2021.

Assistance for Freight Projects

The Assistance for Freight Projects program is the first-ever freight-specific multimodal competitive grant program. It is authorized for appropriations at \$200 million per year. The program has broad-based applicant and project eligibility. Senators Maria Cantwell, Patty Murray, Cory Booker, and Edward Markey recently introduced legislation, the National Multimodal Freight Policy and Investment Act, which called for the multimodal investment strategy that was incorporated into the DRIVE Act's multimodal freight program. The Assistance for Freight Projects program has a minimum threshold of \$10 million and a maximum threshold of \$100 million, except in the cases of rural projects.



CAGTC Perspective

A Funded Multimodal Freight Program: It's Within Our Reach

On July 30, the Senate passed the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act. The landmark legislation provides almost \$15 billion for freight infrastructure projects and includes corresponding multimodal freight policy to support decision making at the local, state, and federal level. The Senate positioned us for success, but it's our turn to keep up pressure.

Whereas MAP-21 provided the first-ever national freight policy, the Senate bill makes that freight policy multimodal. The DRIVE Act is also reflective of CAGTC's requests to Congress and the Administration to expand on existing components of the primary freight network and national highway network. The reformatted primary freight network increases the mileage cap, adds intermodal connectors, and creates a designation process for critical urban freight corridors. CAGTC has championed a multimodal network for years, and the DRIVE Act answers our request.

Since CAGTC's creation, we have been championing a freight-specific, multimodal competitive grant program. Proposals have included such a program over the years - the FREIGHT Act, the MOVE FREIGHT Act, Economy in Motion, and the GROW America Act, to name a few. But never before has such a proposal passed the Senate, until now. The Assistance for Freight Projects Program, largely adopted from the National Multimodal Freight Policy and Investment Act, is a monumental step in the direction of our goals.



Elaine Nettle

The bill also revives a Projects of National and Regional Significance approach, referred to as Assistance for Major Projects Program (AMPP) and guarantees six years of funding. CAGTC has been the #1 cheerleader of this approach, and the DRIVE Act delivers.

It's now up to the House to carry forward this good work. Time is short: by the end of October, the House must introduce and pass its own transportation bill (unless the body chooses to adopt in full the DRIVE Act), then move to conference the House and Senate proposals. The Senate prioritized freight in an unprecedented manner, and as stakeholders, we need to share our message with the House: freight can't wait. The time to make investments in our goods movement system is now.

In 2013, the House Transportation & Infrastructure Special Panel on 21st Century Freight Transportation spent six months visiting freight facilities and holding field hearings. After seeing the many and varied needs of the supply chain, the Representatives were unanimous in recommending dedicated and sustainable funding to support freight infrastructure. It is our job to continue championing these recommendations, supporting the House to legislate their findings.

The House adjourned July 30 for a five-week August recess. This means they'll be in district – your backyards – until early September. Use the coming weeks to invite your Member of Congress to tour your headquarters or project sites. Reinforce the message that a long-term bill must include dedicated and sustainable funding for freight.

The wind is at our backs but our job is not done. Freight mobility projects are an economic boon, but without federal support, we all pay the price. Sound policy and robust funding, as provided for in the DRIVE Act, must be included in the transportation bill that crosses the finish line and is signed into law.

Elaine Nettle, Executive Director

WRRDA Update:

Slow Start to Implementation, Lawmakers Claim

At a June 10 House Transportation & Infrastructure Committee hearing, marking the one-year anniversary of the enactment of the Water Resource Reform and Development Act (WRRDA) of 2014, questions over the pace of implementation took center stage.

WRRDA passed last year with widespread support from bipartisan coalitions in both the House and Senate. H.R. 3080 was the first major water infrastructure bill in seven years. The \$12.3 billion law included provisions to build 34 new port, dam and flood protection structures, strengthened Congressional oversight, and deauthorized \$18 billion of old, inactive projects. Additionally, WRRDA 2014's 10-year plan incrementally increased Harbor Maintenance Trust Fund (HMTF) expenditures. If successful, 100% of revenue collected for the HMTF will fund harbor operation and maintenance activities by 2025.

At the June 10 hearing, House Republicans contended the Army Corps of Engineers was prioritizing the Administration's agenda over Congressional intent. Specifically, the focus was on the Corps' compliance with Section 7001 of the law, which requires the Corps evaluate proposals submitted by non-federal sponsors, based on five criteria, and report their findings to Congress in an annual report. Committee Chairman Rep. Bill Shuster (R-PA) and Subcommittee on Water Resources and Environment Chairman Rep. Bob Gibbs (R-OH) questioned the first annual report's content quality, citing its lack of detail as a chief concern.

To date, the Corps has issued less than 40% of the 200 pieces of implementation guidance required to carry out WRRDA. Of the implementation guidance issued, the majority of it focuses on nontechnical sections of the law and does not tackle more complex matters. The Corps has not issued guidance on key provisions relating to the HMTF or public-private partnerships and has not issued its final project deauthorization list.



Obama signing H.R.3080 on June 10, 2014

Jo-Ellen Darcy, assistant secretary of the Army (civil works), affirmed the Corps' intent to write comprehensive guidelines as quickly as possible. Her written testimony expanded on the Corps' process: "Implementation guidance is prepared in a thoughtful, deliberative manner to ensure that it is appropriately considered and coordinated, which takes time to complete."

Rep. Shuster called for further collaboration between members of the Transportation & Infrastructure Committee and the Corps to expedite remaining guidance.

FY 2016 Transportation Budget Moves Through Congress

The annual Department of Transportation appropriations process briefly seemed on-track this spring, with both the Senate and the House committees of jurisdiction advancing bills. On June 9, the House voted to approve their version of the FY2016 Transportation, Housing and Urban Development (THUD) appropriations bill—a \$55.3 billion proposal that provides DOT with \$17.2 billion in discretionary spending. For the second year in a row, the House bill authorizes \$100 million for the TIGER Program. In previous years, TIGER was omitted and the House only agreed to fund it as a result of conference negotiations with the Senate.

On the other side of the Capitol, the Senate Committee on Appropriations favorably reported their bill out of Committee on June 25. THUD, along with 11 other appropriation bills approved by the committee, awaits a final vote from the full Senate. The Senate THUD bill contains similar provisions to the House's version, with the exception of TIGER grant money: the bill notably maintains the current TIGER funding level of \$500 million for an additional year.

The continued support for the TIGER program is encouraging; the program continues to be the only source of available federal funds for multimodal freight infrastructure projects. Freight has traditionally competed well in the TIGER program. During the most recent round of awards, DOT provided two-in-five award dollars, or more than \$198 million, to projects with a freight component.

The THUD appropriations bill still faces significant hurdles on its way to becoming law. The White House issued a veto threat to the House bill, citing their displeasure with policy riders concerning travel restrictions with Cuba and a controversial truck driver safety provision. Hoping to force Senate Republicans into bargaining, the Administration has also requested Democrats filibuster all FY2016 appropriations bills when they come to the Senate floor.

**CONNECT WITH
CAGTC**

FOLLOW US ON TWITTER
FOR UPDATES FROM WASHINGTON



@CAGTC



New Member Spotlight



Illinois Soybean Association

Illinois is the nation's soybean capital, producing more of this important crop than any other state. In fact, in 2014 Illinois produced a record-breaking yield of 550 million bushels of soybeans—that's a lot of animal feed, biodiesel and food products.

All that production means more than just jobs for farmers; the soybean industry creates jobs in transportation, processing, livestock, research and more—all supporting the Illinois economy. In and of themselves, soybeans contribute \$5 billion to the gross state product each year.

But in order to have any value, soybeans must have a reliable transportation system to move from the field to end consumers. Most of the soybeans grown in Illinois are processed to create meal for animal feed and oil for biodiesel and other applications. Approximately 44% of the soybeans grown in Illinois are exported to overseas customers, leaving the state by rail or waterways.

However, Illinois' ability to continue offering the world a sustainable, reliable supply of soybeans is threatened by the state's aging transportation systems. Lack of maintenance on Illinois infrastructure can have deteriorating effects on the ability to get soybeans to market. For example, a failed waterway system could create an additional 58 million truck trips annually. Additionally, weight limits on bridges can force farmers to detour as much as 50 miles, significantly cutting into farmer profits and impacting the cost-competitiveness of Illinois agriculture.

That's where Illinois Soybean Association (ISA) steps in. ISA invests checkoff funds in research and solutions for transportation infrastructure, including rail, roads and waterways. ISA staff and farmer-directors work closely with business, government, academia and industry to raise awareness of current infrastructure challenges and find solutions, focusing efforts on the following projects:

Domestic Soy Transportation

ISA's goal is to increase farmer profitability by improving the soy freight movement system to reduce total transportation costs. ISA investments help growers understand chokepoints in the state's infrastructure that inhibit efficient commodity transportation. From there, ISA works to engage farmers, community leaders, elected officials, logistics providers, transportation companies and others in conversations to raise awareness and identify potential solutions to the transport challenges in order to optimize cost and competitiveness.



ISA convened farmers and community leaders for a discussion on local infrastructure concerns during the Transportation Issues Forums in March 2015.

Continued on Page 7

Continued from Page 6

Such was the goal of the “Transportation Issues Forums” held in three communities earlier this spring. These ISA farmer-director hosted meetings created an opportunity to address local transportation concerns, often specific roads and bridges, with farmers and community stakeholders.

Another example of ISA’s work in domestic soy transportation was a late harvest survey of farmers on elevator wait times. Survey findings were then shared with the state’s largest elevators, helping them understand that long wait times for farmers cost both the farmer and the elevator money. Respondent input also provided ideas on how to alleviate long wait periods.

Public-Private Partnerships

The Illinois River is a significant waterway for freight movement and numerous other uses, serving local, regional, state and national economic interests. However, lock and dam infrastructure on the river has far exceeded its 50-year life span and is in dire need of rehabilitation. Understanding that federal funding allocations are stretched thin, and increases in appropriations have been constrained, ISA is spearheading a collaborative effort for public and private investments to repair and update the infrastructure. The public-private partnership (P3) project made a significant advance with the passage of the Water Resources and Reform Development Act of 2014 (WRRDA), in which P3 pilot programs (P5) were established. ISA and its partners are working closely with the U.S. Army Corps of Engineers on an action plan to bring a transaction to fruition.

Containers-on-Barges

ISA is working with public and private stakeholders to develop a new river freight service for the transport of soybeans, soy products and other agricultural commodities from Midwest origins to New Orleans. The initiative for containers-on-barges (COB) would leverage the use of empty shipping containers on river barges to move commodities to export position. ISA has played a critical role in facilitating discussions and exploring options for developing a commercially competitive and sustainable service. Earlier this year those discussions culminated in a test launch of a service, with Ingram Barge Company loading a river barge with 54 containers in Paducah, Ky. and shuttling them to America’s Central Port in Granite City, Ill. In recognition of their leadership on inland waterway transportation innovation, ISA and other COB partners were awarded the America’s Marine Highway Leadership Award from the U.S. Department of Transportation Maritime Administrator Paul “Chip” Jaenichen during a ceremony on June 16.



ISA is leading a collaborative effort to launch a commercially competitive and sustainable container-on-barge (COB) circuit. A test launch of COB was conducted earlier this spring.

Learn more about ISA’s transportation initiatives at <http://bit.ly/1IHmcGS>

Status Report: California Freight Mobility Committee

In December 2014, the California Freight Advisory Committee (CFAC) published a detailed report on both immediate and long-range freight objectives. The “California Freight Mobility Plan” (CFMP) establishes a three-tier system to focus investments and ensure projects critical to the health of California’s transportation network receive funding.

In response to MAP-21’s Section 1118, which recommends States develop State Freight Plans, the California State Legislature passed Assembly Bill 14 in 2013. The bill requires the California Transportation Agency (CalSTA) to submit a state freight plan by the end of the following year. CalSTA created CFAC to execute the report. Comprised of 62 member organizations, CFAC represents a range of freight industry, government, environmental, and community interests.

CAGTC member organizations serving CFAC include Los Angeles County Metropolitan Transportation Authority, Metropolitan Transportation Commission, Port of Long Beach, Port of Los Angeles, Port of Oakland, San Diego Association of Governments, and Southern California Association of Governments.

The Committee developed a list of objectives to address when drafting the CFMP.

The CFMP goals closely align with MAP-21’s freight planning goals and include:

- Economic Competitiveness
- Safety & Security
- Freight System Infrastructure Preservation
- Environmental Stewardship
- Congestion Relief
- Innovative Technology & Practices

The CFMP targets funds to four project types:

- System Preservation
- Operations and Management
- Community and Environmental Stewardship
- Capacity Expansion

The Vision:

As the national gateway for international trade and domestic commerce, California enhances economic competitiveness by collaboratively developing and operating an integrated, multimodal freight transportation system that provides safe, sustainable freight mobility. This system facilitates the reliable and efficient movement of freight and people while ensuring a prosperous economy, social equality, and human and environmental health.

The CFMP builds on the success of existing California freight policy, such as the Trade Corridors Improvement Fund (TCIF). Voters approved the TCIF Program in 2006, which authorized the California Transportation Commission (CTC) to invest \$2 billion in infrastructure bonds. Combined with an additional \$5.2 billion collected from other sources, California was able to complete 81 high-priority seaport, railroad and highway projects. The CFMP expands on the TCIF Program by prioritizing high-traffic corridors and gateways—a central link to national and global trade markets.

The CFAC also released appendices alongside their final report. The supplements contain regional and modal freight summaries, freight trend analyses, information on public outreach and stakeholder participation, along with other notes. This comprehensive material facilitates freight planning on the local and regional level.

Further information regarding the California Freight Advisory Committee can be found at <http://bit.ly/1KL013Z>

MAP-21 encouraged states to establish freight advisory committees and comprehensive plans for immediate and long-range freight-related planning and investment. We encourage Trade Corridor Bulletin readers involved in state freight advisory committees and/or state freight plans to submit similar status reports. For more information please contact Anna Denecke at adenecke@blakey-agnew.com or (202) 828-9100.



Joseph C. Szabo tapped to lead the Chicago Metropolitan Agency for Planning

New executive director has varied experience in local, state, federal governments, civic affairs, and transportation

The Chicago Metropolitan Agency for Planning (CMAP) will be led by a new executive director whose broad background is matched by a strong passion for improving the region where he grew up as the son of a career railroader.

Joseph C. Szabo was selected unanimously after a national search by the agency's board, which is appointed by elected leaders from across the seven counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. He will be responsible for operations of CMAP, which has state and federal mandates for regional integration of planning for land use, transportation, and related factors that shape quality of life and economic prosperity.



Joseph Szabo

"Our region and agency are fortunate to have a leader of Joe's depth and vision," said Gerald R. Bennett, chair of the CMAP board and mayor of Palos Hills. "Metropolitan Chicago and the state as a whole are facing unprecedented challenges such as the need to rebuild crumbling infrastructure, give residents options to live nearer to where they work, and expand parks and open space, to name a few of our priorities. To a significant extent, his highly varied background enables Joe to embody these regional aspirations."

Prior to joining CMAP as a senior fellow in January, Szabo had served 2009-15 as the twelfth Administrator of the Federal Railroad Administration (FRA) within the U.S. Department of Transportation (U.S. DOT). He led a staff of over 900 professionals located in Washington, DC, and at field offices across the nation as the first FRA head to come from the ranks of rail workers, having served as a conductor and switchman with the Illinois Central Railroad and Metra, where his father Joseph F. Szabo also worked for 40 years.

Continued on Page 10

Continued from Page 9

But long before filling a prominent position in the Obama administration, Szabo began his public service as a zoning commission member in his native south suburban Riverdale, Illinois, where he later served as a park district commissioner, village trustee, and ultimately mayor. He also was a member of the South Suburban Mayors and Managers Association executive board and transportation committee and the regional Council of Mayors executive committee.

“For me, this is a return to my roots in local government,” said Szabo. “Municipalities are the most representative form of government, and CMAP depends on its strong connection to our region’s towns, cities, and counties. While at U.S. DOT, I recognized that CMAP is viewed nationally as a model of regional collaboration. I look forward to working with the agency board, stakeholders, and staff to continue that record of excellence on behalf of this region that I love.”

Szabo is also familiar with Springfield, having served 1996-2009 as state legislative director of the United Transportation Union, for which he guided rail safety and regulatory policies. CMAP is actively engaged with officials in the General Assembly, the Illinois Department of Transportation, and others to pursue legislative and policy outcomes that benefit the region and state.

“Joe knows our region’s, our state’s, and our nation’s transportation system as well as anyone,” said Bennett. “Having worked in that field for 38 years, he has a command of mobility issues that profoundly shape the economic prosperity and livability of our communities. The CMAP board and I are enthused to have him at the helm of this agency at such a pivotal time for metropolitan Chicago and the State of Illinois.”

Bennett, the board, and Szabo thanked CMAP interim executive director Jill Leary for guiding the agency since January, when Governor Rauner appointed original CMAP executive director Randy Blankenhorn as Illinois Secretary of Transportation. When Szabo assumes his new position on June 15, Leary will resume her duties as chief of staff, responsible for the agency’s work plan and day-to-day activities. The agency’s staff serves both the board and the MPO Policy Committee, which are jointly responsible for reviewing and approving projects that use federal transportation funds in the region.

Through the board and MPO Policy Committee, officials from across the seven-county region in October 2010 unanimously adopted the GO TO 2040 comprehensive regional plan. The innovative, policy-based plan establishes coordinated strategies to help the region’s 284 communities address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. Among other honors, CMAP has received the American Planning Association’s first-ever National Planning Excellence Award for a Planning Agency and the U.S. Environmental Protection Agency’s Smart Growth Award.

Source: Chicago Metropolitan Agency for Planning

Member News



FMC Approves Northwest Seaport Alliance Between CAGTC Members

After completing a competitive review and analysis, the Federal Maritime Commission (FMC) voted unanimously to allow the Northwest Seaport Alliance. The alliance agreement, between CAGTC members Port of Seattle and Port of Tacoma, went into effect on July 23, 2015, as scheduled.

The Alliance authorizes the two ports to meet, discuss, and reach agreement on the management, use and operation of their marine cargo business, including joint business planning and marketing to further develop infrastructure and improve productivity. To help achieve its goals, the agreement authorizes establishment of a Port Development Authority (PDA), effective August 1, 2015, to promote and assist economic development of the Alliance's marine cargo operations. The PDA will focus on unified business retention and recruitment; coordinated enhancement of the value of marine cargo properties; improved intermodal rail service; improved freight capacities; the general promotion of maritime economic development; and other related Port business activity.

The Alliance represents an effort by two ports that have faced challenges in regional business development and plan to overcome these challenges by jointly coordinating capital investments to enhance facilities in order to attract ever larger vessels. The Alliance's focus on upgrading its terminal facilities and rail connections is key to furthering its competitive position.

Chairman Cordero commented, "I would like to express my support for the Northwest Seaport Alliance which brings together neighboring ports to coordinate their import and export functions that provide a foundation for our Nation's foreign oceanborne trade. This Alliance would become the third-largest trade gateway in North America, behind the Ports of Los Angeles and Long Beach and the Port of New York/New Jersey. The Pacific Northwest is a key region for inbound and out-bound United States cargo, moving cargo not only for the regional trade, but also cargo headed to destinations throughout the entire U.S. Midwest, and this Alliance will help the region remain competitive into the future."

Source: Federal Maritime Commission <http://1.usa.gov/1OAggcc>

Member News



Port of San Diego Appoints New President and CEO

The Board of Commissioners for the San Diego Unified Port District appointed Randa Coniglio as President and Chief Executive Officer (CEO) at its June 11 Board meeting. Coniglio was selected as the top candidate after a rigorous nation-wide executive search that began last December. Coniglio is the first woman CEO in the Port's 52-year history.



Randa Coniglio

"Randa is a focused, diligent and highly creative leader who consistently delivers strong outcomes," explained Port Chairman Dan Malcolm. "This, combined with her track record in gaining the trust of stakeholders, achieving consensus and maintaining long-term, mutually beneficial relationships truly set her apart as the best candidate for this position."

"I am so honored to have been selected as the Port of San Diego's next President and CEO," said Coniglio. "We have such great momentum right now on a variety of fronts. I am very fortunate to have this opportunity at a time when there is so much positive energy around the Port's projects and initiatives."

Coniglio previously served as the Port's Executive Vice President of Operations over the departments of Real Estate, Maritime, Environmental and Land Use Management, Strategy and Business Development, Government and Community Relations, and Marketing and Communications.

Coniglio was hired in 2000 by the Port District after a 13-year private sector career in real estate development and real estate portfolio management. During her tenure at the Port, she was promoted six times.

Port staff's accomplishments under Coniglio's leadership are extensive with highlights that include entitling the 500-acre Chula Vista Bayfront Master Plan in 2012; successfully obtaining a unanimous approval vote from the California Coastal Commission for a \$700 million San Diego Convention Center expansion; facilitating the opening of The Headquarters shopping facility, which transformed the old San Diego Police Headquarters into a bustling retail center; and securing a 25-year lease renewal to Dole Fresh Fruit. She has been a driving force on the executive team that turned around a budget deficit in FY 2011-2012 and delivered a \$12 million surplus in FY 2013-2014.

Source: Port of San Diego <http://bit.ly/1KmU0b3>

Member News



Oregon DOT Launches OreGo

Enrollment in the nation's first per-mile charging system now open to 5,000 vehicles

State officials and private partners kicked off Oregon's new pay-by-the-mile road usage charge program, *OReGO*, welcoming drivers to enroll online starting July 1.

"The doors are now open for Oregonians to enroll their vehicles and test-drive *OReGO* state-wide," said Vicki Berger, chair of Oregon's Road User Fee Task Force, and a former member of the Oregon House of Representatives who helped pass legislation creating Oregon's new road usage charge program in 2013.

OReGO participants will pay 1.5 cents per mile while driving in Oregon, and receive a credit on their bill for state gas tax paid at the pump. *OReGO* is currently limited to 5,000 vehicles state-wide. ODOT is asking participants for feedback and suggestions for improving *OReGO* along the way.

Source: Oregon Department of Transportation <http://1.usa.gov/1CIGQLg>

Industry News



DOT Fact Sheets Highlight Grim State of U.S. Roads and Bridges

The Department of Transportation's July 9 fact sheets demonstrate how our transportation system is in a dire state of disrepair. Over the last six years, Congress has passed 33 short-term measures rather than funding transportation for the long term. Relying on 2013 data from the Federal Highway Administration and the American Society of Civil Engineers 2013 Report Card for America's Infrastructure, DOT's table of state-by-state road and bridge conditions demonstrate this.

Experts agree: The only way to prepare our transportation system for the next generation is to stop this cycle of short-term measures and pass a long-term transportation bill. Access state-by-state data here: <http://1.usa.gov/1M1sbqN>

Source: Department of Transportation (DOT)

Eno Center for Transportation Welcomes New Board Members from Intel, Boeing, and MARTA

Sam LaMagna, John Blazey, and Keith Parker join Eno Center Board as Phil Washington, Art Cameron, and Mort Downey step down

The Eno Center for Transportation is pleased to announce three new members to its Board of Directors: John Blazey, Boeing; Sam LaMagna, Intel; and Keith Parker, MARTA.

John Blazey is Vice President of Commercial Aviation and Transportation (Legislative Branch Government Operations) at Boeing. He is responsible for securing legislative support for Boeing's commercial airline business sector. He brings to Eno nearly 20 years of experience working on the House Appropriations Committee and is well known for his financial and policy background. Blazey's addition is a wonderful opportunity for Eno to continue the work being done in its Next-Gen Working Group.

Sam LaMagna currently serves as the Director of Advanced Driving Technologies for the Transportation Solutions Division at the Intel Corporation. His role in the proliferation of intelligent commuting technologies such as Advanced Driver Assist Systems (ADAS) represents an exciting new partnership for Eno and the chance to work further in the Autonomous Vehicle spectrum.

Keith Parker is the General Manager and CEO of the Metropolitan Atlanta Rapid Transit Authority (MARTA), the ninth largest transit system in the country. Prior to joining MARTA, Parker served as CEO of transit systems in San Antonio and Charlotte. In addition to these leadership roles, in 2014 METRO Magazine named Parker one of the twenty "Most Influential People of the Decade". His leadership skills and experience working in multiple public transit systems is an invaluable asset to Eno.

"I am excited for the opportunity to join the Eno Board of Directors. After Boeing's participation in the Eno's working group and its efforts on NextGen and Aviation Certification requirements, I look forward to becoming more involved in the Eno Center for Transportation through my role on the Board," said Mr. Blazey.

Mr. Parker added, "I look forward to joining the Eno Board of Directors and becoming involved with the Eno Center for Transportation. Through their Center for Transportation Leadership, Eno has helped foster many careers within the transit industry and I am excited to be a part of an organization that further supports transit professional development."

Eno is also saying goodbye to three board members – Phil Washington, new CEO of L.A. Metro; Art Cameron, Boeing; and Mort Downey, Chairman of the Washington Metropolitan Area Transportation Authority (WMATA). Together these three individuals dedicated nearly 20 years of hard work and service to Eno.

Source: Eno Center for Transportation <http://bit.ly/1MKvnG3>

Research News

Update: Metropolitan Freight Series

Brookings Institute

June 2015

Brookings Metropolitan Policy Program releases the final two installments in the Metro Freight Series, a collection of new research examining the volume of goods flowing through U.S. ports and across the nation by truck, train, boat, plane, and pipeline. Using a unique database developed by Brookings and the Economic Development Research Group, these reports illustrate how a small collection of metropolitan markets produce, consume, and distribute the vast majority of all U.S. goods.

The first report, “The Great Port Mismatch: U.S. Goods Trade and International Transportation,” focuses on how the country’s international ports—the water, air, and surface transportation facilities that handle its exports and imports—function at the metropolitan level. While the largest 25 ports move 85 percent of all international goods, they primarily serve customers in other parts of the country.

The second report, “Metro Modes: Charting a Path for the U.S. Freight Transportation Network,” supplements the international analysis by exploring the domestic freight network in greater depth. While a variety of transportation modes help stitch these regions together, including airports, railroads, and waterways, trucks serve as a backbone for the nation’s entire freight network, moving more than two-thirds of the volume of all U.S. goods annually.

Source: Brookings Institute <http://brook.gs/1GrMhab>

Truck-Friendly Tolls for 21st Century Interstates

Reason Foundation

July 2015

This study addresses the question of whether there is a value proposition for the trucking industry in supporting such an “Interstate 2.0” endeavor. For understandable reasons, this industry has a long history of opposition to tolling, objecting to “double taxation” (paying both tolls and fuel taxes for the same highway) and to toll roads often being used by governments as “cash cows” (charging far more than needed to cover the capital and operating costs of the toll road, and diverting the excess revenue to other purposes).

The study reviews two other ways of increasing investment in major highways that have been advocated by the trucking industry, for example an across-the-board increase in federal gasoline and diesel taxes (such as 15 cents/gallon combined with inflation indexing). But that revenue would very likely be spread across all the myriad programs currently supported by the Highway Trust Fund, diverting most of it away from major highways such as the Interstates. Indeed, data recently published by the Government Accountability Office reveal that only about 6% of that \$50 billion a year program is actually spent on “major” highway and bridge projects.

Source: Reason Foundation <http://bit.ly/1OwdJGF>

Upcoming Events

September 13-17, 2015: CVSA Annual Conference & Exhibition
Boise, Idaho

September 20-22, 2015: 2015 IANA Intermodal Expo
Fort Lauderdale, Florida

September 27-30, 2015: CSCMP Annual Conference
San Diego, California

September 28-30, 2015: 2015 NASCO Continental Reunion
Windsor, Ontario



Sept. 20 – 22 | Ft. Lauderdale, FL



CAGTC & Freight in the News

CAGTC applauds DRIVE Act's creation of freight program, call for freight investment

American Journal of Transportation

June 23, 2015

<http://bit.ly/1LxU7mU>

EPW Committee hopes to DRIVE surface transportation bill through Senate

Railway Track & Structures

June 24, 2015

<http://bit.ly/1e66OY0>

Legislators debut bill to invest in multimodal freight infrastructure

Progressive Railroad

June 29, 2015

<http://bit.ly/1LQUPbW>

Rep. Lipinski Introduces Future Transportation Research and Innovation Act

Chicago Tribune

June 29, 2015

<http://trib.in/1JpglyZ>

Separate House and Senate actions focus on surface transportation authorization

Logistics Management

July 16, 2015

<http://bit.ly/1CTxGWx>

Why Join CAGTC?

Shape Policy

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

Up To Date Information

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

Access

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

Up to Date Information

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

To learn more contact:

Anna Denecke

Coalition for America's Gateways and Trade Corridors

1120 20th Street NW, Suite 500 North

Washington, DC 20036

Tel: (202) 828-9100 | Fax: (202) 797-0020

Email: adenecke@blakey-agnew.com

For more information about **The Coalition for America's Gateways and Trade Corridors**
or for newsletter submissions,

please visit our website at www.tradecorridors.org or
contact us at (202) 828-9100 or adenecke@blakey-agnew.com

ENTERPRISE FLORIDA



JOIN ENTERPRISE FLORIDA ON AN EXPORT SALES MISSION TO
TEGUCIGALPA, HONDURAS | DECEMBER 1 – 3, 2015



ENTERPRISEFLORIDA.COM

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





Dear International Business Leader:

The Honduran economy continues to gain ground, providing Florida companies interested in the Central American market a strategic entry point.

The United States is the chief trading partner for Honduras and Florida plays a significant role in this activity. The Central American nation is ranked as Florida's ninth-best market with nearly \$2 billion in Florida merchandise exports. Total merchandise trade totaled \$4.5 billion in 2014, allowing for ample opportunity to further expand on our trade relationships. The U.S.-Central America Free Trade Agreement (CAFTA-DR), implemented in 2006, further facilitates trade for interested companies by eliminating most tariffs and barriers. The agreement also offers protection for U.S. investments and intellectual property while creating transparency and procedures for conducting business. A significant advantage for U.S. exporters exists in the positive perception of U.S. manufactured goods and the relatively close proximity between both countries. Honduras also acts as a distribution gateway for the rest of Central America due to some of the lowest logistical costs in the region.

The Export Sales Mission to Honduras will take place December 1-3, 2015 in the capital city of Tegucigalpa. Florida exporters are invited to join the mission and participate in the Gold Key program. This program offers an excellent way to meet with potential Honduran business partners and establish ties.

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

Sincerely,

Bill Johnson
Florida Secretary of Commerce
President and CEO, Enterprise Florida, Inc.

Mission Itinerary*

Tuesday, December 1

Delegation departs Miami International Airport

- Country Commercial Briefing
- Ambassador's Reception

Wednesday, December 2

Tegucigalpa, Honduras

- Gold Key One-on-One Appointments
- Networking Luncheon

Thursday, December 3

Tegucigalpa, Honduras

- Gold Key One-on-One Appointments
- Delegation departs Toncontin International Airport

*Subject to change





Opportunities for Florida Companies

The Latin American region accounts for 60 percent of Florida's total merchandise trade. Honduras, with its expected continued growth, provides Florida exporters a wide range of opportunities for U.S. goods and services.

Bilateral trade between the U.S. and Honduras totaled \$9.8 billion in 2013. Honduras ranks as Florida's 9th top merchandise trading partner having exported nearly \$4.5 million of merchandise in 2014.

How to Participate

Are you a Florida company that manufactures or provides a value added service? Are interested in doing business with Honduras? Consider joining the Export Sales Mission to Honduras as a Gold Key participant. The Gold Key Service is one of the most efficient ways to meet with a pre-screened potential cross-border business associate, whether you are seeking an agent, a distributor, or a partner. Individual meetings will be arranged during the mission by the U.S. Commercial Service in Tegucigalpa to ensure pre-screened Honduran companies for you to do business with. Grants are available to qualifying companies.

Companies or individuals interested in participating in the mission can also consider joining as a delegate. Delegate participants will benefit from the various networking events offered during the mission.



If you provide these services or products, you should consider joining the Export Sales Mission to Tegucigalpa, Honduras!

Best export opportunities for Florida companies:

- Safety & Security Equipment
- Packaging & Food Processing Equipment
- Hotel & Restaurant Equipment
- General Consumer Goods
- Automotive Parts/Service Equipment
- Apparel & Footwear
- Construction Equipment & Services
- Agricultural Equipment
- Clinical/Laboratory Equipment



There are two ways of participating:

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

Option 2: DELEGATE PACKAGE

- ☐ **Delegate** \$500 per person

Package includes the following:

- Admission to all mission events.
- Ground transportation to all mission events.
- Delegate package does not include any one-on-one appointments. This option encourages delegates to schedule their own individual appointments and activities during their free time.

GRANTS

Gold Key grants will be available to qualified Florida manufacturers as well as eligible high-tech and professional service providers. The grant offsets 100% of the gold key service registration fee for the first company representative. A separate application process will be required for this grant. Additional company representatives will be charged \$450.

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

Intercontinental Tegucigalpa (official Mission hotel)

Single approx. \$169 + tax
Double approx. \$184 + tax

**These rates include breakfast and wifi*

Round-trip airfare from Miami to Tegucigalpa on American Airlines

..... approx. \$715.97

CANCELLATIONS

Cancellations prior to November 1, 2015 must be made in writing and sent to Stephanie Pavolini at spavolini@enterpriseflorida.com. No VERBAL cancellations will be accepted. For a full refund, cancellations must be received by November 1, 2015.

Contact Stephanie Pavolini for details:

(305) 808-3388 or spavolini@enterpriseflorida.com

Gold Key Registration Deadline: October 5, 2015

Delegate Package Registration Deadline: November 2, 2015

For registration forms, contact:

Stephanie Pavolini at spavolini@enterpriseflorida.com
or Jorge Riano at jriano@enterpriseflorida.com

Registration will not be considered final until online registration is complete, travel arrangements have been made, and payment has been received.

Tallahassee Office

101 North Monroe Street, Suite 1000
Tallahassee, Florida 32301
Main Office: 850.298.6620

Orlando Office

800 North Magnolia Avenue, Suite 1100
Orlando, Florida 32803
Main Office: 407.956.5600

Miami Office

201 Alhambra Circle, Suite 610
Coral Gables, Florida 33134
Main Office: 305.808.3660

Executive Office

Bill Johnson	Secretary of Commerce/President & CEO	305.808.3580	billjohnson@enterprise florida.com
Griff Salmon	EVP, Chief Operating Officer	407.956.5652	gsalmon@enterprise florida.com
Mike Grissom	SVP, External Affairs	850.298.6630	mgrissom@enterprise florida.com

Marketing & Communications

Kim Wilmes	Acting Chief Marketing Officer	407.956.5628	kwilmes@enterprise florida.com
Sean Helton	VP, Strategic Alignment & Communications	407.956.5630	shelton@enterprise florida.com
Stephen Lawson	Director, External Communications	850.298.6627	slawson@enterprise florida.com

Business Development

Crystal Sircy	SVP, Business Development	407.956.5640	csircy@enterprise florida.com
John Krug	Manufacturing/Technology	407.956.5668	jkrug@enterprise florida.com
Joel Gunter	Manufacturing/Biofuels	407.956.5621	jgunter@enterprise florida.com
Sherry Ambrose	Life Sciences	407.956.5659	sambrose@enterprise florida.com
Cori Henderson	Logistics / Distribution	850.298.6647	chenderson@enterprise florida.com
Tim Johns	Manufacturing / Clean-Tech	407.956.5611	tjohns@enterprise florida.com
Tim Vanderhoof	Financial Services / Corporate HQ	407.956.5679	tvanderhoof@enterprise florida.com
Molly Egloff	Information Technology	407.956.5664	megloff@enterprise florida.com
Heather Squires	Director, Competitive Strategies	407.956.5696	hsquires@enterprise florida.com

Strategic Partnerships

Al Latimer	SVP, Strategic Partnerships	407.956.5602	alatimer@enterprise florida.com
Rocky McPherson	VP, Military & Defense	850.298.6652	rmcpherson@enterprise florida.com
Bruce Grant	Executive Director, Florida Defense Support Task Force	850.878.0826	bgrant@enterprise florida.com
Noreen Levitt	Director, Investor Development	407.956.5688	nlevitt@enterprise florida.com
Heather Cave	Manager, Military & Defense Programs	850.298.6640	hcave@enterprise florida.com

FLORIDA CHAMBER OF COMMERCE



TRANSPORTATION SUMMIT

December 10, 2015 ► Jacksonville

9:00 a.m. – 4:00 p.m. | Omni Jacksonville Hotel

During this **unique, one-day event**, the Florida Chamber Foundation will bring together Florida's transportation experts, policy makers, and business leaders to discuss challenges and opportunities facing Florida during the **next 20+ years**.

DID YOU KNOW?

- Florida moves **106.4 million tons of cargo** through its 15 deep-water ports annually.
- Florida has more than **500,000 jobs in transportation, trade, and logistics** – which pay 30 percent more than the statewide average.
- Florida's state highway system is used for more than **103.9 billion miles of vehicle travel** annually.
- Florida moves more than **98 million tons of freight on its more than 2,700 miles of rail lines** annually.
- Florida's 19 commercial airports account for **10% of the nation's total passengers**.

Florida's transportation network is an important part of all Floridians' daily lives, and is a large employer in our state.

Title Sponsor:



Titanium Sponsor:



Silver Sponsor:



2015 COMMUNITY DEVELOPMENT PARTNERS



Register to attend at www.FloridaChamber.com/TransportationSummit

FLORIDA OCEAN ALLIANCE



AGENDA

Florida Ocean Alliance Board Meeting

August 31, 2015, Monday, 10 am-3 pm

**Host: Florida Institute of Oceanography
University of South Florida-St. Petersburg
University Student Center, Ballroom
830 1st St. South, St. Petersburg, FL 33701**

10 a.m. - Noon

- I. Welcome by Host- Bill Hogarth
- II. Introduction of Members- Steve Cernak, Chair
- III. External Context for 2016
Discussion of what is expected in major regions of state and future activities at state and national level- Jim Murley and Kumar Mahadevan
- IV. FOA Strategic Direction 2016 - Board Discussion

Legislative Initiative - Steve Cernak, Kumar Mahadevan, Jim Murley
 - A. Strategies
Short Term
Long Term
 - B. Action Steps – What is the key request from the Legislature in 2016?
Steve Cernak, Kumar Mahadevan, Jim Murley
- V. Oceans Day 2016 (February 10-11) - Kumar Mahadevan
- VI. New FOA Member Recruitment- Duane DeFreese
- VII. Budget Issues Report - Lenore Alpert
- VIII. Bylaws Approval – Lenore Alpert
- IX. Website Redesign- Lenore Alpert

Noon- Working Lunch, with remainder of above agenda during and after lunch

3 p.m. Adjourn

5-7 p.m. Joint FOA-FIO Reception (Same room location)

FLORIDA RECYCLING PARTNERSHIP



Greetings! We wanted to give you an update on the Florida Recycling Partnership. So much has happened this summer and we have more projects in the works!

Florida Chamber Foundation – 29th Annual Environmental Permitting Summer School – Orlando

The Florida Recycling Partnership had a strong presence at this year's event. Over 850 people attended the conference in Orlando and we had an opportunity to talk with them about the Florida Recycling Partnership and our upcoming events.

It was an honor to serve as the moderator and introduce Secretary Jon Stevenson and Donald Kinard – US Army Corp of Engineers. Several of our members participated on a panel to discuss recycling in Florida. Kim Brunson – Publix, Susan Robinson – Waste Management, Gene Jones – SWIX and Jorge Caspary – FDEP were on the panel and discussed how Florida can get to the 75% recycling goal by 2020.



Our booth was located in a prime spot and we had a lot of activity in our booth. Thank you to all who sent give-aways and prizes for the booth. It seemed as though people had fun with the "Toss the Bottle" game. A special thank you to Kim Brunson - Publix and Dawn McCormick – Waste Management for helping us man the booth!

Florida Society of Association Executives – St. Petersburg

Last week the Florida Society of Association Executives held its annual conference at the Renaissance Vinoy in St. Petersburg. Again this year, the Florida Recycling Partnership participated in the silent auction. Thanks to donations from Rooms To Go, Miami Marlins, Wawa, PepsiCo, Waste Management and Publix we provided a very nice silent auction prize! Our display had to be smaller this year due to space constraints, but we made it work and got a lot of compliments! The FSAE Foundation silent auction raised over \$41,000; the highest amount in the history of the auction!

Also I was installed as a member of the FSAE Board of Directors giving the Florida Recycling Partnership more exposure. FSAE now has over 1,000 members statewide.

New video

Our website has a new video explaining the Florida Recycling Partnership and showing some of past events. Go to www.flrecycling.org and click on the video to see it.

Upcoming Florida Recycling Summits

We are excited to announce two Florida Recycling Summits will be held this year. The first will be at the Marlins Park on Friday, August 14. The second will be held at Port Everglades on Wednesday, September 9. Look for an email soon with information about the events and sponsorship opportunities.

Again, thank you for being a member of the Florida Recycling Partnership! If you have any ideas for events or need any additional information, please do not hesitate to contact me.

Keyna





- **Florida Recycling Summit at Marlins Park** – Friday, August 14 from 10:00 am until 3:00 pm. Event will be held in the Marlins Press Conference Room
 - Welcoming remarks – Mayor Tomas Regalado, City of Miami
 - Marlins Park has a LEED Gold rating. A Marlins representative will discuss the efforts in achieving LEED Gold for the construction of Marlins Park as well as details of their current recycling efforts from opening through this season.
 - Construction in Florida is booming and so is the recycling of construction & demolition debris – Patti Hamilton, SWS will talk about how these materials are recycled.
 - Special Luncheon Speaker – Lt. Governor Carlos Lopez-Cantera has been invited to speak at luncheon; waiting for confirmation
 - Business Recycling – Miami-Dade has a mandatory recycling program for businesses. Our panel will give you tips on how to start a recycling program or improve an existing one at your company and how to be in compliance with local ordinances
 - Pat Johnson, Total Recycling Program Manager – Waste Management
 - Kim Brunson, Recycling & Solid Waste Manager – Publix
 - Jeanmarie Manze Massa, Recycling Manager - Miami-Dade County Public Works & Waste Management Department
 - Tour of Marlins Park – specialized guided tour showing sustainability effort as well as a glance into the Marlins Baseball Team facilities
- We still need a few sponsors for the event - \$750 for Gold Sponsors and \$500 for Green Sponsors. For more information about the sponsorships contact me or go to www.flrecycling.org



- **Florida Recycling Summit at Port Everglades** – Wednesday, September 9 from 10:00 am – 3:00 pm. Event will be held in Terminal 4
 We are still working on this event, but already have confirmation from Royal Caribbean and Carnival Cruise Lines that they will participate on a panel to talk about recycling at sea and ports. Cliff Barry, Inc. will talk about oil recycling and Karen Moore, the new Recycling Program Manager for the Florida Department of Environmental Protection will be our luncheon speaker. A special tour will be given showing sustainability efforts for Terminal 4 and the Broward County Convention Center. More details to come!

- Cost is \$75 and include lunch and special tour
- Sponsorships available - \$750 for Gold Sponsors and \$500 for Green Sponsors

Florida Recycles Day at the Capitol

- Mark your calendars and plan to attend the Florida Recycles Day at the Capitol on Tuesday, November 2 from 9:00 am – 1:00 pm. This will be the third event that the Florida Recycling Partnership has coordinated and held in conjunction with the Florida Department of Environmental Protection. More information will be distributed in mid-September.

Please let us know if you have any questions or need any additional information!

Thank you for being a member of the Florida Recycling Partnership.

Keyna

Keyna Cory
Executive Director
Florida Recycling Partnership
PO Box 10683
Tallahassee, FL 32302
(850) 728-1054
www.flrecycling.org





Florida Recycling Summit

September 9th, 2015

10 am – 3 pm

Join top Florida businesses and associations for a one day event to discuss recycling efforts in our state.



Recycling at Port Everglades

Cruise Industry is a leader in recycling. Paul D'Annunzio from Royal Caribbean Cruises Ltd. and Rabih Boudargham, Carnival Cruise Lines will discuss how their ships recycle while at sea and at the Port.

Cargo business includes recovered materials. Learn about this segment of business from SeaFreight and others.

Waste Management's Port Specialist, Sebastian Wagner will talk about how they handle materials coming into and going out of the port.

Over 108 million barrels of petroleum came through Port Everglades in 2013. But did you know that oil recycling and recovery happens as well?

Cliff Berry, Inc. will talk about these efforts.

Greater Fort Lauderdale Broward County Convention Center has a LEED Gold rating. Julia Johnson will explain how their recycling program works. Dick Slater from Moss & Associates will talk about Port Everglades' newest additional – Terminal 4 and their efforts to become a LEED Certified Building.

Special Luncheon Speaker

Karen S. Moore, Recycling Program – Florida Department of Environmental Protection

Behind the scenes tour of Terminal 4 - Port Everglades' Newest Terminal and Greater Fort Lauderdale Broward County Convention Center



About FRP

Florida Recycling Partnership is a coalition of businesses and associations dedicated to improving Florida's recycling rates. Our members are proactively implementing programs in their organizations and companies to reduce the waste they produce, recycle materials, and make programs available to consumers at the end of the products life. They believe in the symbols ... reduce, reuse and recycle!

Keyna Cory

Keyna@flrecycling.org

(850) 728-1054

Post Office Box 10683 – Tallahassee, FL 32302



Florida Recycling Summit

September 9th, 2015

10 am – 3 pm



Registration Form
Cost - \$75 per person
(includes lunch)

Name: _____

Company: _____

Telephone: _____

Email: _____

Payment Information:

Checks (payable to Florida Recycling Partnership) or Credit Card

Visa

MasterCard

American Express

Name of Cardholder: _____

Credit Card Number: _____

Expiration Date: _____ CVV: _____

Billing Address: _____

City: _____

State: _____ Zip: _____

For any additional information contact

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

Submit by
Email: Keyna@flrecycling.org
Fax: (850) 561-1389
Or Mail: Florida Recycling Partnership
P.O. Box 10683
Tallahassee, FL 32302



TAB 5
PUBLIC AFFAIRS

TAB 5A
COMMUNICATIONS UPDATE

TO BE DISCUSSED AT MEETING

TAB 5B
MARKETING UPDATE



for your business.

Preliminary Program and Registration

September 20–22, 2015
Ft. Lauderdale, Florida
Greater Ft. Lauderdale/Broward
County Convention Center

IANA INTERMODAL
EXPO **2015**

Education program co-sponsored by FTR and TIA



Intermodal to the power of

EXPO is the essential event for a growing intermodal industry. It is where the industry's products and services are showcased and its issues and challenges are examined. Plug into EXPO and connect to the entire intermodal supply chain.

Who Attends?

All industry stakeholders are invited to EXPO, including 3PLs, ocean carriers, motor carriers and drayage companies, railroads, equipment manufacturers and leasing companies, technology vendors, shippers/BCOs and many more intermodal industry professionals.



Opening Sessions

Monday, Sept. 21: FreightCast — Where Is Intermodal Headed in 2015 and Beyond?

This panel of expert analysts will provide an in-depth review of intermodal's recent performance and its prospects. Starting with the economy and then looking at key trends in trucking and shipping, what will it all mean for intermodal? What's the impact of items such as falling energy prices and intermodal service issues, truck capacity and port congestion? What are the key trends to be keeping an eye on from here?

Moderator:

William Strauss, Senior Economist, Federal Reserve
Bank of Chicago

Speakers:

Noel Perry, Managing Director, FTR
Hayes Howard, President, Blue Water Consulting
Larry Gross, Senior Consultant, FTR

Tuesday, Sept. 22: Intermodal's Winners — Industry Analysts Make the Case

Industry analysts share their view of intermodal market opportunities and who is leading the pack in terms of performance and business positioning. You'll also get some insight into recurring industry merger and acquisition activities. Hear what seasoned intermodal observers and their shipper surveys suggest must happen both now and in the future.

Moderator:

William Strauss, Senior Economist, Federal Reserve
Bank of Chicago

Speakers:

Thom Albrecht, CFA, Managing Director, BB&T Capital
Markets
Tony Hatch, Analyst and Financial Consultant, ABH Consulting
John Larkin, Managing Director, Stifel Nicolaus & Company



The Dialogue Box

Located adjacent to the tradeshow floor, the Dialogue Box is an EXPO "original," where attendees and speakers can discuss the educational sessions and pressing industry issues. Small-scale and informal, this year's Dialogue Box will host eight industry roundtable discussions.

Sponsors

Host Co-Sponsors

Florida East Coast Railway, LLC
Port Everglades

Platinum Plus

BNSF Railway
C.H. Robinson
Canadian Pacific
Celtic International
Container Maintenance Corporation
Coyote Logistics
CSX Transportation
Direct ChassisLink, Inc.
Ferrocarril Mexicano, S.A. de C.V.
Hub Group
IMC Companies
Landstar System, Inc.
Norfolk Southern Corporation
REZ-1, Inc.
Schneider
Swift Transportation Co., Inc.
TRAC Intermodal
Union Pacific Railroad Company
Universal Intermodal Services
Yusen Logistics (Americas), Inc.

Platinum

ARL Transport, LLC
California Multimodal, LLC
CN
ContainerPort Group, Inc.
Cornerstone Systems
Integra Logistics Services, LLC
Kansas City Southern
Konecranes, Inc.
MercuryGate International
Mi-Jack Products
Port of Long Beach
Ports America
Roadrunner Intermodal Services
TTX Company

Gold

Asset Intelligence, an I.D. Systems Company
Bridge Terminal Transport Services, Inc.
Bridgestone Americas Tire Operations
CMC Logistics LLC
Intermodal Maintenance Group, LLC
Jet Transport, Inc.
Quest Capital Group, LLC
Reliable Transportation Specialists, Inc.
SunTrust Bank

Education Co-Sponsors

FTR
Transportation Intermediaries Association

Facility Tours — Sunday, September 20

IANA has arranged tours for full registrants of Intermodal EXPO. Tours are available on a first-come, first-served basis and space is limited.

12:30 p.m. – 2:30 p.m.

Port Everglades/Florida East Coast Railway Intermodal Container Transfer Facility Tour

At the crossroads of North-South and East-West trade, Port Everglades (PEV) is one of the nation's leading container ports, handling one million TEUs annually and serving as a gateway to Latin America, the Caribbean, Europe and Asia. Ongoing capital improvements and expansions ensure that PEV will continue to handle future growth in container traffic. Florida East Coast Railway (FECR), a leading rail provider, has formed a strategic alliance with PEV and last year invested in the creation of a state-of-the-art Intermodal Container Transfer Facility. This 43-acre facility is adjacent to PEV and offers seamless ship to rail transfers. Tour these two facilities for an up close view of how this innovative alliance works, and how PEV and FECR keep cargo moving, efficiently and reliably.



2:00 p.m. – 4:00 p.m.

Operations Tour of Fort Lauderdale–Hollywood International Airport

Fort Lauderdale–Hollywood International Airport is one of the 25 busiest airports in America. It averages approximately 300 inbound and 300 outbound commercial flights daily, and served 24.6 million passengers in 2014. This private tour by Broward County Aviation Department officials will offer participants an opportunity to view rarely seen back-of-house terminal operations, and will include baggage handling, communications and emergency centers, and the unusual newly-expanded South Runway which traverses highways and railroad tracks.



Interested in expanding your company's visibility at EXPO? See page 8 for details.

“If I have to pick one event that is geared toward the Intermodal industry in North America, it is the Intermodal EXPO.”

Don Aiken, Senior Vice President, Intermodal, NFI Industries

Preliminary Program Schedule

[Click here for more program details.](#)

Sunday, September 20

Morning

Operations and Maintenance & Repair Task Force Meetings
Maintenance & Repair Committee Meeting

Afternoon/Evening

Operations Committee Meeting
Port Everglades/FECR ICTF Facility Tour
Fort Lauderdale-Hollywood International Airport Operations Tour
New Member and First-Time Attendee Reception (at Hilton — Invitation Only)
Welcome Reception (at Hilton)

Monday, September 21

Morning

Breakfast/Opening General Session
Awards Ceremony
Networking Break
Concurrent Education Sessions

Afternoon/Evening

Exhibits Open/Lunch in Exhibit Hall
Dialogue Box Roundtables
EXPO Academic Challenge — Annual Student Competition
'80s Happy Hour on the show floor
Chairman's After Party (location TBD)

Tuesday, September 22

Morning

Breakfast/Opening General Session
Networking Break
Concurrent Education Sessions

Afternoon

Exhibits Open/Lunch in Exhibit Hall
Dialogue Box Roundtables
Intermodal EXPO Street Festival

Intermodal EXPO Street Festival

EXPO attendees are encouraged to stay in Fort Lauderdale on Tuesday afternoon to attend the Intermodal EXPO Street Festival! Carnival games, beer and delicious carnival-style foods round out this event and give you one more chance to network with your peers!



“The intermodal system plays a critical role in the competitiveness of North American business and the Intermodal EXPO provides an immediate connection to that network.”

Mike Wilson, Senior Vice President, Hamburg Sud North America, Inc.

Intermodal EXPO 2015 Education Sessions by Stakeholder Interest

EDUCATION SESSIONS/TRACKS

STAKEHOLDER INTEREST

Intermodal Economics & Environment Track	3PL	Marine	Motor Carrier	Railroad	Supplier	BCO
Monday Opening Session						
FreightCast — Where Is Intermodal Headed in 2015 and Beyond?	✓	✓	✓	✓	✓	✓
A Look into the Crystal Ball — Tomorrow's Technologies Impacting Intermodal	✓	✓	✓	✓	✓	✓
Tuesday Opening Session						
Intermodal's Winners — Industry Analysts Make the Case	✓	✓	✓	✓	✓	✓
Washington Hits the Road: Trucking Regulations and Funding ... and What it Means for Intermodal	✓	✓	✓	✓	✓	✓

Intermodal Sales & Service Track						
Intermodal 2015 — Shippers Share Expectations and Performance Results	✓	✓	✓	✓	✓	✓
Rail Intermodal Partnerships — Matching the Right Rail Programs to Your Shipper's Needs	✓		✓	✓	✓	✓
🗨 Continuing the Dialogue: Building Strong Rail Intermodal Partnerships	✓		✓	✓	✓	✓
🗨 Intermodal Conversion: How to Introduce Intermodal into the Mix	✓		✓	✓	✓	✓
Shipper/Drayage Partnerships — Strengthening your Motor Carrier Relationships to Ensure Capacity	✓	✓	✓	✓		✓
Chilling Out — The Reefer Intermodal Opportunity	✓	✓	✓	✓	✓	✓
🗨 Intermodal Legislative Update — Are You Prepared for What's Coming?	✓	✓	✓	✓	✓	✓
🗨 Staying Out of Legal Hot Water — You've Got Questions, We've Got Answers!	✓	✓	✓			✓

Intermodal Operations Track						
Downstream Effects of Maritime Labor Uncertainties	✓	✓	✓	✓	✓	✓
Chassis Provisioning? What's Working, What's Not and What to Do About It	✓	✓	✓	✓	✓	✓
Will Your Systematic Maintenance Program Get a Passing Mark?		✓	✓	✓	✓	
🗨 Port Productivity Initiatives — Regional Programs that Keep Trucks Moving	✓	✓	✓	✓	✓	✓
🗨 Future Intermodal Workforce — Industry Best Hiring and Development Practices	✓	✓	✓	✓		
East Coast, West Coast, Which Coast? — Shippers, Ocean Carriers and the Panama Canal Authority Discuss the Future	✓	✓	✓	✓	✓	✓
Improving Drayage Driver Productivity — The View from the Front Lines		✓	✓	✓	✓	✓
Detention, Demurrage and Free Time — A Dialogue Between the FMC and Industry Stakeholders	✓	✓	✓	✓	✓	✓
🗨 Continuing the Dialogue: Improving Drayage Driver Productivity — The Role of Technology, Reliable Metrics and Data Flows		✓	✓	✓	✓	✓
🗨 Continuing the Dialogue: Recommended Practices for a Systematic Maintenance Program		✓	✓	✓	✓	

🗨 Dialogue Box — Industry Roundtable Session ☐ Monday, September 21 ☐ Tuesday, September 22

Hotels

The Greater Fort Lauderdale Convention and Visitors Bureau is IANA's official housing manager. The negotiated group rates shown below are available until August 10, 2015.

Please be aware that you may be contacted by unauthorized housing companies that are not working with IANA. The packages they offer are not endorsed by IANA and are often misleading, have unusual restrictions, deposits and cancellation clauses. IANA is not responsible for reservation fulfillments booked through these housing companies.

[Click here to access the online reservation system or download a hotel reservation form.](#)

Hilton Fort Lauderdale Marina (Co-Headquarters Hotel)

Available after April 1

Single/Double: \$129

5 min. walk to Convention Center

Triple/Quad: \$149

Marriott Harbor Beach Resort & Spa (Co-Headquarters Hotel)

Standard Rooms: Single/Double: \$229

1.3 miles to Convention Center

Ocean Front Rooms: Single/Double: \$249

Embassy Suites Fort Lauderdale

Single/Double: \$139

10 min. walk to Convention Center

Hyatt Regency Pier Sixty-Six

Garden Marina: \$149

0.5 miles to Convention Center

Deluxe Lanai: \$169

Tower Deluxe: \$189

Tower Executive: \$229

Renaissance Ft. Lauderdale Cruise Port Hotel

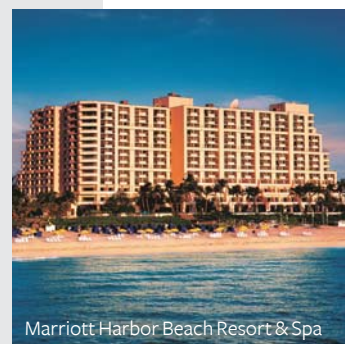
Single/Double: \$124

5 min. walk to Convention Center

Junior Suite King: \$174



Hilton Fort Lauderdale Marina



Marriott Harbor Beach Resort & Spa



Shuttle Bus Transportation

IANA will provide complimentary shuttle bus service to and from all official EXPO hotels and the Convention Center September 20 - 22.

Golf Arrangements Available

Interested in holding a hosted golf event in conjunction with Intermodal EXPO?

San Diego Golf Events develops and coordinates an average of 150 golf outings per year at exclusive courses and private country clubs throughout Florida. Contact Vince Tully, director of golf, at 760-815-7815 or vince@sangolf.com.



Registration Types

Access the online registration system [here](#).

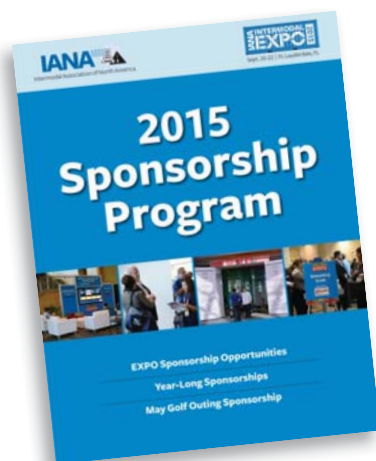
Register by July 1 and save!		Through July 1	After July 1
Member companies receive BUY TWO, GET ONE 50% OFF on full registrations!			
Full Registrations Access to all EXPO events including the Sunday Welcome Reception, all educational sessions, breakfasts, lunches, happy hour, street festival, the exhibit hall and facility tours.	Member	\$650	\$795
	At-Large Member	\$625	\$770
	Non-Member	\$995	\$1,195
Not a member? Join IANA and receive one free full registration and discounted member registration pricing!			
Monday Day Passes Access to all activities scheduled for Monday, September 21, including all educational sessions, breakfast, lunch, happy hour and exhibits.	Member	\$425	\$525
	At-Large Member	\$400	\$500
	Non-Member	\$525	\$650
Tuesday Day Passes Access to all activities scheduled for Tuesday, September 22, including all educational sessions, breakfast, lunch, street festival, closing event and exhibits.	Member	\$250	\$295
	At-Large Member	\$225	\$270
	Non-Member	\$475	\$550
Tuesday Tradeshow Only Pass Access the tradeshow floor for free the afternoon of Tuesday, September 22!		FREE	FREE
BCO/Shipper Complimentary Full Registrations Qualified shippers and BCOs are eligible to receive complimentary full registrations.		FREE	FREE



Badges will be available for pick-up at the Greater Fort Lauderdale/Broward County Convention Center Saturday, September 19 – Tuesday, September 22.

“I find the EXPO to be a very effective event for intermodal supply chain shippers, suppliers and transportation providers to come together to address the issues challenging our industry, network with other industry leaders and see the broad array of goods and services available in our industry.”

Keith Lovetro, Chief Executive Officer and President, TRAC Intermodal



Sponsorship Opportunities

Keep your company's name at the forefront during the only dedicated intermodal supply chain event. This year, IANA is offering sponsorship opportunities designed specifically to provide greater visibility and enrich your brand in front of key industry stakeholders at Intermodal EXPO 2015.

Premium EXPO sponsorship opportunities automatically include Platinum Plus or Platinum sponsorship as components of the benefits. They also provide complimentary registrations and VIP customer tradeshow passes, recognition in the Mobile App and EXPO program guide and more.

Help your company stand out from the competition! Contact us at 301-982-3400, ext. 312 or sponsorship@intermodal.org for more information.



Intermodal EXPO Exhibitors (As of June 12, 2015)

AFMS Logistics Management Group	Eveley International Corp.	Mi-Jack Products	Southern Bracing Systems
ALK Technologies, Inc.	Florida East Coast Railway, LLC	Musco Lighting	Star Leasing Company
Asset Intelligence, an I.D. Systems Company	Fox Transportation	New Life Transport Parts Center	Stoughton Trailers, LLC
Association of American Railroads	FTR	Norfolk Southern Corporation	Sutong China Tire Resources, Inc.
Atlas Injury Prevention Solutions	Goodada	Oliver Rubber	TAL International
AXN Heavy Duty	Green Racking Solutions, LLC	Optronics International	Terminal Investment Corporation (TICO)
AZZ Galvanizing Services	Groeneveld USA	ORBCOMM, Inc.	Thermo King Corporation
BettsHD	GTG Technology Group, LLC	Panama Canal Authority (ACP-PMM)	Tiger Cool Express, LLC
BNSF Railway	Gulf Coast Business Credit	Peterson Manufacturing Company	TOCA Industry Technologies, Inc.
Brand Inc.	HAVCO Wood Products, LLC	Phillips Industries	Top Lift Enterprises, Inc.
Bridgestone Americas Tire Operations	Hendrickson	Phoenix Products Company	TramecSloan, LLC
Buckeye Mountain	Horizons MetalPhoto	Port of Long Beach	Transport Topics
Buffers USA, Inc.	Hub Group	Port of Los Angeles	Transportation Intermediaries Association (TIA)
CAI International, Inc.	Hutchens Industries, Inc.	Port of Palm Beach District	TransWorks
CakeBoxx Technologies, LLC	Hyundai Translead	Profit Tools, Inc.	Trinium Technologies
Capacity Trucks, Inc.	Idrive	Prolam	Truck-Lite Company, LLC
Carrier Transcold	IEM, LLC	Quantum Edge, LLC	TSE Brakes, Inc.
Chassis King Inc.	IMC Companies	Railway Supply Institute, Inc.	TTX Company
CIMC Intermodal Equipment	Intermodal Insurance Company	Rand McNally	Tyres International
Combilift USA	International Telematics	Reliable Transportation Specialists, Inc.	Union Pacific Railroad Company
Compcare Services	Jiashan Xiangsen Timber Products Co., Ltd.	REZ-1, Inc.	Universal Intermodal Services, Inc.
Container Maintenance Corporation/Marine Repair Services	JOST International	RoadOne IntermodalLogistics	Vanguard National Parts
CSX Transportation	Kalmar	Rockland Flooring	Walnut Industries
EBE Technologies	Konecranes, Inc.	SAF Holland, Inc.	WAM Technologies
Enterprise Florida, Inc.	Kranunion Cranes & Transport Systems, Inc.	Safety Vision	Webb Wheel Products, Inc.
Enterprise Integration	Max-Atlas Equipment International, Inc.	Service Tire Truck Centers	Yangzhou Tonglee Reefer Container Co., Ltd.
	MercuryGate International	Simplex Group	
	Meritor Heavy Vehicle Systems, LLC	SkyBitz, Inc.	
		South Carolina Ports Authority	

Interested in Exhibiting?

Learn more about how to become an exhibitor at www.IntermodalEXPO.com or contact Chuck Herrholtz at info@intermodalexpo.com or 1-800-796-2638, ext. 4974 to book your space today.

“EXPO is a well-organized event, focused on the key challenges and opportunities faced by the industry, and attended by leaders and decision makers.”

Jim Hertwig, President & CEO, Florida East Coast Railway

DESTINATION: Rio de Janeiro, Brazil



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

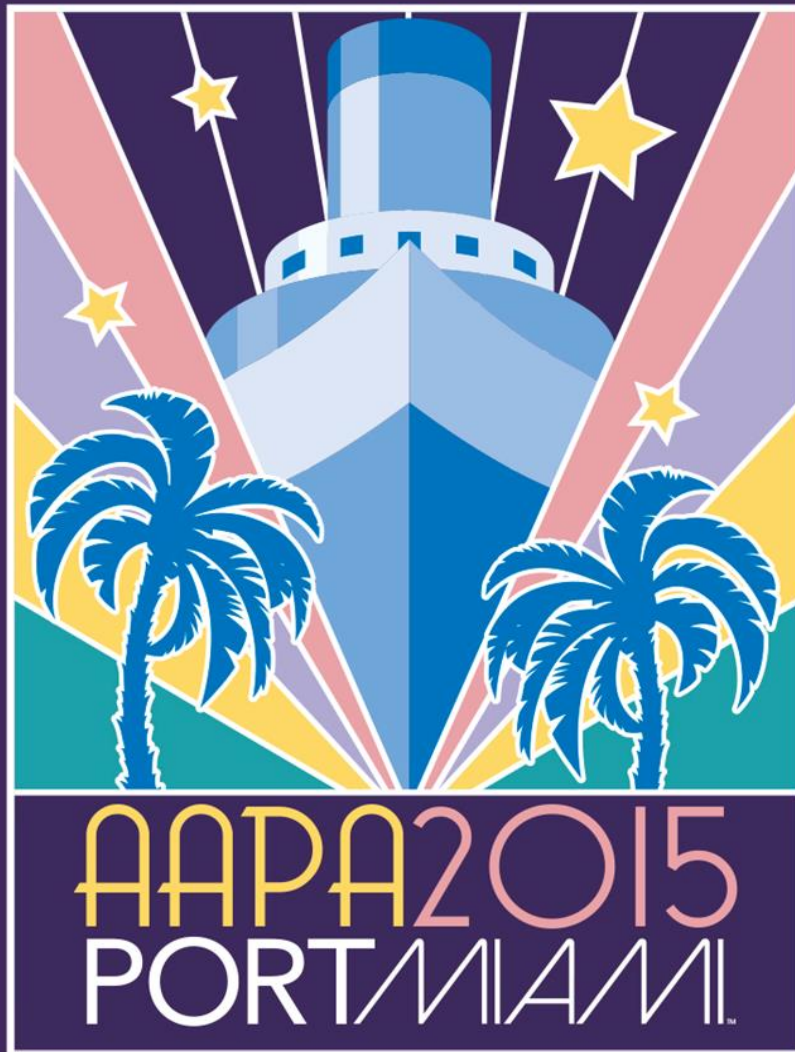
Florida ports have cutting-edge intermodal transfer facilities and the capability to handle any cargo from containers, automobiles and bulk products to project and break bulk cargo. With a large built-in consumer market and connections to every international market, from Brazil to Bangladesh, Florida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

MIAMI. LET'S SHINE!



SPONSORSHIP & ADVERTISING OPPORTUNITIES

NOVEMBER 2-4, 2015
INTERCONTINENTAL MIAMI HOTEL, MIAMI, FL

TAB 6
LEGISLATIVE

TAB 6A
LEGISLATIVE:
STATE

Budget/Seaport Funding

TO BE DISCUSSED AT MEETING

Miscellaneous

FSAWWA Utility Council Issue Paper

TITLE: Consultants Competitive Negotiation Act (CCNA)

ISSUE SUMMARY: Section 287.055, Florida Statutes, requires state government agencies, municipalities or political subdivisions, school boards and school districts, to select a consulting firm based on qualifications rather than on a “lowest bid” basis. The CCNA allows “continuing contracts,” defined as contracts for professional services entered into in accordance with all the procedures of the CCNA whereby the firm provides professional services for which the estimated construction cost of each individual project under the contract does not exceed \$2 million, the fee for professional services for each individual study under the contract does not exceed \$200,000, or for work of a specified nature as outlined in the contract required by the agency, with the contract being for a fixed term or with no time limitation except that the contract must provide a termination clause.

On December 18, 2013, the Attorney General’s Office issued an advisory opinion (AGO 2013-28) in response to a question asking whether an entity was compliant with the CCNA if it awarded a contract for continuing services for professional services of a specified nature even if the estimated cost of an individual construction project exceeds \$2 million. The AGO found that the entity would not be in compliance with the CCNA. In support, the AGO examined the legislative history of the CCNA, finding that “the Legislature intended, by amending the CCNA in 1988, to include monetary limitations on ‘continuing contracts’ in cases involving construction projects and to extend those monetary limitations to such ‘continuing contracts’ within the scope of the Act.” The AGO then found that a continuing contract for “professional services of a specified nature as outlined in the contract” and containing individual construction projects in excess of the \$2 million would be outside the scope of the “continuing contract” exception of the CCNA and would be subject to the other competitive procedures of the Act.

IMPACT TO FSAWWA MEMBERS: As utilities develop project management processes for the implementation of their CIPs, many project groups will include construction projects in excess of the \$2 million threshold. The accompanying requirement to undertake the competitive procedures of the CCNA for every project group can delay the ability of a utility to efficiently and effectively roll out projects for bid. This will result in the expenditure of additional resources and administrative costs by local governments and consultants to undertake the competitive procedures of the CCNA, delays in getting projects to the street, and negative fiscal impacts on those consultants that rely on local governments for consistent work.

LEGISLATIVE COMMITTEE POSITION: SUPPORT language amending the CCNA to raise the allowable thresholds for dollar thresholds under the CCNA or to allow for higher dollar thresholds for water, wastewater and reclaimed water projects.

CURRENT BILL STATUS: Not filed

OPTION A:

287.055 Acquisition of professional architectural, engineering, landscape architectural, or surveying and mapping services; definitions; procedures; contingent fees prohibited; penalties.—

(1) SHORT TITLE.—This section shall be known as the “Consultants’ Competitive Negotiation Act.”

(2) DEFINITIONS.—For purposes of this section:

(a)-(f) No change.

(g) A “continuing contract” is a contract for professional services entered into in accordance with all the procedures of this act between an agency and a firm whereby the firm provides professional services to the agency for projects in which the estimated construction cost of each individual project under the contract does not exceed \$25 million, for study activity if the fee for professional services for each individual study under the contract does not exceed \$2500,000, or for work of a specified nature as outlined in the contract required by the agency, with the contract being for a fixed term or with no time limitation except that the contract must provide a termination clause. Firms providing professional services under continuing contracts shall not be required to bid against one another.

(h)-(l) No change.

(3)-(11) No change.

OPTION B:

287.055 Acquisition of professional architectural, engineering, landscape architectural, or surveying and mapping services; definitions; procedures; contingent fees prohibited; penalties.—

(1) SHORT TITLE.—This section shall be known as the “Consultants’ Competitive Negotiation Act.”

(2) DEFINITIONS.—For purposes of this section:

(a)-(f) No change.

(g) A “continuing contract” is a contract for professional services entered into in accordance with all the procedures of this act between an agency and a firm whereby the firm provides professional services to the agency for projects in which the estimated construction cost of each individual project under the contract does not exceed \$2 million, for study activity if the fee for professional services for each individual study under the contract does not exceed \$200,000, or for work of a specified nature as outlined in the contract required by the agency, with the contract being for a fixed term or with no time limitation except that the contract must provide a termination clause, except that, for contracts regarding water resource development, water supply, alternative water supply, and wastewater projects, the estimated construction cost of each individual project under the contract shall not exceed \$5 million and the fee for professional services for each individual study under the contract shall not exceed \$500,000. Firms providing professional services under continuing contracts shall not be required to bid against one another.

(h)-(l) No change.

(3)-(11) No change.

2016 Legislative Session

2016 SESSION DATES

August	1, 2015	Deadline for filing claim bills (Rule 4.81(2))
November	20, 2015	5:00 p.m., deadline for submitting requests for drafts of general bills and joint resolutions, <u>including requests for companion bills</u>
January	8, 2016	5:00 p.m., deadline for approving final drafts of general bills and joint resolutions, <u>including companion bills</u>
January	12, 2016	Regular Session convenes (Article III, section 3(b), Constitution) 12:00 noon, deadline for filing bills for introduction (Rule 3.7(1))
February	27, 2016	All bills are immediately certified (Rule 6.8) Motion to reconsider made and considered the same day (Rule 6.4(4))
March	1, 2016	50th day—last day for regularly scheduled committee meetings (Rule 2.9(2))
March	11, 2016	60th day—last day of Regular Session (Article III, section 3(d), Constitution)



ANDY GARDINER
President of the Senate

THE FLORIDA LEGISLATURE



STEVE CRISAFULLI
*Speaker of the House of
Representatives*

MEMORANDUM

TO: Members of the Florida Legislature

FROM: Andy Gardiner, President of the Senate
Steve Crisafulli, Speaker of the House of Representatives

SUBJECT: 2015-2016 Interim Committee Meeting Schedule

DATE: June 19, 2015

In preparation for the 2016 Regular Legislative Session, please be advised the schedule for interim committee meetings of the Florida Legislature are as follows:

- Wednesday, September 16 through Friday, September 18
- Monday, October 5 through Friday, October 9
- Monday, October 19 through Friday, October 23
- Monday, November 2 through Friday, November 6
- Monday, November 16 through Friday, November 20
- Monday, November 30 through Friday, December 4

The Regular Session will convene on Tuesday, January 12, 2016.

TAB 6B
LEGISLATIVE:
FEDERAL

Federal Initiatives



**Washington DC Fly-In
"DRAFT" ITINERARY
Wednesday, October 7, 2015 - Thursday, October 8, 2015**

Wednesday, October 7, 2013

1:00 p.m. – 5:00 p.m.	Meetings with Members of Congress	<i>Location TBA</i>
6:00 p.m. – 7:30 p.m.	Reception <i>Sponsored by:</i> _____	<i>Location TBA</i> Capitol Complex

Thursday, September 19, 2013

8:30 a.m. – 9:30 a.m.	Breakfast Meeting	<i>Dubliner</i> <i>Phoenix Park Hotel</i>
TBD	Florida Port Caucus Briefing [Hosted by Caucus Chairs Frederica Wilson, Bill Posey, Corrine Brown and Mario Diaz-Balart]	<i>Location TBA</i>
1:00 p.m. – 3:00 p.m.	Meetings with Members of Congress	<i>Location TBA</i>



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



Washington DC Fly-In
"DRAFT" ITINERARY
Wednesday, October 7, 2015 - Thursday, October 8, 2015

Hotel Information:

Phoenix Park Hotel
250 N Capitol Street, NW
Washington, DC 20001
(202) 638-6900 or 877-237-2082

Group Name: Florida Ports Council
Group Code: 20155

Discounted Block Rate: \$279.00 per night
Cut-Off Date: Friday, September 11, 2015

The Hotel will accept reservation from attendees after the cut-off date only on a space and rate available basis. Hotel room rates are subject to applicable state and local taxes, which are currently at 14.5%. If you are tax exempt, please bring your certificate with you and present it upon check-in.

Federal Issues

Transportation Funding & Freight Legislation

TO BE DISCUSSED AT MEETING

**Water Resources &
Reform Development Act
(WRRDA) / HMTF**

TO BE DISCUSSED AT MEETING

APHIS

(The Animal and Plant Health Inspection Service)

TO BE DISCUSSED AT MEETING

Miscellaneous

TO BE DISCUSSED AT MEETING

TAB 7
OTHER ISSUES

TO BE DISCUSSED AT MEETING

TAB 8
ADJOURNMENT

GUEST SPEAKER BIOS



Secretary Jim Boxold, FDOT

Jim Boxold was named Secretary of the Florida Department of Transportation (FDOT) by Governor Rick Scott effective January 3, 2015. He will oversee the historic investment of over \$10 billion this year to meet the transportation needs of Florida families, visitors and businesses.

Jim Boxold joined FDOT as Chief of Staff in July, 2013. Jim brings almost twenty years of government policy and management experience to the agency. He started his career in Washington, D.C. working for U.S. Representative Porter Goss (FL-14), ultimately serving as the Congressman's Legislative Director. In 2001, he came to Tallahassee to join the Governor's staff and subsequently worked for the Commissioner of Agriculture before joining FDOT.

A Florida native, Jim holds a B.A. in Political Science from The George Washington University.

Pat Rooney, Jr.

In his more than two decades here, Pat Rooney has become a successful businessman and respected community leader in Palm Beach County. He is the President of the Palm Beach Kennel Club. He has also served as Governing Board Member for South Florida Water Management District and Director and Co-Chair for the not-for-profit Rooney's Golf Foundation, Inc., which raises money for local charities through various events held every year. Pat was elected in 2010 to the Florida House of Representatives (District 85), which serves Palm Beach Gardens, North Palm Beach, Juno Beach, the Acreage, and a part of West Palm Beach. He currently serves on five committee's in the Florida House including: **Chair of the Transportation & Ports Subcommittee**, Children, Families & Seniors Subcommittee, **Economic Affairs Committee**, Economic Development & Tourism Subcommittee, and Health Quality Subcommittee.

Mr. Rooney also serves as a Director for the Autism Project of Palm Beach County and is a Founding Board Member for Potentia Academy in Greenacres. Pat also serves as a Board Member of The Children's Healthcare Charity, Inc. (The Honda Classic) and a Board Member of Bella's Angels. He has served as the Vice President for Renaissance Learning Academy, Former Director and Board President of Home Safe of Palm Beach County, Director and Board President of the FAU Honors College, Trustee of the Chamber of Commerce of the Palm Beaches and Northern Palm Beach Chamber of Commerce. Pat is also a member of Forum Club of the Palm Beaches and the Economic Council of Palm Beach County.

Mr. Rooney graduated from Clemson University with a Bachelor of Arts in Political Science went on to Villanova University School of Law for his Juris Doctor and then earned his MBA from Lehigh University. Pat and his wife Patti have four children - Mary, Frannie, Patrick III and Anthony – and live in West Palm Beach. They are active members of St. Ignatius Loyola Cathedral in Palm Beach Gardens.

CARMEN MONROY

Carmen Monroy is the Director of Policy Planning for the Florida Department of Transportation. There she oversees the combined Transportation Policy and Planning program areas that include: Federal and State Policy, Transportation Performance, Statewide Transportation Planning, Metropolitan and Regional Transportation Planning, Strategic Intermodal System Implementation, and Systems Management. Carmen has more than 25 years of experience in transportation. She has served as the Director of the Southwest Area Office in Ft. Myers, where she was recognized for her leadership and innovation earning her the *Building Bridges to Success Excellence in Leadership Award*. Prior to joining FDOT, Carmen served in management roles with Lee County Transit, the Port of Miami and as Executive Director of a non-profit affordable housing provider in Cape Coral. Carmen holds a Bachelor's Degree in Human Resource Management from Barry University and a Masters in Public Administration from Florida Gulf Coast University.



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



MARINER



LONGBOAT KEY | SARASOTA | LIDO KEY | SIESTA KEY | VENICE
CASEY KEY | MANASOTA KEY | ENGLEWOOD | NORTH PORT

