

The *Electrical* CONTACTOR

THE OFFICIAL PUBLICATION OF THE FLORIDA
ASSOCIATION OF ELECTRICAL CONTRACTORS

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Make it Marco!

*FAEC Fall 2008 Convention,
Marco Island
October 23-25, 2008*

FAEC Spring 2008 Conference Report

State Legislature Now Adjourned:
What Passed, What Died

Miami-Dade Crane Ordinance Controversy

Copper and Metal Crime Prevention in Florida

GPS & Lower Fuel Costs

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PO BOX 180458, CASSELBERRY, FL 32718-0458
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Join us for the
FAEC State Annual Convention

October 23-25, 2008



By Janice Ficarroto

It's hard to believe just a few months ago we were busy selling tables for the FAEC Tampa show and here we are—almost one month since the Spring Conference. While the over-all turnout for the spring conference was good, we were very disappointed with the table show traffic. Now, I will say on Friday the exhibit hall was crowded but, Saturday saw very little attendance. Our Exhibitors were GREAT! Not only did they support the show but many of them also purchased advertising in the program booklet and did sponsorships and door prizes. So, I'll say this: if you weren't at the conference, you missed out on some great classes, a very informative exhibit hall with many new products, and faces and fellowship amongst some of the best contractors in the state. Perhaps you will make the Marco Island Convention in October.

As this is a license renewal year for many of our contractors, the State Board has directed me to schedule a series of educational programming that we will hold in three areas around the State between now and August 31st. The purpose of the programming is to help members gain those last few credits they might need prior to license renewal. If you've been attending the FAEC conferences and conventions over the past two years, you will have more than enough credits—including the Mandatory ones—to renew your license; if not, you might have a problem! I've had staff include in this publication our class schedule for your convenience. If you find you need credit, please register with our office as quickly as possible to avoid being left out.

I'm sure you've been receiving our bi-weekly Legislative Alerts via e-mail during the session. To quickly recap: workers compensation will

not see any substantive changes due to the continued drop in workers compensation premiums since 2003. At least 13 bills were filed for immigration but only 3 bills mandate participating in the E-Verify Program operated by the Department of Homeland Security. Under these bills, a contractor could not work on a state or local government project without participating in the program that is intended to verify the immigration status of employees. We've conveyed concerns about the program and passage is not expected.

FAEC and other business groups have formed a coalition to pass legislation (HB105 and C/S 556 & 778) to help law enforcement find these thieves and makes it harder for them to unload stolen goods. These bills will pass.

Restriction on local government from performing construction with its own employees (HB 683 and SB 2148) amend Florida Statutes 255.2 to correct abuses by local government in allowing its employees to perform construction services in-house. Passage of a meaningful bill is doubtful.

A final report on the entire session is included in this publication under Rick's Legislative Report. If you have any questions or issues of concern, please contact either Rick or the Association's office.

Finally, watch the mail for the FAEC October convention brochure. Make your reservations early and plan on having a great time.



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At A Glance

The Florida Legislature adjourned On May 2, 2008. From that point the Governor will have 14 days to take any action on bills that passed both the House and Senate. Over the course of the next six weeks, he will receive the bills. Governor Crist can sign the bills, veto them or let them become law without his signature.

Department of Business & Professional Regulation Bill
This bill is expected to PASS.

Automatic Renewal of Service Contracts
This bill DIED.

Employee Leasing Bill
This bill DIED.

Money Transmitter Bill
This bill PASSED.

Immigration Bills
All these bills DIED.

Increased Penalties For Theft Of Jobsite Materials
This bill PASSED.

Restrictions On Local Government From Performing Construction With Its Own Employees
This bill DIED.

As you can tell, more bills impacting FAEC and construction failed than passed. That may be a good thing! Remember the adage that "man's life and property are not safe when the Legislature is in Session. Why was the FL Legislative Session so unproductive? I think three reasons contributed to the lackluster Session. First, the economy in Florida is not strong. The budget adopted this year is 10% less than last year. Second, it's an election year and the legislators did not want to "rock the boat." Lastly, term limits have made the Florida Legislature much more partisan and there is no consensus between Democrats and Republicans on major state issues. The Republicans have sizeable majorities in both Chambers and the Democrats often take party-line votes which create discord.

Snapshot of FAEC State Issues

Two issues which surfaced in the autumn of 2007 do not appear to be going anywhere. Merger of the ECLB and the CILB was discussed during the fall committee meetings, but it is not anticipated that any bills will be filed on that issue. I confirmed with the Chairman of the House Business Regulation Committee, Representative Lopez-Cantera (R-Miami) that no further action will be taken on the merger of the ECLB and the CILB. Additionally, the ECLB conducted a workshop on journeyman licensing, but no legislation appears to be forthcoming. In early May I spoke to Mike Cauthen and we discussed eliminating the language in Part II which expired several years ago that provided for a mechanism for registered electrical contractors to become certified contractors. It's too late this year for such an amendment, but it will go on the FAEC agenda next year. Janice Ficarrotto also contacted me about revisiting the journeyman issue next Session.

Code for position on bills: Support (+); Oppose (-); Monitor; No Position (M/NP).

(M/NP) Department of Business & Professional Regulation Bill (HB 601/SB 2498, now SB 2086 & SB 2498) deal with many minor changes to the statutes governing the businesses and professions regulated by DBPR. In Section 29 of the SB 2086 & SB 2498 on pages 46-51 (lines 1321-1452), the bill clarifies that the ECLB establishes the passing grade of the exam and the number of times the exam can be taken. These changes were requested by the ECLB and are non-controversial. This bill is monitored since it is a vehicle for other changes to Part II of Chapter 489 (Electric & Alarm Contracting). *This bill is expected to PASS.*

(M/NP) Automatic Renewal of Service Contracts (HB 569/SB 1270): These bills deal impose restrictions on the automatic renewal of service contracts. Service contracts of 12 months or less with licensees of Chapter 489, Part II or exempt in the senate bill. *This bill FAILED.*

(-) IMMIGRATION: At least 13 bills have been filed dealing with immigration in one way or another. The large number of bills shows the high level of frustration with the failure of the federal government to address immigration. The three bills (**HB 73, HB 159 and SB 388**) of particular interest to **FAEC** mandate participation in the **E-Verify Program** operated by the Department of Homeland Security. Under these bills, as currently drafted, a contractor could not work on a state or local government project without participating in the program which is intended to verify the immigration status of employees. **FAEC** has conveyed its concerns about the accuracy of the program and the delays in obtaining approvals. *All of these bills FAILED.*

(+) APPRENTICESHIP FUNDING: With budget cuts in Workforce Development at the state and federal levels, FAEC will seek funding consistent with last year's levels. **As expected, projected funding for Apprenticeship has been decreased.** FAEC supports the house position since it has lower cuts. About a third of the apprenticeship programs are in community colleges and about 2/3rd of the programs are in K-12. *Apprenticeship programs will be cut 8%.*

(+) ECONOMIC STIMULUS PACKAGE: Many construction and business groups are supporting an economic stimulus package for school, road and affordable housing construction. While no bills have been filed at this time, both House and Senate appropriations committees and Governor Crist have been very receptive. *Ports and housing fared well; transportation and public construction projects did not.*

(+) INCREASED PENALTIES FOR THEFTS FROM JOB SITES: FAEC with other business groups have formed a coalition to pass legislation (**HB 105 and C/S 556 & 778**) to help law enforcement find these thieves and makes it harder for them to unload their stolen goods. *This bill PASSED.*

(+) RESTRICTIONS ON LOCAL GOVERNMENT FROM PERFORMING CONSTRUCTION WITH ITS OWN EMPLOYEES: **HB 683 & SB 2148** amend

Florida Statutes 255.2 to correct abuses by local government in allowing its employees to perform construction services in-house. *This bill DIED.*

the bills will be monitored to determine if the changes are warranted in Part II. *These bills DIED.*

Conclusion

(M/NP) CONSTRUCTION LICENSING CHANGES: HB 1005 & SB 2194 will make changes in the initial application for licensure financial requirements. The bills as currently drafted will be amended. While the current bills only apply to Part I of Chapter 489 and do not apply to Part II of Chapter 489 (Electrical Contracting),

I appreciate the opportunity to represent FAEC in Tallahassee. Feel free to contact me about any other issues or bills. To review the text of any bill, go to www.myfloridahouse.gov and type in the bill number in the left-hand column.

*Rick Watson, Legislative Counsel for FAEC
Richard Watson & Associates, Inc.
PO Box 10038, Tallahassee, FL 32302
850 222-0000*

*850 222-9059 (FAX)
850 591-4770 (CELL)
rick@rwatsonandassociates.com
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COALITION OF CONTRACTORS AND CRANE OWNERS FILE A LAWSUIT TO STOP MIAMI-DADE CRANE ORDINANCE

A coalition of leading contractors and crane owners recently filed a lawsuit against Miami-Dade County seeking an immediate and permanent injunction to stop the county from enforcing a flawed crane ordinance that poses a danger to public safety and would bring commercial construction to a halt.

"Safety is our number one concern," said Al Soto, crane safety expert and vice-chair nominee of the Florida Crane Owners Council. "Our employees and I use these cranes every day, and we need to make sure we are protected. With this flawed ordinance, Miami-Dade is obligating me to put our employees in danger."

Members of Associated Builders and Contractors, Inc., Associated General Contractors, the Construction Association of South Florida and the Florida Crane Owners Council, were joined by Brian A. Wolf, Esq. a partner with Smith, Currie & Hancock LLP in front of the federal courthouse in Miami to file the injunction.

"The U.S. Department of Labor's Occupational Safety and Health Administration clearly states that the Secretary of Labor must approve any ordinance that would infringe upon existing OSHA laws," Wolf said. "Miami-Dade has not followed the proper federal procedure. We are also deeply concerned that the County's crane ordinance will have a serious negative impact on commercial construction in Miami without any improvement in safety."

Additionally, crane experts say the Miami-Dade ordinance is unsafe since it requires additional "jumping" of tower cranes. Jumping is the process of extending the height of the tower cranes and is by far the most dangerous part of a crane's operation. Jumping is particularly dangerous because it requires the dismantling, moving, and reassembling of parts of the crane. Requiring this process be done as much as three times more often, as Miami-Dade's ordinance does, will unnecessarily add three times the risk to safety and hazards.

The ordinance also introduces additional safety hazards related to wind load. Cranes would be required to be tied down and treated as permanent structures. This practice makes the crane and building more rigid than it is designed to be, increasing the risk of damage.

"Just like pine trees tend to snap in high wind while palm trees survive because they move with the wind, this ill-conceived requirement will put property and people at greater risk," said Peter Dyga, Vice-President of Associated Builders and Contractors Florida East Coast Chapter.

Not only does the ordinance pose a threat to public safety but it also would shut down the commercial construction industry in Miami-Dade County. Under the ordinance as currently written, not a single one of the 200 tower cranes in use on ongoing construction projects would meet the standard. In fact, no cranes currently in existence would meet Miami-Dade's standard. Tower crane manufacturers would be compelled to create special versions of their products suited for Miami-Dade.

"If the commercial construction industry is not able to do its job, thousands of South Florida residents will lose their jobs," said Bruce Whitten, Chair of the Florida Crane Council. "That's bad news in an already tough economy."

Commercial construction has been a bright spot in an otherwise dark real estate and development market. The construction industry in Florida is a multi-billion dollar business. Currently, there is an estimated 6 billion dollars under commercial construction alone in Miami.

"Florida's large-scale construction projects are impossible without cranes. We have to keep projects moving forward and keep Floridians working," said Whitten. "But, with this ordinance, Miami-Dade has made it impossible to operate cranes in this county."

RICHARD WATSON GOVERNMENT AFFAIRS CONSULTANT

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GPS Is A-OK For Lowering Fuel—And Then Some!

Today, it's no secret that fuel, operating and labor costs have increased and continue to challenge FAEC member margins. Who hasn't been squeezed by fuel prices as of late? Simply put, the US dollar has gotten harder to earn—and keep. Any solution enabling FAEC members to stay 'ahead' is a primary mission of our organization. Fortunately, we think we've found one.

In 1996, President Bill Clinton signed a law that de-regulated GPS technology for commercial use. It began as a "find my dots" device that enabled service companies a unique way of enforcing accountability of drivers wherever necessary.

Last year in Jacksonville, your FAEC board was re-introduced to the latest innovations and features GPS has to offer. The results may impress you:

Driver Habits For Big Fuel Savings	Resulting Fuel Savings %*	GPS Solution
1. Aggressive vs. Moderate Driving Monitoring and moderating aggressive driving habits can lead to massive fuel economy savings. GPS data from a fleet management system helps encourage drivers: <ul style="list-style-type: none"> • not to mash the gas at start up, • slow 0-to-60-mph acceleration time down from 10 seconds to 15 seconds • moderate hard breaking in traffic, at stop signs, etc. 	Moderate driving leads to an average fuel savings of 31 percent.	Uses bread crumb tracking to monitor acceleration and hard breaking.
2. Lower Speeds Equals Lower Fuel According to the U.S. Department of Energy, fuel consumption increases nearly 2% for each mile per hour above 50. Consider the cost to your business in fleet fuel costs when your drivers average more than 60 mph on the road: <ul style="list-style-type: none"> 60 mph = 14% in increased fuel costs 70 mph = 23% in increased fuel costs 80 mph = 34% in increased fuel costs *Source: Edmunds.com	Lower speeds provide an average fuel savings of 12 percent around town and 14 percent on longer trips.	Track drivers speeds and provide speed alerts for improved safety and responsible driving.
3. Excessive Idling According to the U.S. Department of Energy, running a vehicle at idle speed dramatically reduces engine life. Just 60 minutes of idling time is equivalent to 80 to 120 minutes of driving time. Excessive idling can waste up to 800 gallons of fuel annually for the average service truck or vehicle.	Reduced idling offers an average fuel savings of 19 percent.	Track drivers' idling times.

In addition, GPS now offers powerful fuel and maintenance cost savings using a unique installation method via the vehicle's on board diagnostic computer (OBD port). Mechanics are now able to view vehicle diagnostic data from any computer with internet access. This means when your driver is in the field, your mechanic has immediate access to his vehicle data without even opening up the hood. This provides immediate "real time" diagnosis of vehicle problems (reduce downtime) and advance e-mail "alert" notice of problems before the vehicle has a problem. The diagnostic monitoring also provides MPG and emissions data which is essential for monitoring fuel MPG trends. A vehicle losing just one mile-per-gallon can raise fuel bills substantially. GPS also participates in labor and maintenance cost controls including:

- Maintenance costs reduced via automated maintenance reporting and alerts.

- Payroll and billable time verification via auto-generated reports of driver trips, time, miles, fuel used etc. No more "in the dark" estimates".

- Asset theft recovery and increased efficiencies across the board in productivity and profits due to reduced costs.

With cooperation from FleetBoss GPS, a nationwide solutions provider based in Orlando, Florida, FAEC members are able to receive education on this important technology and view "real world" data used by Florida contractors.

If you investigated GPS before, the changes made in the technology may deserve a second look as cost ROI is very reasonable. FleetBoss is under an agreement with FAEC to provide discounted prices for its products and services and carries a full line of systems. ROI is calculated using FAEC member's individual goals and numbers. Typically, a monthly investment of \$ 49.00 per truck that saves \$ 100.00+ in costs is easy math and quite affordable in hard economic times. ROI is usually within six months.

The good news is, the technology works and has already been deployed nationwide (3+ million units) in virtually every service industry sector with above average results and is becoming a competitive advantage. Contractors who use GPS to its full potential (beyond finding dots) are doing business smarter and more cost effective. Those who don't may be left at a disadvantage of not really knowing where specific savings and productivity gains could improve their operation. In today's business climate, that in itself may be a costly decision.



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GROUNDING VERSUS BONDING

By Mike Holt, NEC Expert

Part 8: Equipment Grounding Conductor

Don't use the Equipment Grounding Conductor for grounding.

The Equipment Grounding Conductor (EGC) does not connect anything directly to the earth (ground). Does that surprise you? From the definition of EGC in Article 100, we see that the EGC connects the non-current carrying metal parts of electrical systems to the system grounded conductor or the grounding electrode conductor (or both). Thus, the EGC is really not a *grounding* conductor at all, but a *bonding* conductor.

From Article 100, we see that bonding is the “permanent joining of metallic parts” and grounding is a connection “to earth.” So we have a distinction, here. If you are joining metallic parts, you are bonding. If you are connecting to earth, you are grounding.

This isn't just semantics. Understanding this difference will help you avoid such mistakes as driving an “isolated ground” rod rather than running a bonding jumper to the system grounded conductor or the grounding electrode conductor (or both).

The EGC provides the low-impedance fault-current path that overcurrent protection devices need to operate. It's those devices that remove dangerous voltage potentials between conductive parts of building components and electrical systems [250.2 and 250.4(A)(3)].

14 flavors

Article 250 provides a list of fourteen types of components you can use (singly or in combination) as an EGC [250.118]. As you might expect, item #1 on the list is a *conductor*. This can be wire or busbar made of copper, aluminum, or copper-clad aluminum. It can be bare or insulated.

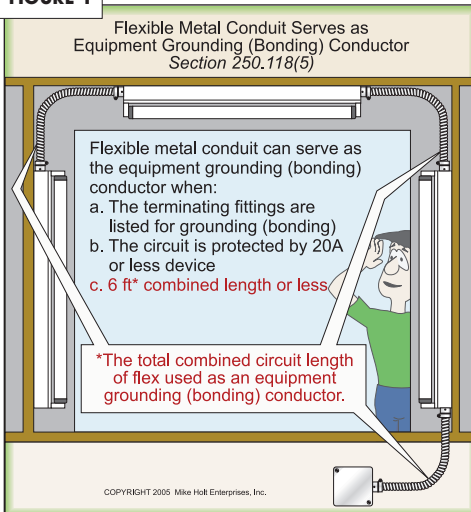
The next three items (2, 3, and 4 on the list) are types of metallic nonflexible raceway: Rigid Metal Conduit, Intermediate Metal Conduit, and Electrical Metallic Tubing. Chapter 3 in the NEC devotes an Article to each of these: 342, 344, and 358, respectively. These raceways may outperform the conductors within them as bonding paths, especially at high frequencies.

Four varieties of metallic flexible raceway occupy spots 5, 6, 7, and 8, respectively. They are flexible metal conduit, liquidtight flexible metal conduit, flexible metallic tubing, and Type AC armored cable.

Listed flexible metal conduit. FMC (Article 348) installations must meet four requirements:

- The conduit terminates in fittings listed for grounding.
- The circuit conductors are protected by overcurrent devices rated 20A or less.
- The combined length of the conduit in the same fault return path doesn't exceed 6 ft (**Figure 1**).
- The application requires flexibility.

FIGURE 1



Listed *liquidtight flexible metal conduit*. LFMC (Article 350) installations must meet five requirements:

- The conduit terminates in fittings listed for grounding.
- For 3/8 through 1/2 in., the circuit conductors are protected by overcurrent devices rated 20A or less.
- For 3/4* through 1 1/4 in., the circuit conductors are protected by overcurrent devices rated 60A or less.
- The combined length of the conduit in the same ground return path doesn't exceed 6 ft.
- The application requires flexibility.

To qualify as an EGC, *Flexible metallic tubing* (Article 360) must terminate in fittings listed for grounding. The circuit conductors in the tubing must be rated at 20A or less, and the FMC must be no more than 6 ft long.

Type AC Cable (Article 320) is manufactured with an internal bonding strip that is in direct contact with the interlocked metal armor. The combination of the bonding strip and the interlocked metal armor makes the cable suitable as an effective ground-fault current path.

The ninth item on the list is the copper metal sheath of *Mineral Insulated cable* (Article 332). Take care with MI that you don't expose the sheath to corrosion.

Type MC Cable, where listed and identified for grounding, is a tenth option. But, pay attention to whether it is interlocked, smooth, or corrugated tube type:

Interlocked Type MC must contain an EGC within the cable. The metal armor of interlocked Type MC isn't suitable as an effective ground-fault current path because—unlike Type AC—it doesn't have an internal bonding strip.

The sheath of smooth or corrugated tube Type MC is suitable as the effective ground-fault current path. Thus, you can use it as an EGC without a separate bonding conductor within the cable.

You can use *metallic cable tray* as an EGC, if continuous maintenance and supervision ensure that qualified persons service it [392.3(C)], and it meets two other requirements [392.7]:

- Cable tray and fittings are identified for grounding.
- Cable tray, fittings, and raceways are bonded per 250.96, using bolted mechanical connectors or bonding jumpers sized per 250.102.

You can use *cablebus framework*, if it meets the requirements of 370.3. You can use *other electrically continuous metal raceways* listed for bonding, such as metal wireways. Your fourteenth option is a *surface metal raceway*, if it's listed for grounding.

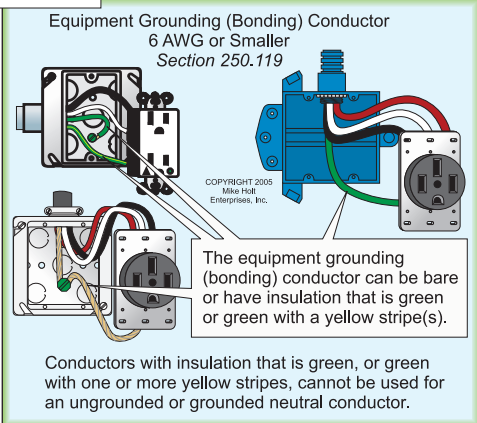
Some ID, please

Individually covered or insulated EGCs must have a continuous outer finish that is green (or green with one or more yellow stripes). Conductors with insulation that is green (or green with one or more yellow stripes) cannot be used for an ungrounded conductor or grounded neutral conductor (**Figure 2**).

An insulated or covered EGC larger than 6 AWG may be permanently reidentified at the time of installation at every point where the EGC is accessible [250.119]. But, you don't have to identify EGCs larger than 6 AWG in conduit bodies.



FIGURE 2



- EGC identification must encircle the EGC. You can choose from three ways to accomplish the identification:
- Stripping exposed insulation from the entire exposed length.
- Coloring the exposed insulation (or covering) green.
- Marking exposed insulation with green tape or green adhesive labels.

Sizing the EGC

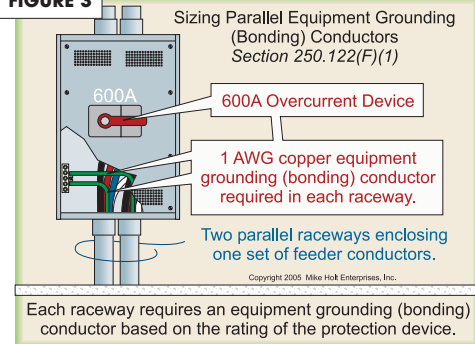
Size wire EGCs per Table 250.122 based on the ampere rating of the circuit-protection device. In no case does the EGC have to be larger than the circuit conductors.

The EGC must be capable of safely conducting any ground-fault current likely to be imposed on it [110.10 and Table 250.122]. Otherwise, the EGC may burn clear before the protective device responds.

Suppose you increase ungrounded conductor size to accommodate voltage drop, excessive heating from harmonic currents, fault-current studies, or future capacity. What about the EGC size? Any time you increase the size of ungrounded circuit conductors—regardless of the reasons—you must proportionately increase the size of the EGC [250.122(B)]. The following problem illustrates this requirement.

If you increase the size the ungrounded conductors for a 40A circuit from 8 AWG to 6

FIGURE 3



AWG, you would also need to increase the size of your EGC. If your EGC was 10 AWG, what size would it need to be now?

- (a) 12 AWG (b) 8 AWG
(c) 6 AWG (d) 4 AWG

Answer: (b) 8 AWG. The circular mil area of 6 AWG is 59 percent greater than that of 8 AWG (26,240 cmil/16,510 cmil) [Chapter 9, Table 8].

The EGC for a 40A protection device can be 10 AWG (10,380 cmil) [Table 250.122], but you must increase it in size by a multiplier of 1.59.

EGC Size = 10,380 cmil x 1.59

EGC Size = 16,504 cmil

EGC Size = 8 AWG, Chapter 9, Table 8

Multiple Circuits. When multiple circuits are installed in the same raceway or cable, you need only one EGC in the raceway. Size it per Table 250.122 based on the largest overcurrent device protecting the circuit conductors in the raceway.

Parallel Runs. When circuit conductors are run in parallel [310.4], you must install an EGC with each parallel conductor set. Size it based on the ampere rating of the circuit-protection device per Table 250.122 (Figure 3)—unless ground-fault protection is installed for cables systems.

If ground-fault protection is installed, size the EGC based on the ampere rating of the ground-fault protection per Table 250.122 where ground-fault protection of equipment is

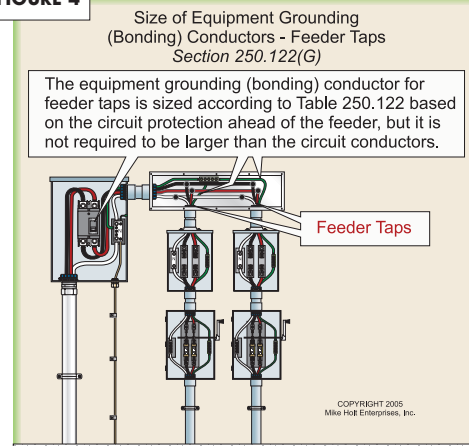
installed. The installation must meet the three following conditions, or you must size the EGC per the first method:

- Maintenance and supervision ensure only qualified persons will service the installation.
- Ground-fault protection is set to trip at not more than the ampacity of a single ungrounded conductor.
- The ground-fault protection is listed for protecting an EGC.

Feeder Tap Conductors. Size EGCs for feeders based on the ampere rating of the circuit-protection device ahead of the feeder, per Table 250.122. In no case does the EGC need to be larger than the circuit conductors (Figure 4).

Don't let the "grounding" part of the EGC confuse you. It's really the equipment *bonding* conductor. Don't think in terms of "grounding" equipment—that is, connecting it to the earth [100]. Think in terms of connecting it to the system grounded conductor or the grounding electrode conductor (or both). Remember, the low-impedance fault-current path you create is necessary for overcurrent protection devices to operate. Earth is not a low-impedance fault-current path.

FIGURE 4



Copper and Metal Crime Prevention in Florida

Statement by Floridians for Copper and Metal Crime Prevention Coalition and Associated Industries Chief Lobbyist Keyna Cory Regarding Passage of Legislation to Deter Metal Theft

“The Floridians for Copper and Metal Crime Prevention Coalition and Associated Industries of Florida applaud the work of the Florida Legislature in passing crucial legislation to help curb metal theft activity, a crime that has seen a dramatic rise in recent years. This legislation will act to deter thieves from bringing stolen items to a legitimate secondary metal dealer

by requiring these metal dealers to keep records from who they acquire metal. In addition, any unscrupulous metal dealers who do not provide the required information for a sale and who receive stolen property can be charged with a third-degree felony.

Due to the increasing worldwide demand for metals, metal theft is on the rise and can jeopardize the safety of individuals who are affected by the theft, as well as wreaking havoc on communities by causing power outages and surges. We are grateful for the hard work and commitment of Representative Baxter Troutman, Senator Lee Constantine and Senator Victor; the Coalition is confident this legislation will protect the safety of all Floridians.”

Floridians for Copper and Metal Crime Prevention Coalition

- American Fire Sprinkler Association
- Alarm Association of Florida
- Anheuser-Busch Companies
- Asphalt Contractors Association of Florida
- Associated Builders & Contractors of Florida
- Associated Industries of Florida
- AT&T
- Beer Industry of Florida
- Coors Brewing Company
- City of Orlando
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- Florida Carpenters Regional Council
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- Florida Transportation Builders Association
- Florida Wall & Ceiling Contractors Association
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- Gulf Power
- Hillsborough County
- Independent Electrical Contractors of Florida
- Miller Brewing
- TECO
- Underground Utility Contractors of Florida
- United Pool & Spa Association

President's Message

The year is in full swing and rapidly flying by. It seems that in these fast paced times it is difficult to keep track of all the things that need to be completed. I wrote in the last FAEC/CF newsletter about the importance of prioritizing and the need to evaluate what is really important. One of the things that I have found to be really important is support for our industry through trade associations like this one. By establishing contacts in this organization and other trade associations I have witnessed contractors

helping contractors. This support for each other is what makes our industry great. By getting involved in this association I have seen people obtain information that has been important to the continued success of their business and their livelihood. I encourage each of you to make time to get more involved. In the seemingly endless chaos of life, an investment in this industry through FAEC will be an invaluable asset to you. Despite all the doom and gloom in the media, we have had a great year so far. We

have held several classes and educational luncheons that have been packed full of very useful information. I am excited about the upcoming events and gatherings that we will continue to offer and I look forward to seeing everyone.



Blake Ferguson, Jr.

Program Committee Report

The Program Committee has hit the ground running this year with two Luncheon programs already completed and another one already scheduled for May 22. As a reminder, our Luncheon programs are usually held at The Tap Room at Dubsread Country Club located at 548 W. Par Ave. in Orlando.

Allen Weiss, PE,LC from SESCO Lighting led this year's program line up on February 8 with his great presentation on the Florida Energy Code which related to the "2006 Lighting Compliance for Commercial Buildings". As always we were all enlightened! (Excuse the pun).

Mike Freiner from Bright Future Electric kept the momentum going with his presentation on "Strategies to Recession - Proof your Business" presented

at our March 26 program. Another good turnout and many ideas were shared to survive an economic downturn and to come out on top when the dust settles.

Next, we are all looking forward to hearing Steve Pirolli, Assistant Director of FEAT, as he shares his extensive NEC knowledge with us during his presentation on the 2008 National Electrical Code Changes. Steve is well known in our area as the "Code Guru". He will talk about 30 changes that will have an impact during the next code cycle. Don't miss this one. Join us and keep your competitive edge in tact.



[L-R] Cheryl Hardy, FAEC/CF Staff; Mike Freiner, FAEC/CF Past President being awarded his Past Presidents Plaque in honor of 2 years of service; Dave Morris, FAEC/CF Past President; Blake Ferguson, Jr., FAEC/CF Current President; Craig Bloethner, FAEC/CF Past President

Come join us for Lunch. We always look forward to seeing you!



Speaker Allen Weiss and his presentation on "2006 Lighting Compliance for Commercial Buildings"

FAEC/CF Luncheon Meeting Group Photo



Community Service Committee Report

By Dave Morris

FAEC/CF Chapter remains active in our fund raising efforts to help those in need. At our Annual Spring Conference we collected \$450 from a "Booze Basket" raffle. Thank you to all who con-

tributed to its success. This is just the first fundraiser for the year. We have selected the Russell Home as this year's recipient.

The last couple of years we have been helping Easter Seals Camp Challenge with their dining hall renovations. They say it took four years to raise it and four months to spend it, but the result is better than they dreamed.

On the 26th of April, I will be attending a benefit for Camp Challenge at their new

\$600,000 facility. I will present them with a check for \$1,500 from FAEC to help with their wish list of AV equipment for the Dining Hall.

We did get recognition in the Easter Seals Changing Lives newsletter. I will take pictures and give more reporting in the next newsletter.

It makes me proud to be an FAEC member!



FAEC/CF Bass Tournament 2008

By Ken Cross, Ferran Services, Tournament Chair

What a beautiful day it was for fishing on the Harris Chain of Lakes launching from Hickory Point Park. Boaters were launching during the dusky morning hours awaiting the dawn start of the tournament. Many thanks again this year to our sponsors and for all the donations from many different companies for our door prizes and trophies.

First Place	Second Place	Third Place	Big Bass
Marvin Lilly & Randy Behe from Sinns and Thomas with a Total Weight of 15.92 lbs.	Johnny Dease & Cory Dixon of Continental Electric with a Total Weight of 15.47 lbs.	Bryon Kiber & Jr Bowlds from All Secure with a Total Weight of 10.33 lbs.	Went to Johnny Dease with a 4.14 Pounder

It was another year for a fun day of fishing. We had a great turnout, good weather, and we had 47 total fish brought to the scales with a total weight of over 98 pounds for this years event.

Thanks to all who participated we'll see you next year!!!!



FIRST PLACE



SECOND PLACE



THIRD PLACE



BIG BASS

Apprenticeship Day in Tallahassee

By Jamie Fugate, Feat Coordinator

Every year since 2004, Apprenticeship Programs have traveled to Tallahassee in March to participate in Apprenticeship Day. Three floors of the Capitol Rotunda are filled with displays showing apprenticeship opportunities in Florida. Apprenticeship Program staff, contractors, and apprentices talk to legislators, staff members and the public about the importance of training and how that training positively impacts Florida's economy.

Apprenticeship Day isn't necessarily about specific proposed legislation. In fact, it is often used as a time to remind legislators of what apprenticeship is. This year, apprenticeship programs worked together on a brochure highlighting Apprenticeship benefits that was given to each legislator to assist them in their understanding of our Programs.

Every year, Rick Watson has worked on the industry's behalf, not only in facilitating the event but also in coaching us in the fine art of discussing Apprenticeship with our legislators.



Thank you, Rick!

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* National Highway Traffic Safety Administration Report, "What Do Traffic Crashes Cost? Total Cost to Employers by State and Industry," 1998-2000

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