

**Special Points of Interest**

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- "The Education Corner" - Construction Classes
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**Spotlight Company - Asset Builders, LLC**

Asset Builders, LLC is a statewide Florida construction firm with offices in Miramar, Broward County, and also in Miami.

The firm brings together the elements of general construction and construction management in every project. They offer their clients a firm of seasoned professionals who are leaders in the construction industry.

Asset Builders specializes in commercial and residential construction projects, in Florida. Their approach is best characterized by a "Partnering Relationship". Clients know Asset Builders for the creativity of its solutions and the sense of urgency they bring to each and every project. In their own words - "We take a clients'-eye view of our work, planning and designing to accomplish the client's goals in the most effective manner."

The principals of the firm are Wayne and Angela Messam.

Wayne holds several certifications and credentials in Construction Project Management,

OSHA Safety, and Quality Control. He is also one of a few African Americans who have a Certified General Contractors License and USGBC LEED AP designation.

Angela, also a LEED AP, is the soul of the company's success as she oversees the company's operations and strategic expansion. She also handles various aspects of construction management including, human resources, contracts and the firm's information technology systems.

As a team, both Wayne and Angela have demonstrated their commitment to the business through exemplary work ethic, fair treatment to their clients and community involvement.

Some of their projects, on the commercial side, include the Atlantic Community High School in Delray Beach - a classroom size reduction project where they were charged to manage all construction activities on an occupied campus.

The Broward County Sheriff's Office interior build-out in Oakland Park is another notable project. Asset Builders provided the

expertise needed to meet the protection specifications to construct bullet resistant walls and sound proof interview rooms.

On the residential side, they provided complete interior renovations to luxury high rise Biscayne Bay Front residences at the Isola Condominiums.

Asset Builders' goal is to grow as fast as they can, while remaining true to their value system.

If you are in need of highly trained professionals to work on your next project, Asset Builders, LLC is your firm.



Wayne M. Messam, CGC, LEED AP  
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DBE | CBE | CSBE | M/WBE FIRM

## OUR BOARD OF DIRECTORS

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## Green News

### Signs of A Green Hypocrite

Anyone who has tried to live more sustainably, knows that it's impossible to do everything right. Besides, there's no one "right way" to be green, and doing something is definitely better than doing nothing at all. That's why it can be annoying to deal with people who are smug about the choices they make, particularly when those choices aren't all that superior after all. Do you know a green hypocrite? Here are some telltale signs of green hypocrisy. Your friend is not as green as she thinks if she does any of these things:

**Recycles regularly, but shops constantly and uses a lot of disposables.** Everyone knows that recycling is good for the planet, but there's an important reason that it's the final "R" in "Reduce, Reuse, and Recycle." Using durable, reusable items is better than choosing single-use plastic bags, bottles, etc., even if you are diligent about recycling. The bottom line: Just because you recycle doesn't mean you should shop till you drop.

**Buys only organic foods, but eats meat at every meal.** If you can afford to solely buy

organic foods, that's great. But overall food choices also matter. Cutting back on meat and dairy is one of the most significant food choices you can make because raising livestock contributes to climate change, deforestation, water pollution, and more.

**Owns a hybrid, but drives all around town alone.** The kind of car you drive is just one part of the transportation equation. Walking, biking, carpooling, and taking public transportation when you can are also important. Try to drive the most fuel-efficient car in the class of car you need. That car doesn't need to be a hybrid. Remember that driving less overall by making shopping lists and planning efficient routes saves gas and reduces emissions.

**Built a green house, but it's enormous and it's a second home.** If you're going to build a house, then there's no question that using durable, sustainable materials and maximizing energy and water efficiency is beneficial. But size really does matter. The smaller your home, the less of an impact it will have in the long run. The same goes

for the number of homes you own.

**Takes an eco-vacation, but flies thousands of miles in first-class to get there.** How you get to your destination can significantly impact the environmental impact of your vacation. One plane trip for a family of four can produce more global warming pollution than a whole year of commuting, according to a Union of Concerned Scientists' report. What's more, the report says, that flying first-class can double your carbon footprint because first-class seats take up more space so fewer people can fit on the plane.

**Carries reusable grocery bags, but fills them up with bottled water and packaged junk.** What you put into your reusable grocery bag is far more important than the bag itself. It's better to carry a plastic bag and fill it up with locally grown fruits and veggies than to tote around an eco-friendly sack filled with packaged foods and drinks that have been shipped thousands of miles.

## Local News

### \$6.3-Billion Overhaul of Miami Int'l Airport Coming In for Landing

The glittering new terminals at Miami International Airport showcase an array of shops and restaurants that ooze tropical chic. A new Skytrain soon will whisk passengers along a 1.4-mile concourse. A state-of-the-art baggage handling system is undergoing rigorous testing. MIA's fancy makeover, which evolved over a long, multi-act drama, is finally wrapping up. Now the sequel: paying for it. More than a decade of delays, cost overruns and, at times, corruption have boosted the tab for the expansion that includes the North and South terminals to \$6.3 billion -- a mountain of debt that will trail the county-owned airport for 30 years.

Those costs threaten MIA's competitive profile by driving away potential new carriers and constraining its options to revamp large swaths of the airport still burdened by age.

"They sure know how to rack up the debt," said Tony Argiz, a partner at the Miami accounting firm Morrison Brown Argiz & Farra, as he thumbed through airport financials. Already one of the priciest spots for airlines, the airport said its annual costs to operate and pay debt will nearly double to an estimated \$1 billion in the next five years.

Those costs are passed on to the airlines, making it that much harder to attract new carriers, including low-cost operators like JetBlue and Southwest, that offer bargain fares and brighter growth prospects.

Low-cost airlines accounted for 1.5 percent of Miami's domestic lift last year. Nearby Fort Lauderdale-Hollywood International Airport, a more inexpensive airport for airlines to operate, by contrast, has evolved into a magnet for low-cost service, comprising 63 percent of its domestic traffic in 2009.

"MIA's future cost profile may become a barrier to bring in new carrier service," Fitch debt analyst Seth Lehman noted in June. **NEW SCHEMES**  
To dig out from its construction tab, which won't be paid off until 2041, county officials are devising schemes to gin up new sources of cash.

One idea raised -- but ultimately shelved -- last year: oil drilling in the Everglades. Another: installing slot machines in terminals. Still alive are plans to rock mine on county-owned land in the northwestern fringes of Miami-Dade.

Airport officials are exploring a proposal by Odebrecht Construction to redevelop 40 acres of airport land formerly occupied by Pan Am into new hotels, offices and shopping in a public-private partnership. Such tactics may seem far afield from transporting passengers and cargo, but county leaders see it as a necessary step to begin plugging the debt.

County Manager George Burgess touts the new facilities as a model of county can-do. "I like the way we're finishing it," he said recently. In a November memo to county commissioners, however, Burgess acknowledged that MIA is "challenged to remain competitive" due to high costs and must explore "non-traditional sources of revenue." It wasn't supposed to turn out this way.

The expansion was envisioned in the mid-1990s as a \$3.9 billion undertaking to spruce up the dingy facility to handle a projected 55 million passengers expected to pass through by 2010.

It's unclear whether that heady passenger projection was ever realistic. But with the airline industry tumult following the Sept. 11, 2001, terror attacks, passenger traffic is now at about the same level as a decade ago. Many other U.S. airports, including Los Angeles and New York's John F. Kennedy International, postponed costly expansion plans. But Miami forged ahead.

The expansion morphed by fits and starts into a \$6.3 billion overhaul that will attract perhaps 34 million passengers this year, 21 million fewer than envisioned. To be sure, overhauling the airport with thousands of passengers flying through daily proved costlier than building from scratch. "It's like retiling your bathroom while taking a shower," said airport director Jose Abreu, tapped to take charge of the

project in 2005 and wrestle it to completion.

Along the way, MIA had to incorporate numerous post 9-11 security upgrades that compounded the overhaul's complexity.

Other problems were steeped in politics and bungling.

At one point, fed-up business leaders mounted an unsuccessful campaign to wrest control of MIA from the county government in favor of an independent airport authority that wouldn't be subject to political influence. The airport's former construction chief was sentenced to four years in prison in 2003 for a contracts-for-bribes scheme and his failure to declare income to the IRS. Among other missteps: A new Skytrain that is expected to carry its first passengers next month already has an expired warranty. The reason? The train was ready in 2005 but the terminal wasn't.

County officials paid the manufacturer, Sumitomo, \$54,000 a month to "exercise" the train in Japan to keep the rubber wheels and electrical systems from decaying.

And even now, a snazzy new baggage handling system has chalked up four years of delays and still is not ready.

The price tag for the 10-mile stretch of computer-controlled conveyor belts that snake under the new North Terminal has nearly doubled to \$201 million. The latest change order landed in December when the county commission approved a \$46 million increase to Siemens Energy & Automation Inc. Those detours aside, consumers are seeing some noticeable upgrades.

An assortment of concessions -- like Sushi Maki, La Carreta, Books & Books and Britto -- give a flavor of South Florida. In July, the county unveiled a sparkling rental car facility that integrates car, bus and rail transportation. Miami-Dade Transit is working to link Metrorail with the new facility to connect points from downtown to Dadeland.

Continued on Page 4

## CORPORATE A

PAVARINI SOUTH EAST CONSTRUCTION

## CORPORATE B

AMPCO ELECTRIC COMPANY  
CARLSON FENCE COMPANY

## What is PWC South Florida Watching?

### Florida Chapter of AIA Annual Conference

August 18 - 22  
Sawgrass Golf Resort and Spa,  
Ponte Vedra, FL  
[\(850\) 222-7590](tel:8502227590)

### CASF Summer Social on the Sea at The Parrot

August 26  
Fort Lauderdale

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

### South Florida AGC - Golf Tournament

October 30  
Fort Lauderdale

<http://www.sfagc.org>

### World of Concrete

January 17 - 21  
Las Vegas

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

### GreenBuild 2010

November 17 - 19  
Chicago, IL

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

# SAVE THE DATES

## PWC South Florida Events

**SEPTEMBER 30**  
**BROWARD COUNTY**  
**"Meet & Greet"**

*More info to follow*

## South Florida Events

**AUGUST 25**  
**MIAMI-DADE COUNTY**  
**"O+M 301: Implementing the Building Operations + Maintenance LEED Rating System"**  
 Miami-Dade College

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

*Advertise in our Chapter Newsletter*

Type	Size	Price
Business Card	3.5" x 2"	\$30.00
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Take advantage of our multi-month discount when you advertise in our monthly PWC Newsletter. Emailed out to all Members and Businesses in our Chapter Directory as well as it being posted on our website.

Advertising gets you noticed. Run your AD for three (3) consecutive months and receive a **10% discount**.

AD copy is due to us by the 30th of the month. The content will be subject to PWC approval prior to posting in our newsletter.

If you would like to take advantage of this service or if you have any questions, please email is at [PWCSFL@gmail.com](mailto:PWCSFL@gmail.com)

## \$6.3-Billion Overhaul of Miami Int'l Airport (cont.)

"I was pleasantly surprised. I've never been from Customs to the curb so fast," said Neisen Kasdin, a former mayor of Miami Beach, who recently returned from a trip abroad. Earlier this decade, Kasdin oversaw a panel that recommended creating an independent airport authority.

"Some good things are happening at the airport." Yet, there are no plans or funding to revitalize the drab Central Terminal that is the airport's front door, forming the first impression for many.

Instead, the overall design leaves a facility with two shiny new wings stretching off either end of the aged central core. On one side is American Airlines' new 3.5 million square-foot North Terminal, slated for completion early next year. On the other: a new 1.7 million square-foot South Terminal, opened in August 2007, after delays.

Another shortcoming: The Skytrain will serve only the North Terminal but won't link to the Central or South.

### PIVOTAL TO ECONOMY

As the nerve center of international trade and commerce, MIA is pivotal to South Florida's economy. Only JFK carries more international

passengers. MIA tops all U.S. airports for international freight and handles the majority of Latin American and Caribbean cargo. MIA held up better than many of its peers during the steep recession with traffic holding nearly steady as many U.S. airports saw big drops.

Yet over the longer term, MIA's performance has been mediocre. Passenger head count is flat with levels from 10 years ago. Overall cargo activity last year was down 5 percent from 2000.

Fort Lauderdale has grown domestic seats 30 percent in the past 10 years while MIA has fallen 7 percent.

And MIA's heavy bet on American Airlines, which accounts for more than 70 percent of its passengers, leaves it vulnerable if the loss-ridden carrier should retrench. Instead, American has announced plans to beef up its presence.

In a statement, American said, "We are confident that we will continue to grow and expand, further strengthening Miami's position as the nation's foremost gateway to Latin America and the Caribbean."

Still, Miami knows the sting of losing a major airline, with the

demise of Eastern Air Lines and Pan Am in 1991. Then in 2004, United Airlines abruptly pulled back, even as the airport spent more than \$1 billion building the South Terminal to accommodate the Chicago-based carrier's Latin American operations.

"If American Airlines ever decided to pull back it would be very hard to find another carrier to backfill that lost service," said Lehman, the Fitch analyst. The key hurdle for Miami, as it digs out from debt, is the burden on airlines. Now, only JFK, Newark and LaGuardia chalk up higher costs per enplaned passenger than MIA, according to MIA data.

That key metric, which is charged to the airlines, is the shortfall between the airport's expenses and the revenue it fetches from concessions, parking and other efforts.

Miami is projecting its number to spike 84 percent to \$29.42 per enplaned passenger by 2015 from \$15.98. Projections peg the number at even higher levels in later years.

MIA's Abreu says he's intent on raising new revenue and defraying the debt. Grasping a bar graph detailing cost targets, the airport chief quipped: "I keep this pasted on my bedroom ceiling."

August 8 from Southeast Construction

## Developer buys Pembroke Pines site for Keiser University

A Fort Lauderdale-based developer bought a 7.6-acre site in Pembroke Pines, with plans to build a Keiser University campus.

NAI Rauch Weaver Norfleet Kurtz & Co. brokers Michael Scarpino and Jennifer Scarpino represented buyer Demeter Pembroke Pines, an affiliate of Keenan Properties Group, in the \$4.66 million purchase. Seller **Duke Realty Corp.** got about \$14 a square foot for the site, alongside Interstate 75 at the northwest corner of Southwest 145th Avenue and Pembroke Road.

**CB Richard Ellis** broker Richard Levinson represented Duke, which developed the nearby Shops at Pembroke Gardens, in the deal.

In a sign that construction financing, although rare, isn't dead: Miami-based City National Bank of Florida granted Demeter Pembroke Pines a \$14.5 million construction mortgage. According to the mortgage agreement, Keiser University Chancellor Arthur Keiser and Keenan Development principal Dale Chynoweth are co-managers of Demeter Pembroke Pines.

Keiser University currently has a campus in a shopping center at 12520 Pines Blvd., in Pembroke Pines. That operation would be relocated when the new campus opens in July 2011, said Kelli Lane, Keiser University associate vice chancellor. The Fort Lauderdale-based university also has campuses in

Daytona Beach, Fort Myers, Jacksonville, Kendall, Lakeland, Melbourne, Orlando, Port St. Lucie, Sarasota, Tallahassee, Tampa and West Palm Beach. Keiser University ranked ninth on the *Business Journal's* list of largest colleges and universities, with fall 2009 enrollment of 14,000. That's up from 12,000 the previous year.

Read more: Developer buys Pembroke Pines site for Keiser University - South Florida Business Journal

## THE EDUCATION CORNER

PWC South Florida is committed to supporting educational advancement of our members.

Check out these courses.

### Introduction To Construction

#### Estimating

[http://www.constructionclasses.com/estcert/101\\_itce.htm](http://www.constructionclasses.com/estcert/101_itce.htm)

### Introduction to Photovoltaic

#### Systems

[http://www.abceastflorida.com/ABC\\_Institute/Solar\\_Electric\\_System\\_Course.aspx](http://www.abceastflorida.com/ABC_Institute/Solar_Electric_System_Course.aspx)

### ABC Green Advantage

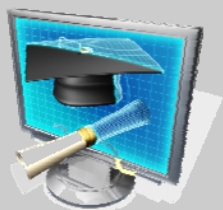
#### Workshop

[http://www.abceastflorida.com/Management\\_Education/Environmental\\_Courses/Green\\_Advantage.aspx](http://www.abceastflorida.com/Management_Education/Environmental_Courses/Green_Advantage.aspx)

### SSL Technology and LED Lighting: New Tools in Your

#### Toolbox

<http://www.ecw.org/email/ecu-ssltech-web.html>



## National News

### 10 Corridors Targeted for High-Speed Rail

The federal government, since 1991, has designated 10 corridors for high-speed rail development, including the Philadelphia-to-Pittsburgh "Keystone Corridor." Those "designated corridors" don't include the most heavily traveled one, the Northeast Corridor between Washington and Boston. Most of the corridor plans involve incremental steps to speed up existing service, rather than installation of true high-speed service with trains traveling at more than 155 m.p.h. Eventually, the "higher-speed" corridors could be upgraded to true high-speed service, with separate tracks and signal systems.

The designated corridors:

**Florida.** Now aiming to be a true high-speed corridor, with 168-m.p.h. trains operating between Tampa and Orlando, with an extension planned to Miami. Estimated cost: \$3.2 billion for the first leg; \$11.5 billion for the entire project. **Status:** Florida received \$1.25 billion for the project from the Obama administration's \$8 billion grant of stimulus funds. The state already owns the land for tracks in the middle of I-4. The project may go to bid by the end of 2010, and construction of the first leg could be completed by 2014. Critics note the line would go to downtown Tampa but not to Tampa's airport,

and to Orlando's airport but not to downtown Orlando, limiting its usefulness.

**California.** Planning to be a true high-speed corridor, with 220-m.p.h. service between Los Angeles and San Francisco. Estimated cost: \$45 billion. Planned extensions would include San Diego, San Jose, Sacramento, and Las Vegas.

**Keystone.** Current plans call for upgrading Amtrak service between Philadelphia and Harrisburg and studying increased service between Harrisburg and Pittsburgh. The Philadelphia-to-Harrisburg line, which currently operates trains up to 110 m.p.h., is the highest-speed corridor in the nation except for the line that runs between Washington and Boston.

**Chicago Hub Network.** Current plans call for upgrading existing service from Chicago to Milwaukee and Madison, Wis., St. Louis, Detroit, Minneapolis-St. Paul, Cleveland, Indianapolis, and Cincinnati.

**Pacific Northwest.** Plans call for incremental improvements to existing Amtrak service on the 466-mile corridor that links Seattle with Vancouver, British Columbia, and Portland, Ore.

**Southcentral.** The network is designated with a hub in Dallas-Fort Worth and spokes to Oklahoma City and Tulsa, Okla.; Texarkana, Ark.-Texas, and Little Rock; and Austin and San Antonio, Texas.

**Gulf Coast.** Designed to use New Orleans as a hub, with spokes reaching Houston, Mobile and Birmingham, Ala., and Atlanta.

**Southeast.** The corridor is designated as Washington-Richmond-Raleigh-Charlotte, with eventual connections to Atlanta and beyond. The January funding provided \$620 million for the Washington-to-Richmond and Raleigh-to-Charlotte legs. Amtrak hopes to create 110-m.p.h. service between Washington and Charlotte, N.C., and Virginia and North Carolina have formed an authority to prepare for it.

**Empire.** The designated corridor runs 462 miles from New York City to Albany, N.Y., and west to Buffalo.

**Northern New England.** The corridor is designed as a Boston hub, with spokes to Portland, Maine, Montreal, and Albany, via Springfield, Mass., with an extension from Springfield to New Haven, Conn.

August 09 from **Philadelphia Enquirer**

### U.S. Commerce Department's Global Construction Program for U.S. Minority-Owned Firms

AH, BUSINESS AND POLITICS meet in the great global build-out. In the fast-rising cross-border economy, apparently even U.S. minority-owned construction firms will get a piece of global infrastructure action. The U.S. Commerce Department on Tuesday unveiled an ambitious program that will train 150 minority-owned general contractors to compete for \$1 billion in international contracts with Tutor Perini.

Tutor Perini is a Los Angeles-based general contractor that

worked on the Las Vegas CityCenter, the \$8 billion mega-project of hotels and casinos on the famed Las Vegas Strip. CityCenter was backed by Dubai World, the investment arm of the Dubai government, and MGM International Resorts and its billionaire investor Kirk Kerkorian of Tracinda Corp. The gambling industry, healthcare and the government sector are growing quickly in Asia, the Middle East and worldwide, so it will be interesting to see what Tutor

Perini projects emerge in the coming years. Tutor Perini also has overseen big public projects in San Francisco, New York, Los Angeles and San Diego.

The new global program will be run by the Commerce Department's Minority Business Development Agency (MBDA) and the University of Southern California's School of Policy, Planning and Development.

August 10 from **Cool Global Biz**



## "Meet the Architects & Engineers"

Thursday, August 19th

Club 101  
101 Park Avenue  
NYC

5:30pm - 8:00pm

For more information visit:  
[www.pwcusa.org](http://www.pwcusa.org)

PROFESSIONAL WOMEN  
IN CONSTRUCTION,  
South Florida Chapter

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Davie, FL 33329-1558

E-mail: [PWCSFL@Gmail.com](mailto:PWCSFL@Gmail.com)

We're on the Web  
[www.pwcusa.org/sfl](http://www.pwcusa.org/sfl)

Check out our new  
website design

## A Message From PWC South Florida Board Members

Professional Women in Construction founded in 1980, is a not for profit organization that was established for the advancement of women and minorities in construction, architecture, design, engineering and all related fields. The PWC South Florida Chapter was formed in 2008, with goals of education, mentoring, networking, and the development of women and minorities currently in the industry as well as prospective future leaders in the market sector. Our membership is open to women and men, private companies and public agencies that are actively engaged in the design / construction / real estate development fields as well as business supplying goods and services to the industry. Currently the South Florida Chapter encompasses Miami-Dade, Broward and Palm Beach Counties. As we grow and expand, our mission includes establishing programs for education, development and collaboration not only for members, but future and current industry leaders. We hope that you will join us in our efforts, and thank you for all your support.

## Our Chapter Mission Statement

We are an organization that provides networking, mentoring, and educational opportunities to men, women, minorities, and non-traditional groups in the industry.

## About PWC

Professional Women in Construction (PWC) is a nonprofit 501(c)3 organization committed to advancing professional, entrepreneurial and managerial opportunities for women and other "non-traditional" populations in construction and related industries. With 5 chapters and over 1,000 members, PWC serves a constituency of close to 10,000, representing a broad spectrum of the industry. As its mission, PWC encourages and advances the goals and interests of women and minority owned

## About Our Members

PWC's members represent a broad spectrum of the industry that serves real estate owners, developers, facilities & property managers and public agencies. They include general construction and specialty contractors; A & E firms, environmental services and suppliers of all kinds of goods and services.

Because our core client industries have many and diverse needs, PWC also draws representatives from the services sector: law and accounting firms, insurance/surety & bonding companies, banks and financial services, graphic designers, printers, computer consultants, travel agencies, marketing specialists and more.

PWC encourages and advances the aims and goals of woman- and minority-owned businesses. The PWC annual W/MBE Technical Assistance Workshop & Opportunity Fair disseminates information on government certification and promotes business interchange with public agencies and companies with supplier diversity programs.

Membership is open to Men, Women and Companies that support the aims of PWC.

## Membership Categories & Pricing

**CORPORATE A:** gross income in excess of \$5M - entitled to 6 representatives .....\$750 annual dues  
**CORPORATE B:** gross income under \$5M - entitled to 4 representatives.....\$450 annual dues  
**BUSINESS:** sole prop./consultant with 3 or less employees - entitled to 2 reps .....\$275 annual dues  
**INDIVIDUAL:** employee of company - entitled to self as representative.....\$225 annual dues  
**STUDENT:** matriculating at accredited institution - non-voting category .....\$65 annual dues

To become a Member, visit our website at [www.pwcusa.org/sfl](http://www.pwcusa.org/sfl)