FLORIDA SEAPORT TRANSPORTATION AND ECONOMIC DEVELOPMENT COUNCIL

TUESDAY, MARCH 24, 2015

3:15 P.M. - 5:30 P.M.

Hotel Duval
415 North Monroe Street
Tallahassee, Florida 32301
TAB 1
CALL TO ORDER
AGENDA
FLORIDA SEAPORT TRANSPORTATION AND ECONOMIC DEVELOPMENT COUNCIL MEETING
March 24, 2015
3:15 p.m. – 5:30 p.m.
Hotel Duval
415 N. Monroe Street
Tallahassee, Florida 32301

1. Call to Order, Chairman's Welcome and Opening Comments
2. Roll Call
3. Approval of the September 10, 2014, Meeting Minutes
4. Report on Statewide Environmental Issues
5. Report on Analysis of Global Opportunities and Challenges for Florida Seaports
6. Legislative Report
7. Agency Reports
   a. Department of Economic Opportunity
   b. Department of Transportation
8. Review of Seaport Funding Spend Downs
9. Agency Consistency Reviews of Non-Cycle Project Applications
10. Discussion of Additional FY 14/15 FSTED Program Funds
11. Recommendation and Approval of Additional FY 14/15 FSTED Program Project Allocations
12. Hearing for Allocation of Strategic Port Investment Initiative Funds
13. Administrative Issues
   a. Seaport Mission Plan and State of the Ports Report
   b. Management Agreement Renewal
   c. Approval of Publication of Notice of Rule Development for Chapter 14B-1, Florida Administrative Code

14. Other Issues

15. Adjournment
TAB 2
ROLL CALL
# FLORIDA SEAPORT TRANSPORTATION AND ECONOMIC DEVELOPMENT COUNCIL

## ROLL CALL

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<td>KEN CHEEK, CITRUS</td>
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<td>STEVE CERNAK, EVERGLADES</td>
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<td>VAL SCHWEC, FERNANDINA</td>
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<td>JUAN KURYLA, MIAMI</td>
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<td>MANNY ALMIRA, CHAIR, PALM BEACH</td>
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<td>WAYNE STUBBS, PANAMA CITY</td>
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<td>AMY MILLER, PENSACOLA</td>
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<td>EUGENE RAFFIELD, PORT ST. JOE</td>
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<td>PAUL ANDERSON, TAMPA</td>
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<td>JESSE PANUCCIO, DEPARTMENT OF ECONOMIC OPPORTUNITY</td>
<td>KARL BLISCHKE</td>
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<td>JIM BOXOLD, DEPARTMENT OF TRANSPORTATION</td>
<td>BOB EMERSON</td>
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2/14/15
February 11, 2015

Toy Keller, Vice President
Programs & Planning
Florida Ports Council
502 East Jefferson Street
Tallahassee, FL 32301

Re: Designation of Florida Seaport Transportation and Economic Development Council Member

Dear Ms. Keller:

Section 311.09(1), Florida Statutes, provides that the Executive Director of the Department of Economic Opportunity (Department) serves as a member of the Florida Seaport Transportation and Economic Development Council. The Statute also permits the Executive Director to designate another agency employee to serve in his place.

As Executive Director of the Department of Economic Opportunity, I hereby designate Karl Blischke, Director of the Department’s Division of Strategic Business Development, to serve in my place on the Florida Seaport Transportation and Economic Development Council.

If you have any questions, concerning this matter, please contact me at (850) 245-7298.

Sincerely,

Jesse Panuccio

JP/lfc
cc: Karl Blischke
March 5, 2015

Toy Keller, Vice President
Programs & Planning
Florida Ports Council
502 East Jefferson Street
Tallahassee, FL 32301

Re: Designation of Florida Seaport Transportation and Economic Development Council Member

Dear Ms. Keller:

Section 311.09 (1), Florida Statutes, provides that the Secretary of the Florida Department of Transportation (Department) serves as a member of the Florida Seaport Transportation and Economic Development Council. The Statute also permits the Secretary to designate another agency employee to serve in his place.

As Secretary of the Florida Department of Transportation, I hereby designate Robert Emerson, manager of the Department’s Seaport Office, to serve in my place on the Florida Seaport Transportation and Economic Development Council.

If you have any questions concerning this matter please contact me at (850) 414-4100.

Sincerely,

[Signature]

Jim Boxold

cc: Robert Emerson
TAB 3
APPROVAL OF SEPTEMBER 10, 2014
MEETING MINUTES
A meeting of the Florida Seaport Transportation and Economic Development (FSTED) Council was held on September 10, 2014, in Amelia Island, Florida. Chairman Manuel Almira called the meeting to order. The Assistant Secretary called the roll. Members present were:

John Walsh, Canaveral
Ken Cheek, Citrus County
Steve Cernak, Everglades
Val Schwec, Fernandina
Don West, Ft. Pierce
Brian Taylor, Jacksonville
Carlos Buqueras, Manatee
Brian Elliott for Juan Kuryla, Miami
Manny Almira, Palm Beach
Wayne Stubbs, Panama City
Amy Miller, Pensacola
Eugene Raffield, Port St. Joe
Walt Miller, St. Petersburg
Ram Kancharla for Paul Anderson, Tampa.
Juan Flores for Secretary Ananth Prasad, Florida Department of Transportation

A quorum was present. Also in attendance were:

Brian Hunzer, FDOT
Annette Lapkowski, FDOT
George Boyle, FDOT
Justin Ryon, FDOT D6
Carlos Castro, FDOT D6
Brenda Young, FDOT D5
John Martin, Martin Assoc.
Jeff Sweeney, Martin Assoc.
Alex King, Panama City
Matt Ubben, FBT

Catherine Kelly, FDOT
Julie Conn, CDM Smith/FDOT
Jimmy McDonald, CDM Smith/FDOT
Luis Macias, FDOT D6
Jim Wikstrom, FDOT D5
Ryan Marks, FDOT D5
Lee Sandler, Sandler, Travis and Rosenberg
Michael Williamson, Cambridge Sytematics
David Kaufman, Jaxport
Lauren Rand, FDOT D4
Chairman Almira recognized Juan Flores to introduce FDOT freight coordinators from around the state. Mr. Flores stated that this was a significant step for FDOT – hiring managers for all modes of transportation in each district. FDOT now has seven freight coordinators across the state, implementing the freight plan and projects highlighted in that plan.

**Agenda Item 3, Approval of the Minutes of April 10, 2014, FSTED Council Meetings** was taken up. A motion was made by Steve Cernak, seconded by Ram Kancharla, and passed approving the minutes.

**Agenda Item 4, Election of Officers** was taken up. Amy Miller provided members with the recommendation of the FSTED Council Nominating Committee, which included Amy as Chair, Val Schwec and Juan Kuryla. Ms. Miller detailed the meeting and the determinations made by the Committee. The Committee recommended the following slate of officers: Mr. Almira to serve as Chairman, Wayne Stubbs to serve as Vice Chairman, and Walt Miller to serve as Secretary/Treasurer. A motion was made by Ken Cheek to accept the recommendations of the Committee and nominate the proposed slate of officers for the FSTED Council. The motion was seconded by Mr. Cernak and passed unanimously.

**Agenda Item 5, Report on FSTED Council Seaport Environmental Management Committee (SEMC)** was taken up. SEMC Chairman, Bob Musser provided a report on the Committee meeting which was held the previous day, and stated that the meeting was well attended by seaports and state and federal agency representatives. The Committee recognized the longtime service of David Kaufman from JAXPORT as the prior chair of the SEMC, and thanked him for his valuable contributions. Mr. Musser then introduced the new environmental consultant for the Committee, Jeff Littlejohn. Mr. Littlejohn takes over a similar role held for many years by his father, and brings with him an extensive background of work in the environmental and regulatory area. Mr. Musser informed the members that the Committee was recommending to the Council a proposal to fund a variety of environmental projects at different ports, potentially including truck studies and air emission studies. He explained that the Committee would make recommendations to the Council on specific projects that could be funded with available FSTED Program dollars. A motion was made by Ram Kancharla to approve the development of this proposal, and it was seconded by Wayne Stubbs. The motion was approved unanimously.

**Agenda Item 6, Spend Down Report for State Seaport Funding** was taken up. Toy Keller initiated the report by noting a few projects with Joint Participation Agreements (JPAs) executed prior to September 1, 2012, that staff and FDOT had identified with remaining balances. Ms. Keller informed the members that staff and FDOT had sent
email requests to those affected seaports asking them to provide the FSTED Council with information on the projects – including current spend down of funds and an anticipated completion date for the projects.

Carlos Buqueras provided members with a report on the cold storage project at Port Manatee. Mr. Buqueras stated that the port was still working with tenants to seek matching funds for the project and those negotiations were ongoing. Port Manatee was hopeful that a finalization of those negotiations would occur in the next few months, allowing Port Manatee to move forward with the project.

Val Schwec provided members with a report on funds supplementing an existing JPA. Mr. Schwec stated that the second portion of the project had been sent out for bids, and that bids had just recently come back. The Port was planning on taking action this week and would be spent down within the time limits of the JPA.

Brian Taylor and Mike Poole provided members with a report on several JAXPORT projects. The Blount Island projects will be awarded in December by the Board of County Commissioners, and should be complete by the end of calendar year 2015. The dredge material management contract was waiting for a “punch list” and final invoice from the U.S. Army Corps, and should be fully spent down by the first quarter of calendar year 2015. The ICTF facility project was awarded in January of this year, and should be completed by the end of calendar year 2015.

Ms. Miller provided the members with a report on projects at Pensacola. The Emergency Dredging and Warehouse Improvements project is complete and came in under budget with $16,664 remaining. The Port is requesting those funds be reallocated by the FDOT District to the Berth 6 rehabilitation project. The other project also came in under budget with $9,600 remaining; the Port is requesting that be used on other work consistent with the original project scope.

Mr. Stubbs provided members with a report on several projects at Panama City. $600,000 in FSTED funds were just spent down on the rail yard expansion project last month, and the Port has spent down 90 percent of the funds. The final portion of those rail yard funds should be spent down within the next several months. The dredging project funds are remaining from a completed project – the Port spent 80 percent of the money and has approximately $93,000 left. The Port would like to spend those funds on another dredging project with the U.S. Army Corps, but if necessary will seek to reprogram those funds on another eligible project.

David Anderton provided the members with a report on several projects at Everglades. The Turning Notch Expansion project is one of the Port’s critical projects and the subject of several JPAs. The Turning Notch project is ahead of schedule for reimbursement and spend down under those JPAs. The Dredging project engineering studies and analysis is still awaiting action from the U.S. Army Corps. The McIntosh Road realignment project is complete and in the final stages of reimbursement under that JPA. The ICTF project is currently in the close-out process with the Florida East Coast Railroad. The bulkheads at berths 9 and 10 were recently reconfigured and the Port would be issuing an RFP for the programming and design of the project by the end of the year.

Mr. Almira provided the members with a report on the Dredging Survey and Master Plan Update projects at Palm Beach. The projects have been completed under budget, and the Port is seeking to move the remaining balances to other eligible port projects.
Don West provided the members with a report on projects at Ft. Pierce. The Taylor Creek Dredging project was in its final phase and the Port recently awarded a contract for the last $1.5 million to complete the project. This final phase is now under construction and is set to be completed by the end of calendar year 2014. The Second Street project was just recently advertised for bid and should be awarded soon. Once this project is awarded it should be completed within 8 months.

John Walsh provided members with a report on projects at Canaveral. The Cruise Terminal 10 project has been completed, and the Port will be submitting the paperwork for reimbursement this month. The Maintenance Dredging Project is in the final stage of construction, and the request for payment will be submitted once the project is 100 percent complete. The Port anticipates that project to be completed in September. The George King Road project was delayed until the Cruise Terminal 10 project was complete enough to begin, and the Port anticipates the project being completed in September as well. The Channel Widening and Deepening project is underway, but was temporarily delayed waiting for the passage of the federal WRRDA legislation. The project has begun and is moving along well.

Ryan Elliott provided the members with a report on projects at Miami. The Cargo Gateway Complex is in the last phase and an advertisement for the installation of 148 cameras in the cargo yard was recently published. The project is due for completion in December of 2016. The Cargo Yard Improvement/Post Panamax Cranes project is set for completion on March 15, 2015. The Inbound/Outbound Cargo project in Area 2 of the port is also scheduled for completion by March 15, 2015.

Ram Kancharla provided the members with a report on projects at Tampa. The Navigational Improvements and Spoil Area project will be completed and spent down at least one year before the expiration of the JPA. The Petroleum Facilities project is completed and the invoice has been submitted for reimbursement. He reported that $1,090,000 also had been recently invoiced on another project of approximately $2 million remaining -- and the Port is seeking to use the remaining funds on the Navigational Improvement and Spoil Area project.

Walt Miller provided the members with a report on the Wharf Repair project in St. Petersburg. The project was a multi-phased project and is in its final phase that began earlier this summer. The work will be completed by October at the latest.

Agenda Item 7, Agency Reports on Consistency Reviews of FY 2015/16 FSTED Program Projects was taken up. Ms. Keller directed members to the agency reports on project consistency in their materials. Ms. Keller stated that there were no consistency issues with any of the projects, and a timing issue with one project had been resolved. A motion was made by Mr. Cernak to accept the findings of the FSTED Program agencies on consistency, and seconded by Mr. Buqueras. The motion passed unanimously.

Agenda Item 8, Recommendation and Approval of FY 2015/16 FSTED Program Funding was taken up. Ms. Keller directed members to the recommended allocation chart in their materials. Ms. Keller informed members that staff had worked with the FSTED agency partners, and looked at the number one priorities from the ports to develop this list of recommended allocations. A motion was made to accept and approve the recommended allocations of FSTED Program funds by Mr. Cernak and seconded by Mr. Walsh. The motion passed unanimously. Mr. Stubbs commented that he appreciated the effort of staff, especially Ms. Keller, on this process.
**Agenda Item 10, Agency Reports**, was taken up out of order. Mr. Flores began the report for the Department of Transportation, and asked Annette Lapkowski to provide an overview of current spend downs of recently issued bonds. Ms. Lapkowski directed the members to the chart in their materials on bond allocations and spend downs. Ms. Lapkowski then provided a report on spend downs by individual seaports. Canaveral has two projects complete and the district is waiting on invoices. Everglades has begun their project and is about six percent complete, but on schedule. Fernandina’s project has been pushed back and FDOT is are working with them on a potential new schedule. Jacksonville’s projects were pushed back slightly and about 17 percent spent down, but still within the timeframes. Manatee’s projects have been pushed out as well, and the cold storage project is not scheduled to begin until around 2016. Miami’s has two projects, and the cruise terminal project schedule has changed slightly. FDOT is waiting for a new schedule; the South Fisherman Channel is complete. Palm Beach is ahead of schedule with seven percent spent down. Panama City’s projects are on schedule. Tampa also has three projects – the Port Redwing project has slipped a few months and is not slated to being until 2015. The last two projects are scheduled to begin in October. Ms. Lapkowski noted that while projects are currently on schedule, there remains some concern about timing for several projects. FDOT appreciates all the work the ports are doing coordinating with their district offices.

Mr. Flores next provided members with an overview of the activities of the FDOT and the Governor with respect to seaports over the past few years. Mr. Flores congratulated the FPC on their work with the federal delegation, FDOT and others on the federal WRRDA legislation. Mr. Flores noted that it would be important for the port directors to meet with the FDOT Executive Board, so that other FDOT leadership could hear about seaport issues – not just Secretary Prasad. The next meeting of the Board would be in Chipley. Mr. Flores informed the members of recent planning activity by the FDOT and its partnering efforts with Enterprise Florida, DEO and the seaports. Mr. Flores provided the members with an update of FDOT key accomplishments with respect to transportation issues over the past two years. Lastly, Mr. Flores congratulated all seaport staff at FDOT for their efforts even though they have been operating without a seaport office manager over the past few months.

**Agenda Item 9, Presentation on the Analysis of Global Opportunities and Challenges for Florida Seaports** was taken up. John Martin provide members with a PowerPoint presentation and extensive discussion on the analysis. Additional information and a full reporting of his study is available from the written transcript kept by FSTED staff. John McGowan and Lee Sandler also provided additional testimony on federal regulatory issues. FSTED members asked a variety of questions concerning the findings, including the applicability of the study to the movement of bulk products. Mr. Martin and FSTED staff would be working over the next several weeks to finalize the study for presentation to the Governor, Legislature staff and other interested parties.

The meeting was adjourned at 4:00 p.m.
TAB 4
REPORT ON STATEWIDE ENVIRONMENTAL ISSUES
TO BE DISCUSSED
## TAB 5

**REPORT ON ANALYSIS OF GLOBAL OPPORTUNITIES AND CHALLENGES FOR FLORIDA SEAPORTS**
Florida today is uniquely positioned to capture significant economic benefits from expanded international trade.

The state’s robust system of ports and transportation infrastructure provides a ready pathway to secure new jobs, tax revenue and vibrant economic growth. Florida’s global trade community already is fulfilling its commitment with significant investments in expansion and with diligent management and optimization of infrastructure.

This analysis identifies targeted opportunities for Florida to capture these benefits and expand its position in global trade.

**The Opportunities**

1. Capture cargo now moving through non-Florida ports by the adoption of an aggressive marketing program and by development of the necessary infrastructure for growth and connectivity.

2. Attract import distribution centers and export-oriented manufacturing facilities to Florida by developing comprehensive strategies that make Florida a logistics gateway to the Southeast.

3. Work with policymakers and officials at all levels to streamline regulatory processes and ensure Florida’s competitiveness in serving markets.

**Serving Florida’s consumers and businesses represents 3.5 Million TEUs.**

There is a significant and immediate opportunity to capture cargo destined for Florida consumers that currently comes into Florida from non-Florida ports—about 3.5 million twenty-foot equivalent units (TEUs) of containerized goods alone. This opportunity to capture and redirect cargo through a Florida seaport is a result of many different situations, and emanates from many sources.

**The Challenges**

- Florida’s share of the U.S. container market has fallen from 8.3 percent in 2000 to 7 percent in 2013.
- More than half the state’s imports from, for example, Northern Europe, moved into the U.S. through non-Florida ports. In 2013, 309,000 TEUs of imports arrived through ports outside the state.
Almost 500,000 jobs are related to exports and imports through Florida ports, and more can be created.

Doubling ports’ business could mean doubling the economic impact from what is already one of the state’s top job-generating and lifestyle-enhancing industries.

Complex market parameters can inform investment and marketing strategies based on the size of carriers and existing trade routes.

While Central American and Caribbean import trades mostly use Florida ports, Asian imports are more unpredictable, with 154,000 TEUS moving out of Southeast Asia into Florida in 2013 via non-Florida ports. Most of that volume is actually railed across country from the west coast. Similarly, South American and North European imports are under-served, with, for example, 12.8 percent of imports from South America moving through just the Port of New York/New Jersey (due substantially to the level of steamship service). Florida ports can aim to bring home as many as 52,000 TEUs of imports from South America alone.

Overall 70 percent of export containers originating in Florida move through Florida ports—leaving 300,000 TEUs that don’t. Some of these container movements certainly can be targeted as “low-hanging fruit.”

Houston, New York, Savannah and Charleston are the key ports used for Florida exporters to South America. Florida export trade lanes to Northern Europe, the Mediterranean, Southeast Asia, Middle East, Africa, Far East and other countries in Southern Asia all reflect a lack of vessel service from Florida ports.

With respect to containers imported into Florida, about 58.4 percent move through Florida ports. Less than 50 percent of the containerized imports into Florida from Asia and Northern Europe use Florida ports. The key non-Florida ports used by Florida importers of Asian cargo are Los Angeles, Long Beach and Savannah. For the European trade, the key non-Florida ports used to serve the Florida import market include Charleston and New York.

The top opportunity to gain Florida import cargo and re-route it through Florida ports is on Asian trade lanes, and the best opportunity to increase export cargo and re-route it through Florida ports is on the South American trade lane.
Florida has a logistics cost advantage to capture cargo currently moving through non-Florida ports.

The existing freight distribution system in Florida can be expanded to service a global import and export market.

Just one new distribution center can support 1,200 jobs and $6 million in tax revenue.

Florida soon will be the third largest state by population, and its favorable geography positions it to be the global distribution site for one of the largest growing areas in the U.S.—the Southeast. The demand for inbound consumer goods will continue to grow in this region and by extension, require the growth of import DCs to handle this volume. The ability for Florida ports to be the first inbound and last outbound port-of-call for import and export shipments will be the key to attracting these facilities to Florida. DCs touch almost every product manufactured or consumed in Florida.

The initiatives being taken by other states in the Southeast to attract these centers and facilities are very competitive. Many states are offering land, tax incentives, expedited permitting, and grants to encourage the selection of their site locations. The resulting challenges for Florida in attracting these facilities are numerous:

- Each million-square-foot DC supports about 1,200 jobs and $6.1 million in state and local tax revenues.
- DCs and import BCOs need deep ports that serve as a global carrier’s first inbound port-of-call, expediting arrivals.
- Export-oriented manufacturing facilities need ports that serve as a carrier’s last outbound call on a particular coast, maximizing production windows and effectively increasing export production capacity.
- Florida and neighboring states export many heavy commodities, such as forest products. Carriers facing vessel draft issues or subsequent port calls along a seaboard may have to limit heavy cargo taken on in Florida. Additional depth and last outbound call services eliminate this issue.
- South Carolina, Georgia, Virginia and other competing states are offering incentives to manufacturers and DCs to locate in their states, using tax breaks, credits, grants, regulatory and sales tax exemptions and training assistance.

The Challenges:

- The value of container trade through Florida ports is more than $46 billion, and significant growth is available.

As a consumer state, Florida has 500,000 more trucks leaving empty and searching for cargo going northbound each year. The imbalance of equipment that requires repositioning leads to an ability to negotiate more favorable backhaul truck rates.

Florida ports have a logistics cost advantage for beneficial cargo owners (BCOs) and carriers handling cargo exported out of Florida, and for cargo headed into Florida. Florida also has a cost advantage for some discretionary cargo headed to locations in the Southeast. Increasing this discretionary market will allow additional economies of scale for carriers to help reinforce their presence at Florida’s seaports.

Currently, Florida BCOs and DCs are concentrated in three areas: Orlando-I-4 Corridor, Jacksonville, and South Florida. The greatest population growth is in Northeast Florida and Central Florida. Central Florida is therefore, a key market to serve for all Florida ports.

All of the advantages that Florida ports have in place to retrieve cargo that originates in or is destined for Florida also set the stage for Florida to attract cargo originating in or destined for regions to the north.

Increasing this discretionary market will allow additional economies of scale for carriers to help reinforce their presence at Florida’s seaports.

As a consumer state, Florida has 500,000 more trucks leaving empty and searching for cargo going northbound each year. The imbalance of equipment that requires repositioning leads to an ability to negotiate more favorable backhaul truck rates.
Fundamental and evolutionary changes are occurring within the global trade arena, and must be considered by state and federal regulators to ensure that Florida remains competitive as the gateway for international trade.

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

Pilot programs, like the recently successful cold-treatment program for perishable imports, provide a pathway to testing and refining rules and processes. Existing regulatory programs are being refined, with more prospects for expanding the management of supply chain security; easing the burdens of enforcement for trusted traders; streamlining security processes and the export/import process for American businesses; and applying risk management principles. This analysis identifies and advocates Florida’s active involvement in such programs.

In addition, this analysis advocates a careful look at both regulatory and operational issues arising from the growth of transshipment activities in the Caribbean Basin, including deficits in infrastructure requirements. Florida ports continue to seek ways to shift negative impacts on trade to competitive advantages to develop trade.

The Challenges:

- Out-of-date or unnecessary regulations can have the unintended impact of hindering the flow of legitimate trade into and out of Florida.

- Transshipment activity has almost completely disappeared from Florida ports because of outdated security requirements; lack of adequate channel depth for larger vessels; growth of competitive transshipment facilities in the Caribbean and Central America; and because of various federal regulations such as the unnecessary enforcement of U.S. regulations on transshipped goods never intended for distribution in the U.S.

- Innovative federal pilot programs allow Florida to show its competency in securing its own agriculture commodities and using stricter, more advanced protocol measures in the perishable import market. The federal Cold Treatment Pilot Program for Perishables at specific south Florida ports was successful, and an expansion of products and countries of origin is needed.
A concerted effort is needed to expand Florida’s position in world trade.

The Strategies:

- Continue to invest in port infrastructure and channel upgrades that will provide Florida with the ability to be the first inbound and last outbound port-of-call for import and export shipments.
- Create an aggressive marketing campaign to attract to Florida those BCOs and carriers that are importing and exporting cargo through non-Florida ports.
- Provide necessary state or local incentives to entice import distribution centers and export-oriented manufacturing companies to locate in Florida.
- Remove or modify any undue regulatory burdens on Florida’s freight system resulting in increased efficiency in moving trade through Florida seaports.

Continue the financial commitment by Governor Scott, the Florida Legislature, the Department of Transportation and Florida’s seaports in on-port infrastructure and channel depth upgrades.

The efforts by Florida ports and the state of Florida to invest millions of dollars in port capacity and efficiency around the state have not gone unnoticed by the global maritime industry. Florida has improved its position as the global pier for the U.S. and is one of the leading states for the import and export of goods. However, in this era of global competition for jobs and tax revenues, Florida’s ports must continue to build a competitive logistics infrastructure. Important projects related to on-port infrastructure and channel depth upgrades still need approval and funding.

Market the cost advantages of using Florida ports to major ocean carriers, beneficial cargo owners, and logistics companies now using non-Florida ports.

The degree of commitment to using Florida ports varies. This study identifies potential marketing targets by location, by shipper and by carrier, providing the basis for aggressive marketing. Florida has invested significantly in its freight mobility infrastructure, and now is the time to ensure that the world understands that Florida has the capacity and efficiencies to move any product into and out of the Southeastern U.S. and beyond.

Inspiring confidence in Florida’s supply-chain logistics also will help grow a robust manufacturing industry in Florida. A main challenge for Florida’s current and potential importers, manufacturers and producers is to reliably and profitably meet global demand.
Conclusion

In an increasingly interconnected world, global trade—with its inherent economic and social benefits—will flourish and grow. Florida is uniquely positioned to actively participate in that growth. The state’s diverse culture, favorable geography and dynamic economy have positioned Florida to be one of the nation’s premier logistics gateways and a leader in world trade.

There is much to build upon. Florida’s existing ports and transportation infrastructure are established and well-managed. The ports system enjoys the support of the business community and local government stakeholders, due to a history of economic success.

Now, with an aggressive and broadly supported effort, the state can, as this analysis details, seek and secure the many benefits of expanded trade—more jobs, increased tax revenues, economic growth and better lives for all Floridians.

If improved routings can help manufactures firm up lead times, production runs and labor schedules, eradicating disruptions, Florida seaports will become true supply chain partners. Ports can serve as supply chain leaders by reducing impediments to predictability and by enhancing efficiencies for the movement of goods.

**Review existing state and local policies to understand what types of incentives may be necessary to attract manufacturing and global import distribution centers to Florida.**

In today’s competitive maritime logistics field, private sector businesses are looking for a location where local governmental stakeholders are invested partners in the success of the business. State and local incentives can provide that last bit of encouragement to ensure that jobs and revenues associated with this growing industry locate in Florida. Florida must review its state and local policies to understand what types of incentives may be necessary to attract manufacturing and global import DCs to this state. Other states have enacted specific incentive programs, and Florida can use these examples to determine whether changes should be made to Florida law.

**Alleviate unnecessary regulatory burdens on the movement of goods into and out of Florida.**

Regulators at all levels are working to improve the competitive position of U.S. exports and imports, with advances being made in managing security issues, the flow of trade, the safety of food and medical products and other regulatory functions.
TAB 6
LEGISLATIVE REPORT
MEMORANDUM

DATE: March 13, 2015

TO: Florida Port Directors

FROM: Michael Rubin, Vice President Governmental Affairs

SUBJECT: LEGISLATIVE UPDATE – WEEK OF MARCH 9-13

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

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

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

We expect a full release of detailed information from FDOT on seaport project issues that will be included in the budget soon – including information on the $109 million identified by the Governor for seaport projects in his budget request. This detailed information should include specific information on Fiscal Year 2015/16 Strategic Port Investment Initiative (SPII) Projects. We will provide you with any specifics when they become available.
2. **FDOT 2015 Legislation -- Increase of FSTED Statutory Program Funding from $15 million to $25 million (HB 7039 by the House Transportation and Ports Subcommittee, SB 1456 by Senator Latvala, and SB 1554 by Senator Brandes).** HB 7039, the primary FDOT 2015 Package, has been formally referred to two House committees – the Transportation and Economic Development Appropriations Subcommittee, and the Economic Affairs Committee. The bill has not been scheduled for a formal hearing to date.

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

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

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

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

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

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

5. **Port Tour of JAXPORT Facilities.** Several members of the House Subcommittee on Transportation and Ports will be visiting JAXPORT facilities on Monday morning. This
visit is a part of the Chairman’s (Representative Rooney (R-Palm Beach), efforts to visit several of Florida’s seaports. We appreciate the efforts of everyone to help ensure that these visits provide an overview of the benefit and efforts of all of Florida’s seaports. We will be joining the Jaxport tour, and working with the members to continue these port visits.

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

Please call or email us if you have any questions.

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

[Follow on Twitter](https://twitter.com)  [Follow on Facebook](https://facebook.com)
TAB 7A
DEPARTMENT OF ECONOMIC OPPORTUNITY
TAB 7B
DEPARTMENT OF TRANSPORATION
TAB 8
REVIEW OF SEAPORT FUNDING
SPEND DOWNS
<table>
<thead>
<tr>
<th>Description</th>
<th>FSTED Council Allocation Date</th>
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<th>Total FSTED Program Funds</th>
<th>Contract Execution Date</th>
<th>Contract Expiration Date</th>
<th>Total Reimbursed by FDOT</th>
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TOTAL PORT MANATEE (GM) | | | | | | | | | |


| Port Fernandina (311) | | | | | | | | 2,280,165.07 | 202,702.57 |
| Port Fernandina (311) | | | | | | | | 2,280,165.07 | 202,702.57 |

TOTAL PORT FERNANDINA (GM) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

TOTAL PORT FERNANDINA (GM) | | | | | | | | | |

PORT FERNANDINA REMAINING BALANCES | | | | | | | | 2,280,165.07 | 202,702.57 |

| Port Fernandina (311) | | | | | | | | 2,280,165.07 | 202,702.57 |
| Port Fernandina (311) | | | | | | | | 2,280,165.07 | 202,702.57 |

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TOTAL PORT FERNANDINA (GM) | | | | | | | | | |
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<td>SUMMARY OF PORTS REMAINING BALANCES AS OF February 28, 2015</td>
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**Remaining Balances:**

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**Notices:**

- **AS OF February 28, 2015**
- **FDOT**
- **Program Council**
- **FDOT Project Allocation**
- **FDOT Work Program**
- **FDOT Record of Allocation**
- **Contract Execution Date**
- **Total Reimbursed by FDOT**
- **Remaining Balance**
## SUMMARY OF PORTS REMAINING BALANCES

**As of February 28, 2016**

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<th>FY 13/14</th>
<th>FY 14/15</th>
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### Footnotes

- **FDOT Districts**: Numbers indicate FDOT Districts responsible for the projects.
- **Ports**: Specific ports affected by the projects.
- **Seaport Canteen**: Canteen number associated with the project.
- **Financial Management Number (FBN)**: Financial management number for the project.
- **Contract Number**: Contract number for the project.
- **FSTED Program Project Number**: FSTED program project number associated with the project.
- **Description**: Detailed description of the project.
- **FSTED Council Allocation Date**: Date when the project was allocated to the FSTED Council.
- **FSTED Council Allocation**: Allocation amount for the project.
- **FSTED Council Allocation**: Allocation amount for the project.
- **FY Work Program Amount**: Amount allocated in the current fiscal year.
- **Match**: Percentage of the project that is matched.
- **FDOT Record of Allocation**: Record of allocation for the project.
- **Total FSTED Program Funds**: Total funds allocated to the project.
- **Contract Execution Date**: Date when the project was executed.
- **Contract Expiration Date**: Date when the project expires.
- **Remaining Balance**: Remaining balance for the project.
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**Summary of Ports Remaining Balances as of February 28, 2015**
TAB 9
AGENCY CONSISTENCY REVIEWS OF NON-CYCLE PROJECT APPLICATIONS
# NON-CYCLE FSTED PROGRAM PROJECT APPLICATIONS

**MARCH 24, 2015**

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<th>PORT</th>
<th>PORT PRIORITY</th>
<th>PROJECT NAME</th>
<th>PLANNING</th>
<th>ECONOMIC</th>
<th>TRANSPORTATION</th>
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<td>Pending</td>
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</table>
Mr. Manuel Almira  
Chair  
Florida Seaport Transportation and  
Economic Development Council  
502 East Jefferson Street  
Tallahassee, FL 32301

Dear Mr. Almira:

As requested by the Florida Transportation and Seaport Economic Development Council, the Department of Economic Opportunity (DEO) staff reviewed the Port of Jacksonville seaport project (UPIN PFS0001847) application provided to us on December 2, 2014.

In compliance with Section 311.09(7), Florida Statutes, the project was evaluated for economic benefit and to determine if the project was consistent with state, regional, and local plans and the Florida Seaport Mission Plan, and the state's economic development goals and policies. This project was found to be consistent based on the criteria stated in Section 311.09, Florida Statutes.

If you have any questions or require additional information, please contact Katherine Morrison, Strategic Industry Partnerships Manager at (850 717-8973).

Sincerely,

Cissy Proctor

CP/km

cc: Toy Keller, Florida Ports Council
Florida Department of Transportation

February 13, 2015

Mr. Manuel Almira
Chairman
Florida Seaport Transportation
& Economic Development Council
502 East Jefferson Street
Tallahassee, Florida 32301

Re: Florida Seaport Transportation and Economic Development Council
Consistency Review for FY 14/15 Port of St. Petersburg, PFS0002466 and
Consistency Review for FY 15/16 Port of Jacksonville, PFS0001847

Dear Mr. Almira:

As required by Section 311.09 (7), Florida Statutes, the Florida Department of Transportation (FDOT) have completed its consistency review for the FY 14/15 Port of St. Petersburg project applications which were submitted to the Florida Seaport Transportation and Economic Development (FSTED) Council on January 20, 2015 and November 21, 2014, respectfully. The project applications have been reviewed for consistency with both the Florida Transportation Plan (FTP) and the Department’s Five Year Work Program.

The project at the Port of St Petersburg, “Facility Development” consist of planning to embark on a re-model/renovation of their existing Port Terminal Building to accommodate a new tenant who is focused on establishing a marine science research and educational operation within the building.

The project at the Port of Jacksonville, “Harbor Deepening, Maintenance and Port-wide Harbor Improvements”, consist of deepening the Federal channel to 47 feet from the entrance channel to approximately River Mile 13; two areas of widening at the Training Wall reach and St John Bluff Reach; and two new turning basins at Blount Island and Brills Cut.
The Department remains committed to working with the Florida Ports Council and the FSTED Council to move these projects forward quickly to keep Florida economically competitive. If you have questions or need additional information, please contact Mr. Robert Emerson, State Seaport Manager at (850) 414-4551.

Sincerely,

[Signature]

Jim Boxold
Secretary

JB/ck
Mr. Manuel Almira  
Chairman  
Florida Seaport Transportation & Economic Development Council  
502 East Jefferson Street  
Tallahassee, Florida 32301

Re: Florida Seaport Transportation and Economic Development Council Consistency Review for FY 14/15 Port of Pensacola, PFS002467

Dear Mr. Almira:

As required by Section 311.09 (7), Florida Statutes, the Florida Department of Transportation (FDOT) have completed its consistency review for the FY 14/15 Port of Pensacola project application which was submitted to the Florida Seaport Transportation and Economic Development (FSTED) Council on February 17, 2015. The project application has been reviewed for consistency with both the Florida Transportation Plan (FTP) and the Department’s Five Year Work Program.

The project at the Port of Pensacola, “Infrastructure Improvement Supporting Interior Port Property Development” consist of construction of a crush & run road for heavy weight special project cargo, above ground utility relocation and burial, and storm water retention facility improvements.

The Department remains committed to working with the Florida Ports Council and the FSTED Council to move these projects forward quickly to keep Florida economically competitive. If you have questions or need additional information, please contact Mr. Robert Emerson, State Seaport Manager at (850) 414-4551.

Sincerely,

Jim Boxold  
Secretary

www.dot.state.fl.us
February 5, 2015

Mr. Manuel Almira, Chairman Florida Seaport Transportation and Economic Development Council
502 E. Jefferson Street
Tallahassee, Florida 32301

Dear Chairman Almira:

The Port of St. Petersburg recently completed its FSTED Program funded Major Wharf Renovation Project under budget. We are seeking to reprogram residual funds into FY 15/16 of approximately $42,250 with a City match of $42,250, for a total amount of approximately $84,500.

These funds would be used for initial planning and conceptual design work needed for continued development of additional marine science, research and educational facilities at the Port.

The Port is planning a re-model/renovation of our existing Port Terminal Building to accommodate a new tenant who is focused on establishing a marine science, research and educational operation within the building. The Port has funds for this specific phase of the project.

The Port also desires to expand the marine science, research and educational focus onto other underdeveloped and underutilized areas of the Port for which we will be seeking additional FSTED Program funds in the future.

Reprogramming these existing funds would assist the Port in moving toward achievement of the initial phase of this goal. We would greatly appreciate consideration by the FSTED Council during the March meeting in Tallahassee.

Please contact me at 727-893-7820, if you have any questions.

Sincerely,

Walter S. Miller
Port Director
Port of St. Petersburg
TAB 10
DISCUSSION OF ADDITIONAL FY 14/15
FSTED PROGRAM FUNDS
November 19, 2014

Mr. Manuel Almira, Chair  
Florida Seaport Transportation and Economic Development Council  
502 East Jefferson Street  
Tallahassee, FL 32301

RE: FSTED Bond Program Allocation for Fiscal Year 2013/2014 and Ch. 311 allocation for 2012/2013

Dear Chairman Almira:

The Ocean Highway and Port Authority will not be able to develop and construct its pier extension at the Port of Fernandina at this time. The Council had allocated $6,164,063 from the bond program for fiscal year 2013/2014 for contract # AR954, Project # 431447-1-94-01. Although we continue to make progress with our plans, we would like to return the funds at this time in hopes that another port can use the funds in a much more expeditious manner and maintain the bond spend down requirements.

The Ocean Highway and Port Authority was also allocated $1,425,000 for the pier project from the 2012/2013 Chapter 311 allocation for contract AR173, Project # 431766-1-94-01. At this time, we are prepared to return these funds also so that it can be reallocated to the Florida ports that have an immediate need. In total we are prepared to return $7,589,063.

We have tried to be prudent with the State and Council’s money and did not want to commit the funds to the project unless we had a viable, credit worthy customer that could provide a revenue stream upon completion of the pier project. It has taken longer than originally anticipated, but we hope to engage the Council in the future once we make more progress and have more certainty with the project’s revenue stream.

Sincerely,

Val Schuetz  
Port Director, Port of Fernandina  
Ocean Highway and Port Authority

Cc: Ocean Highway and Port Authority Board
## Florida Seaport Transportation and Economic Development Council

**RECOMMENDED REALLOCATION OF ADDITIONAL FY 14/15 FSTED PROGRAM FUNDS**

$1,425,000  
March 2015

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</tbody>
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* Cargo Terminal Improvements is a $2,850,000 component of Container and Multipurpose Berth and Terminal Project: Total project cost of $61,230,000.00

** Rail to Bridge Conceptual Study is a $75,000 component of On Port Intermodal Rail Expansion Project: Total project cost is $7,735,250.00
March 13, 2015

Manuel Almira, Chair
Florida Ports Council
502 E. Jefferson Street
Tallahassee, Florida 32301

Re: Additional Funding

Thank you for the opportunity to request the FSTED funds now available. As we continue to work to grow our cargo operations, Port Canaveral has a number of projects both planned and underway. Additional infrastructure improvements are needed as an immediate requirement by Port Canaveral’s new cargo container operation, and also needs help to expand the availability to use for other cargo. We would respectfully submit the following project for consideration:

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Cargo Terminal Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Cost:</td>
<td>$2,850,000</td>
</tr>
<tr>
<td>Requested Amount:</td>
<td>$1,425,000</td>
</tr>
<tr>
<td>Project Description:</td>
<td>There are three components to this project:</td>
</tr>
<tr>
<td></td>
<td>Facility Maintenance and Operations Compound</td>
</tr>
<tr>
<td></td>
<td>Gang Restroom for Dock Workers</td>
</tr>
<tr>
<td></td>
<td>Secondary Entrance to the Marine Terminal off Magellan Road</td>
</tr>
<tr>
<td></td>
<td>Please see pages 2 and 3 for details on each component.</td>
</tr>
</tbody>
</table>

SEACIP Approval: PFS0001816, Container and Multipurpose Berth & Terminal-Phase2

Port Canaveral continues to be the “Economic Engine” for Brevard County, with the continued support from the State of Florida Department of Transportation. We work closely with local, regional and state government to ensure continued success and economic development.

Thank you for the consideration of this project.

Sincerely,

John E. Walsh
Port Director and CEO
Project Name: CARGO TERMINAL IMPROVEMENTS

Applicant: Canaveral Port Authority
445 Challenger Road, Suite 301
Cape Canaveral, FL 32920

Amount Requested: $1,425,000
Total Estimated Project Cost: $2,850,000

Project Description:
There are three components to this project, namely:

1) **Facility Maintenance and Operations Compound:**
   **Estimated Cost: $1,240,151**
   The proposed facility maintenance and operations compound area is being planned to provide an area where Canaveral Port Authority and cargo tenants can perform specific operations and maintenance functions adjacent to the new Marine Terminal area. These functions will include maintenance and operation of the new ship to shore cranes and associated spreaders, operation of the new marine terminal and maintenance of the container yard equipment. Proposed improvements will include:
   - High-bay maintenance area
   - Secure storage for tools, equipment and spare parts
   - Operations building for terminal operations and ILA staff
   - Break room with restroom and shower facilities
   - Fuel station and wash rack for yard equipment

2) **Gang Restroom for Dock Workers:**
   **Estimated Cost: $116,000**
   During vessel loading and unloading, workers will be present in the “string piece” of the North Cargo Berth 5 & 6 area assisting with container movements and supervising general cargo operations on the dock. These forces will need adjacent restroom facilities that will mitigate the risk of workers walking through the yard to the nearest facility. A comfort station will be constructed that will be in close proximity to the dock workers and sufficiently hardened against potential hazards present in the working dock area. The comfort station will provide a safe location for workers to take breaks during operation activities.

3) **Secondary Entrance to the Marine Terminal off Magellan Road:**
   **Estimated Cost: $1,493,849**
   Canaveral Port Authority is proposing an additional entrance to the Marine Terminal off of Magellan Road. The current security check point is located on Grouper Road and is adjacent to the existing Coast Guard facility. As cargo volumes increase, this area of Grouper Road will become heavily congested with Container Yard bound trucks and other cargo vehicles. In order to alleviate congestion on the existing Grouper Road and prevent inadvertent blocking of traffic in to and out of the Coast Guard facility a secondary entrance is being planned to the east of Grouper Road that will run north and south and connect into Magellan Road. This additional roadway will provide for improved spacing of security checkpoints and weigh scales into the Marine Terminal. The new entrance combined with the existing entrance on Grouper will also provide for a better means of truck u-turning or container refusals if any issues are discovered with damaged or non-cleaned boxes attempting to enter the Terminal.

Project Location: This project is located at the north central part of the Port.
Reason for additional request: Additional infrastructure improvements are needed as an immediate requirement by Port Canaveral's new cargo container operator, and also need help to expand the availability to use for other cargo and the growth potential. Port Canaveral continues to be the "Economic Engine" for Brevard County and works closely with local, regional and state government to ensure continued success and economic development.

Current Project Status:

SeaCIP Project: FY2014/2015 – Container and Multipurpose Berth and Terminal Phase 2
PFS0001816
SeaCIP Approval Status: FY2014/2015 Approved Unfunded

Existing Projects with Current and Prior Funding:

1) FM# 431768-1-94-02, Contract# ARB24
   Project: Crane Rail System – The cane rail installation is complete.

2) FM#431768-1-94-01, Contract# AQN37
   - FY2012/2013 - $700,000, status – fully expended.
   - FY2012/2013 Supplemental 1 - $2,415,000, status – fully expended.
   - FY2013/2014 Supplemental 2 - $2,076,723, status – funds are at 84% expended.
   Projects:
   a) North Cargo Berths 5&6 – this project is complete with the base bid work. The electrical continues and should be completed this month. North Cargo Berth 5 is now operational.
   b) North Cargo Berth 5 Upland Improvements Phase 1 – this project is complete. This project consists of the design and construction for the waterline, storm drains and asphalt area for North Cargo Berth 5.
   c) North Side Stormwater Project – Part of the north cargo area design included the master Stormwater System. Pond excavation continues along the dewatering. New outfall weirs are being poured.
February 6, 2015

Mr. Manuel Almira, Chairman
Florida Seaport Transportation and Economic Development (FSTED) Council
502 East Jefferson Street
Tallahassee, Florida 32301

RE: ADDITIONAL FY 2014/15 FSTED FUNDS
PORT EVERGLADES REQUEST

Dear Mr. Almira:

In response to the recent announcement of the availability of $1,425,000 in Florida Seaport Transportation and Economic Development (FSTED) funds for FY 2014/15, Port Everglades is requesting that consideration be given for the allocation of these funds to the Port’s Slip 2 - Westward Lengthening project (FM No. 4350321). Implementation of this project is critically needed. The project has already been approved by the FSTED Council and $1,850,000 in FY 2014/15 has already been allocated. Design is complete and construction is estimated to begin in fall 2015. The total estimated cost is $23,000,000.00.

The Slip 2 - Westward Lengthening project consists of the lengthening Slip 2 (Berth 4) to the west, approximately 250 feet, in order to accommodate larger cruise vessels. This will result in a slip that is approximately 1,150 feet in length. This project is a direct complement to the Port’s recently completed Cruise Terminal 4 Expansion project. That project provides for simultaneous embarkation/debarkation passenger processing and a new ground transportation area (GTA), including parking. With the implementation of the Slip 2 - Westward Lengthening project, the objective of being able to handle additional cruise passenger throughput will be achieved with the longer berth and upgraded cruise terminal.

Should you have questions or need additional clarification on this letter, please feel free to contact David Anderton, AICP, Assistant Port Director at (954) 468-0144.

Sincerely,

[Signature]

Steven M. Cernak, P.E., PPM
Chief Executive/Port Director

SMC:JDA:kwr

CC: Glenn A. Wiltshire, Deputy Port Director, Port Everglades
    Arlene Davis, AICP, Senior Seaport Planner, Port Everglades
    J. David Anderton II, AICP, PPM, Assistant Director of Port Everglades
    Doug Wheeler, President and CEO, Florida Ports Council
    Toy Keller, VP of Programs and Planning, Florida Ports Council
February 20, 2015

FSTED Council
Manuel Almira, Chairman
502 East Jefferson Street
Tallahassee, Florida 32301

Subject: Additional Funding Allocation

Chairman Almira,

On February 05, 2015, Florida Ports Council staff notified the members of the FSTED Council about the availability of FY 14/15 funding. Jaxport has a project, Blount Island Marine Terminal Improvements & Expansion, in which a construction contract has been awarded. This project is currently estimated to come in at approximately $52 million. Currently, we have allocated state funding and the required local match totaling $47 million.

Accordingly, this project currently has an overage of $5 million upon which additional state funding may be allocated. Our request is for a 75% match of this $5 million or $3.75 million with Jaxport providing the local match of 25% or $1.25 million.

Thank you for your consideration in this matter. Please call me at 904/357-3061 with any questions.

Sincerely,

Michael B. Poole
Chief Financial Officer
February 23, 2014

Manuel Almira, PPM
FSTED Chairman
502 E. Jefferson Street
Tallahassee, Florida 32301

Dear Mr. Almira,

The Port of Palm Beach respectfully requests $75,000 for a Conceptual Study For Rail To Bridge Operations. The requested funds would be a 50/50 match between FSTED and the Port of Palm Beach, with the Port's contribution being $37,500. This project is an addition to the Port's "On Port Intermodal Rail Facility Expansion Project." That project has been previously submitted through SeaCIP and has a status of "Consistent" and a Phase I has been funded.

The Conceptual Study For Rail To Bridge Operations would provide for the provide for the reconfiguration of the Port's existing rail lines and construction of new rail lines and staging areas, including new track and switch construction. These new tracks would lead to our newly reconstructed Slip 3, where a rail bridge would allow for the loading of rail cars onto a rail equipped barge or ship.

The catalyst behind this project is the renewal of trade opportunities with Cuba. The Port of Palm Beach already has significant on-port and on-dock rail infrastructure. A rail to bridge operation would significantly increase our capabilities.

Sincerely,

Carl S. Baker
Director of Planning & Development
Port of Palm Beach District

2 Attachments
Conceptual Study
For Rail To Bridge Operations
February 17, 2015

Mr. Manuel Almira, Chairman
FSTED Council
502 E. Jefferson St.
Tallahassee, FL 32301

RE: Reallocation of FSTED Program Funds

Dear Mr. Almira,

Port of Pensacola would like to request reallocation of $879,100 in FSTED program funds previously allocated to Port of Fernandina to our project described as follows:

Project Name: Port of Pensacola Infrastructure Improvements
Supporting Interior Port Property Development

This is an economic development project submitted in reaction to and support of terminal developments being undertaken by a private-sector partner. DeepFlex is currently constructing an offshore subsea pipe manufacturing facility at the Port of Pensacola. The total value of DeepFlex’s investment will be in excess of $59,000,000. Of this total private investment, $879,100 will be used to provide the local match against the requested $879,100 in state funds. The improvements to be undertaken include construction of a crush-and-run heavy-haul interior port roadway, stormwater retention facility, relocation and burial of communication and electrical poles, relocation of fire hydrants and other similar work which will not only support DeepFlex’s operation but which will also benefit the port in general.

This project was not contemplated during the FY14/15 regular cycle application period. The project application has been entered into the SeaCIP system and is currently in agency review. In order to meet the private-sector partner’s development timeline, the port would like to request that the project be considered for expedited review and that funding be allocated at the first available reallocation or other out-of-cycle funding opportunity. It is not often that Port of Pensacola can match an $879,100 state investment with the financial participation of a private-sector business partner. As you can imagine, this is an extremely important project with significant positive employment and economic impact implications for our port and all of Northwest Florida. FSTED’s support would be greatly appreciated.

Sincerely,

[Signature]

Port Director
Chairman Manuel Almira  
Florida Ports Council  
502 E. Jefferson Street  
Tallahassee, Florida 32301  

February 19, 2015

Re: Additional FY 14/15 FSTED Funds

Dear Chairman Almira:

The Panama City Port Authority would like to be considered as a candidate to receive reallocated FY 14/15 FSTED funds at the upcoming meeting in March.

Last year we requested $2 million in matching funds to assist with the expansion of our distribution warehouse. Because of limited funds, our allocation was $1 million – about 22% of the total project.

This project is needed to make space available to importers active in our container trade with the Yucatan.

The Port's engineers are currently preparing bids for this project. We would like to award bids and begin construction in July, as soon as funds are available.

The total project cost is estimated at $4.5 million. We would appreciate consideration for additional funds up to a 50% match ($1,250,000).

Please let me know if you need additional information.

Sincerely,

Wayne Stubbs  
Executive Director

WS/aks/ L-1418
February 16, 2015

Mr. Manuel Almira, Chairman
Florida Seaport Transportation and Economic Development Council
502 East Jefferson Street
Tallahassee, FL 32301

Dear Mr. Almira:

Port Tampa Bay has an approved FSTED project with a critical need for added funding in FY 2014/15, and would like it to be considered during your process of reassigning remanded or unspent funds.

The project elements in need of funds are part of the active Hookers Point project, which met the statutory FSTED Program requirements and was approved by state agency partners through SeaCIP.

1. Project Name: Hooker’s Point
2. Project Description: Container facilities at Hookers Point are being enhanced to improve operational efficiency and cargo handling capacity in order to maintain and expand existing markets. This project consists of a site clean-up, paving, refrigerated produce facility, container terminal gate relocation, RPM inspection station, track extension and ICTF facility, road realignment, utilities, and other related improvements on the south end of Hookers Point. The site plan includes additional berths, dredging alongside, additional upland improvements, and cargo handling equipment.
3. Amount Requested: $1,250,000 with matching funds available.
4. Reason for Additional Request: When the project was submitted costs were determined based on preliminary engineering. Now that the project is fully designed, the actual costs from contractors exceed early estimates.
5. Current Project Status:
   1. Project Approval Date: The multi-phased Hooker’s Point project was approved and found consistent via the SeaCIP process in FY 2013/14. The project is included in the Port Tampa Bay CIP and Master Plan.
   2. Current Funding: This project is approved in the FDOT bond program. A total of $9.185 million has been allocated by the state, with local match.
   3. Status: The project is well under way.

Thank you in advance for your consideration. Please do not hesitate to contact Ram Kancharia at (813) 905-5162 if you have any questions or need further information.

Best Regards,

[Signature]

Paul Anderson, President & CEO
TAB 11
RECOMMENDATION AND APPROVAL OF ADDITIONAL FY 14/15 FSTED PROGRAM PROJECT ALLOCATIONS
<table>
<thead>
<tr>
<th>Port</th>
<th>Project</th>
<th>Total Project Cost</th>
<th>Current State Funding</th>
<th>Amount Requested</th>
<th>Recommended Allocation</th>
</tr>
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<tbody>
<tr>
<td>*Canaveral</td>
<td>Cargo Terminal Improvements (Part of Container and Multipurpose Berth and Terminal Project)</td>
<td>$2,850,000.00</td>
<td>$0.00</td>
<td>$1,425,000.00</td>
<td>$0.00</td>
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<tr>
<td>Everglades</td>
<td>Slip 2 - Westward Lengthening</td>
<td>$23,000,000.00</td>
<td>$1,850,000.00</td>
<td>$1,425,000.00</td>
<td>$0.00</td>
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<tr>
<td>Jacksonville</td>
<td>Blount Island Berth</td>
<td>$54,000,000.00</td>
<td>$34,000,000.00</td>
<td>$3,750,000.00</td>
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<tr>
<td>**Palm Beach</td>
<td>Rail to Bridge - Conceptual Study (Part of On-Port Intermodal Rail Expansion Project)</td>
<td>$75,000.00</td>
<td>$250,000.00</td>
<td>$37,500.00</td>
<td>$37,500.00</td>
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<tr>
<td>Panama City</td>
<td>Distribution Warehouse Expansion</td>
<td>$4,500,000.00</td>
<td>$1,000,000.00</td>
<td>$1,250,000.00</td>
<td>$708,500.00</td>
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<td>Pensacola</td>
<td>On-port Infrastructure Improvements</td>
<td>$59,879,100.00</td>
<td>$0.00</td>
<td>$879,100.00</td>
<td>$679,000.00</td>
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<td>Tampa Bay</td>
<td>Container Facilities at Hookers Point</td>
<td>$36,000,000.00</td>
<td>$9,185,000.00</td>
<td>$1,250,000.00</td>
<td>$0.00</td>
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<tr>
<td>**Total</td>
<td></td>
<td>$180,304,100.00</td>
<td>$46,285,000.00</td>
<td>$8,766,600.00</td>
<td>$1,425,000.00</td>
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</tbody>
</table>

*Cargo Terminal Improvements is a $2,850,000 component of Container and Multipurpose Berth and Terminal Project: Total project cost of $61,230,000.00

** Rail to Bridge Conceptual Study is a $75,000 component of On Port Intermodal Rail Expansion Project: Total project cost is $7,735,250.00
TAB 12
HEARING FOR ALLOCATION OF STRATEGIC PORT INVESTMENT INITIATIVE FUNDS
TAB 13
ADMINISTRATIVE ISSUES
TAB 13A
SEAPORT MISSION PLAN AND STATE OF THE PORTS REPORTS
TAB 13 B
MANAGEMENT AGREEMENT
RENEWAL
FLORIDA SEAPORT TRANSPORTATION AND ECONOMIC DEVELOPMENT COUNCIL
MANAGEMENT/ADMINISTRATION AGREEMENT

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

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

WHEREAS, the Florida Legislature authorized the FSTED Council in section 311.09(11), Florida Statutes, to contract with an “administrative staff to provide services to the council on matters relating to the Florida Seaport Transportation and Economic Development program and the council.” Further, section 311.09(11), Florida Statutes,
directed that such services “shall be paid by all ports that receive funding from the Florida Seaport Transportation and Economic Development program, based upon a pro rata formula measured by each recipient’s share of the funds as compared to the total funds disbursed to all recipients during the year.”

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

Now, Therefore, It is agreed that:

1. The FSTED Council hereby enters into a Management Agreement with the FPC for the purpose of having the FPC manage and administer the Florida Seaport Transportation and Economic Development program created by Chapter 311, Florida Statutes.

2. The FPC hereby agrees to provide administrative services to member ports in the projects application process of the Florida Seaport Transportation and Economic Development Program.

3. The FPC hereby agrees to provide any necessary Executive Branch or Legislative Branch representation on behalf of the members of the FSTED Council as required.

4. The FPC represents that it can manage and provide for the services included in the Administrative Services Agreements which have been executed between the various seaports and the FPC.
5. The parties agree that the term of this agreement shall be for a period of 5 years.

6. The FPC shall receive payment for providing services as described herein according to section 311.09(11), Florida Statutes. Such payments and costs shall be approved by those seaports providing payment for such services.

7. This Agreement is not assignable without the written consent of both parties.

8. Any notice which either party is required to send to the other shall be in writing and may be served personally or sent to:

   Doug Wheeler  
   502 East Jefferson Street  
   Tallahassee, FL 32301

9. The laws of Florida shall govern all matters related to this Agreement.

10. The Parties shall have the right to cancel this Agreement upon thirty (30) days written notice.

IN WITNESS WHEREOF, the parties have executed this Agreement on this 10th day of March, 2015.

FSTED COUNCIL

By: [Signature]
Manuel Almira, Chairman

FLORIDA PORTS COUNCIL

By: [Signature]
Doug Wheeler, President and CEO
TAB 13C
APPROVAL OF PUBLICATION OF
NOTICE OF RULE DEVELOPMENT
FOR CHAPTER 14B-1,
FLORIDA ADMINISTRATIVE CODE
FLORIDA DEPARTMENT OF TRANSPORTATION

Rule Chapter Title
14-B1 Rules of Procedure

Rule Number Title
14B-1.001 Definitions
14B-1.002 Port Project Funding Application Procedures and Requirements
14B-1.003 Measuring Economic Benefits
14B-1.004 Determination of Funding; Council/Agency Review
14B-1.005 Council Procedures
14B-1.006 Eligible Port Funding Requirements

PURPOSE AND EFFECT AND SUMMARY: Rule 14-B1 is being amended to clarify the procedures and criteria for port funding.
SUBJECT AREA TO BE ADDRESSED: Procedures and criteria for port funding.
RULEMAKING AUTHORITY: 311.09(4), F.S.
LAW IMPLEMENTED: 311.07, 311.09, 315.02, 320.20, F.S.
IF REQUESTED IN WRITING AND NOT DEEMED UNNECESSARY BY THE AGENCY HEAD, A RULE DEVELOPMENT WORKSHOP WILL BE NOTICED IN THE NEXT AVAILABLE FLORIDA ADMINISTRATIVE REGISTER.
THE PERSON TO BE CONTACTED REGARDING THE PROPOSED RULE DEVELOPMENT AND A COPY OF THE PRELIMINARY DRAFT, IF AVAILABLE, IS: Susan Schwartz, Assistant General Counsel, Florida Department of Transportation, Office of the General Counsel, 605 Suwannee Street, Mail Station #58, Tallahassee, Florida 32399-0458, (850)414-5392, susan.schwartz@dot.state.fl.us.
THE PRELIMINARY TEXT OF THE PROPOSED RULE DEVELOPMENT IS AVAILABLE AT NO CHARGE FROM THE CONTACT PERSON LISTED ABOVE.
TAB 14
OTHER ISSUES
TO BE DISCUSSED
TAB 15
ADJOURNMENT