

A collage of transportation modes including a truck, bus, airplane, train, and ship, all set against a map of Florida. The truck is a white semi-trailer truck. The bus is a yellow and white bus. The airplane is a large white commercial jet. The train is a green and white locomotive pulling a red and white freight train. The ship is a large blue and red container ship. The background is a dark blue map of Florida with a white outline.

FDOT PROGRAMS TO SUPPORT FLORIDA'S INDEPENDENT SEAPORTS

AAPA Infrastructure Development
Seminar March 9-10, 2016 | San Diego, CA
Bob Emerson, Manager, Seaport Office FDOT



Florida Seaport System

15 Public Seaports

Container Ports

9

3.3 million TEUs

0 1M 2M 3M 4M

Cruise Ports

7

15.5 Million Revenue Passengers

0 2M 4M 6M 8M 10M 12M 14M 16M

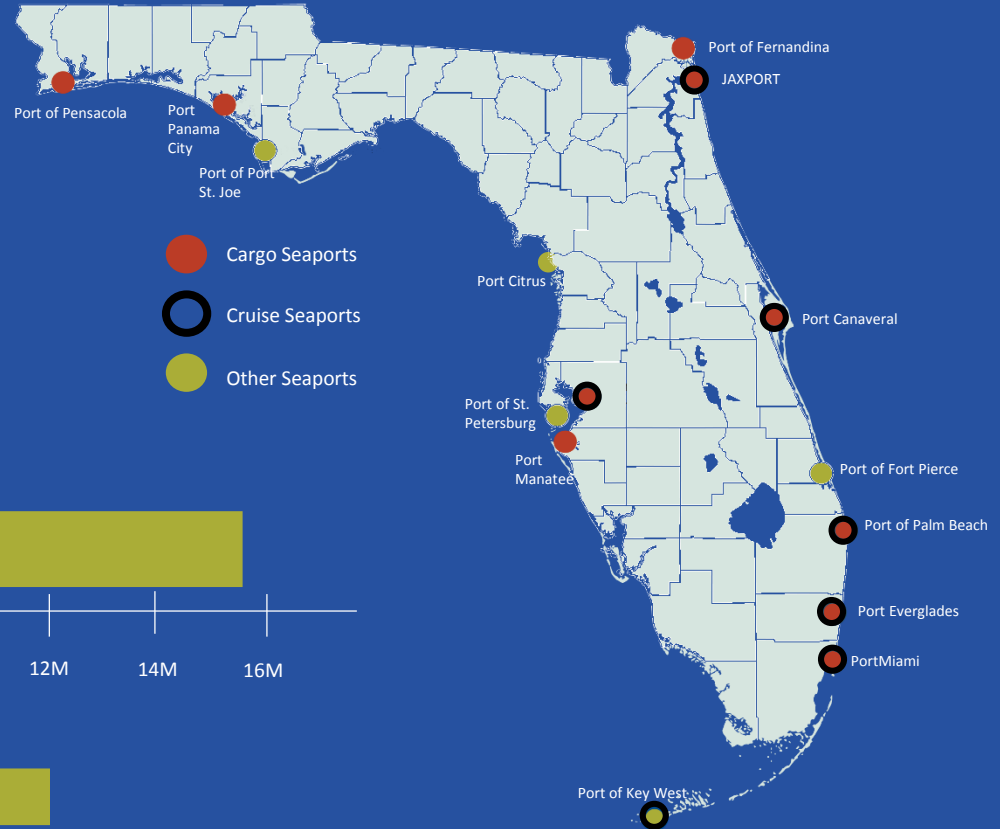
Bulk Cargoes

8

22.1 Million Metric Tons Dry Bulk

49.1 Million Metric Tons Liquid Bulk

0 5M 10M 15M 20M 25M 30M 35M 40M 45M 50M



PortMiami



Port Everglades



JAXPORT



Port Tampa Bay



Port of Palm Beach



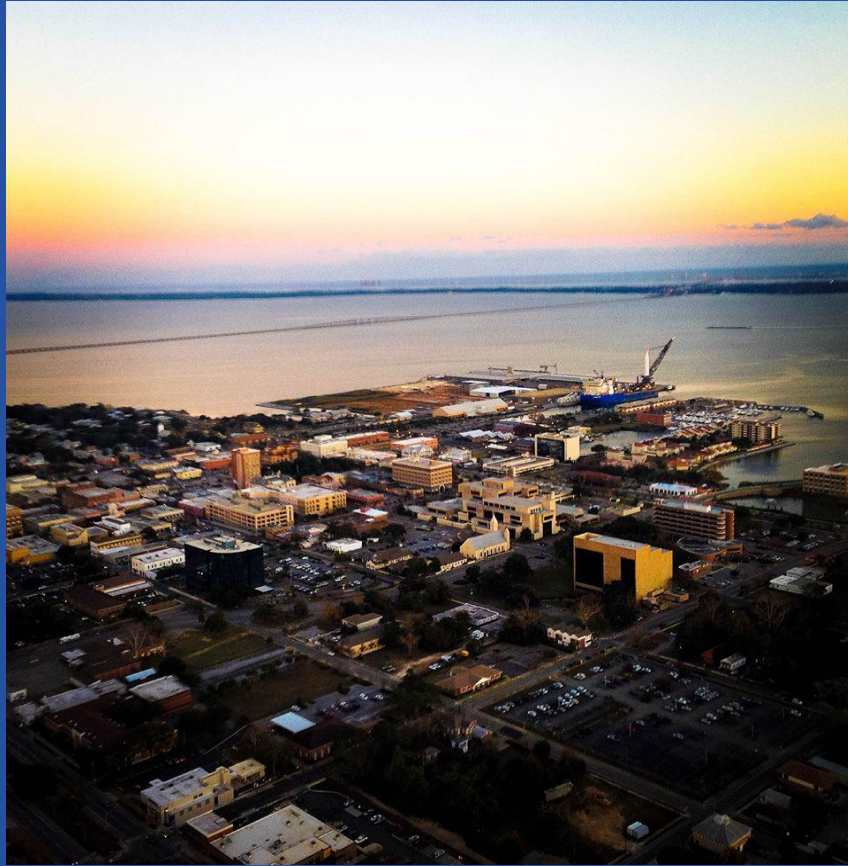
Port Panama City



Port Manatee



Port of Pensacola



Port of Fernandina



Florida Seaports Governance Structures

Independent Elected Boards:

- Port of Fernandina
- Port Canaveral
- Port of Palm Beach

County Commission as Separate Port Authority:

- Port Manatee

County Commission:

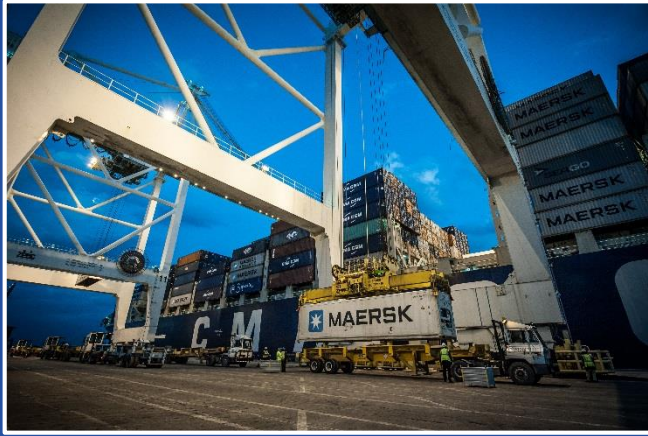
- Port of Fort Pierce
- Port Citrus

Commission Appointed by the Governor:

- Port of Port St. Joe



Florida Seaports Governance Structures



Appointed Positions by Governor and Mayor:

- JAXPORT

Appointed Positions by Governor and Positions for Mayor and a County Commissioner:

- Port Tampa Bay

Appointed by City Commission:

- Port Panama City

Department of City Government:

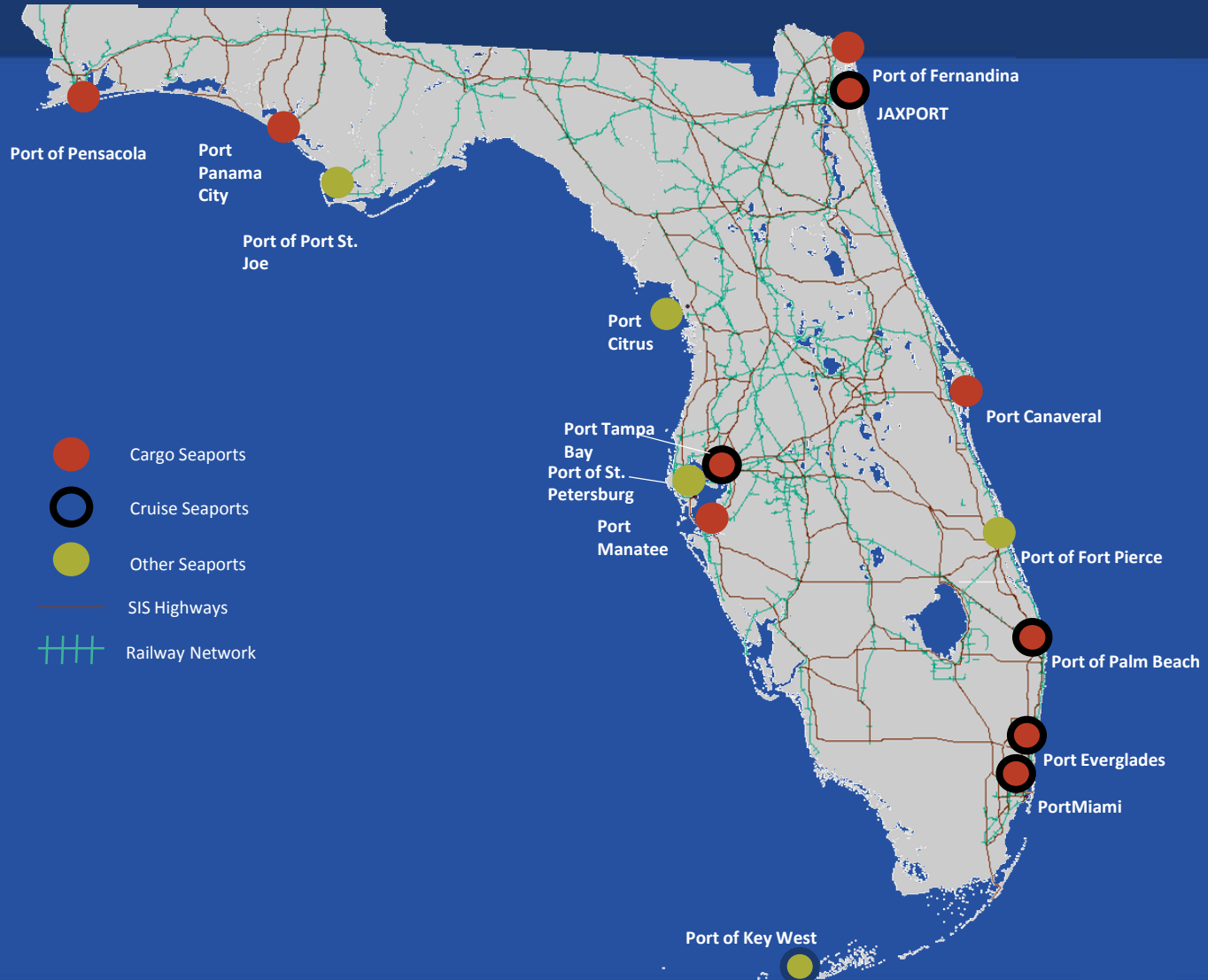
- Port of Key West
- Port of Pensacola
- Port of St. Petersburg

Department of County Government:

- PortMiami
- Port Everglades



Seaports & Modal Network



FDOT

People of Florida

Governor Rick Scott

Secretary Jim Boxold

Transportation Disadvantage
Steve Holmes

Transportation Commission
Executive Director
Brad Swanson

General Counsel
Tom Thomas

Chief of Staff & Legislative Programs
Mike Dew

Rail Enterprise
Executive Director
Brian Blanchard (Interim)

Communications
Dick Kane

Legislative Programs
Tom DiGiacomo

Human Resources
Victoria Kliner

Inspector General
Bob Clift

Federal Programs
Doug Callaway

Assistant Secretary
Engineering & Operations
Brian Blanchard

Assistant Secretary
Finance & Administration
Rachel Cone

Assistant Secretary
Intermodal Systems Development
Richard Biter

State Safety
Lora Hollingsworth

District 1 Secretary
Bartow
Billy Hattaway

Comptroller
Robin Naitove

State Freight and Logistics
Administrator
Gerard O'Rourke

State Transportation
Planning Administrator
Jim Wood

Chief Engineer
Tom Byron

District 2 Secretary
Lake City
Greg Evans

Transportation Support
Harold Bass

Aviation & Spaceports
Aaron Smith

Policy Planning
Carmen Monroy

Design
Tim Lattner

Right of Way
Jim Spalla

District 3 Secretary
ChIPLEY
Tommy Barfield

Work Program
Lisa Saliba

Rail & Motor Carrier
Ed Lee (Interim)

Systems Planning
Huiwei Shen

State Traffic Engineering
& Operations Office
Mark Wilson

Construction
David Sadler

District 4 Secretary
Fort Lauderdale
Gerry O'Reilly

Information Systems
April Blackburn

Seaport & Waterways
Bob Emerson

Transportation Statistics
Ed Hutchinson

Maintenance
Rudy Powell

Materials
Tim Ruelke

District 5 Secretary
DeLand
Norrane Downs

Procurement
Carla Perry

Transit
Ed Coven

Environmental Management
Kenneth Morefield

Research Center
Darryll Dockstader

Emergency Management
Irene Cabral

District 6 Secretary
Miami
Gus Pego

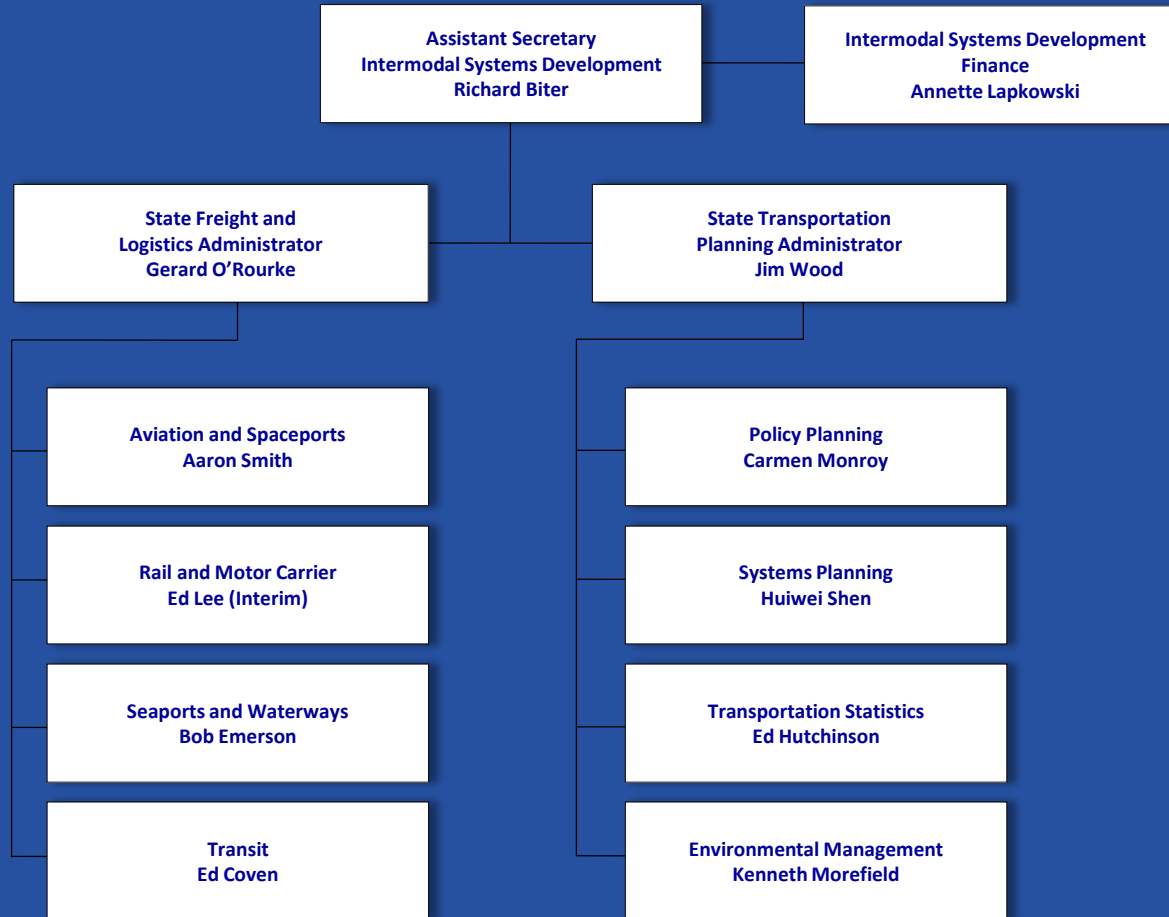
Specifications & Estimates
Trey Tillander

District 7 Secretary
Tampa
Paul Steinman

Florida Turnpike
Enterprises Director
Diane Scaccetti



Intermodal Systems Development (ISD)



FSTED Council & FDOT

Florida Seaport Transportation Economic Development (FSTED) Council:

- Created By Statute - F.S. Chapter 311 (under FDOT)
- 15 port directors, Dept. of Economic Opportunity (DEO) & FDOT
- Florida Ports Council (FPC) acts as FSTED staff
- Ports submit funding requests at one-time during each year
- Projects are evaluated according to criteria in statute and ROI
- FSTED meets to discuss and approve allocations in public meeting
- Funds available in the next fiscal year

FDOT Discretionary Funding – from various FDOT/District ‘funds’

- Requests anytime – “5-Year Work Program”

Planning Requirements:

- FSTED: Seaport Mission Plan – 5-year with annual updates
- FDOT: Seaport System Plan – every 5 years
- Port Strategic Plans – 10-year horizon, with updates

Seaport Funding Programs

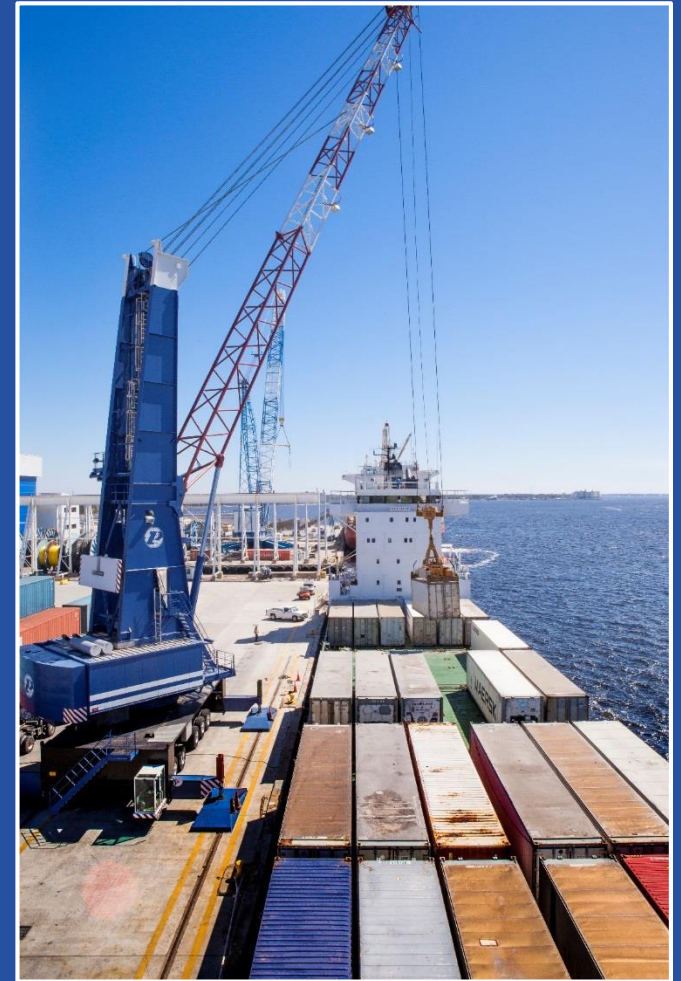
Statutory Programs - F.S. Chapter 311:

- FSTED Council
 - \$15 million annually
- Strategic Port Investment Initiative (SPII) – FDOT Decision
 - \$35 million annually
- Intermodal Logistics Center Program (ILC) - FDOT
 - \$5 million annual minimum through 2020
- Bond Programs – FDOT & FSTED
 - 1996 - \$10 million annual debt service
 - 1999 - \$15 million annual debt service
 - 2014 - \$10 million annual debt service
- Seaport Employment Training - DEO
 - Legislative appropriation

FDOT Discretionary Funding – from various FDOT/District ‘funds’
State Infrastructure Bank (SIB) Loans

Use of Seaport Funds

- On-port Infrastructure
 - Berths, Terminals, Buildings, Etc.
- Waterway/Channel Improvements
- Cargo Handling Equipment
- Planning

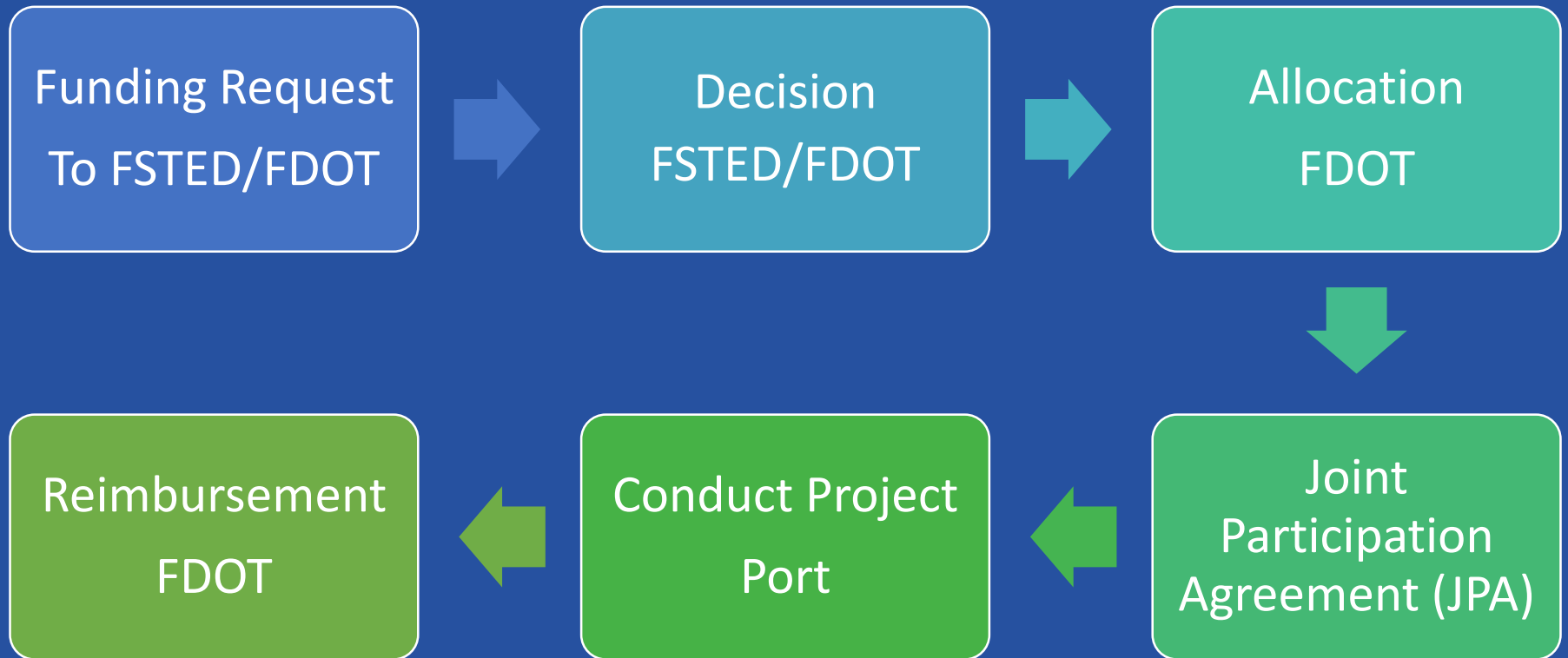


Funding Criteria



- ROI
- Jobs
- Consistency with Port, Local, and Statewide Plans
- Match Ability
- Leveraging Private Investments
- Synergy with other Projects
- Industry Demand
- Etc.....

Funding Process



Investment Trend



Current Funding Amounts

- \$90 million annual minimum dedicated to seaport projects and programs
- ~\$940 million has been allocated to seaport projects and programs from FY2011 – FY2016
- Over \$600 million is currently in the work program for FY2017-FY2021
- Over \$1.5 billion is in the current work program from FY2011-FY2021

Current Priorities

- Waterway Improvements
- Cranes
- Berth and Terminal Expansions



Considerations

- FSTED/FDOT Budget Process vs. Port CIP Planning
- Availability of Local matching funds
- Ability of Ports to Spend Quickly
- Flexibility Once Allocation has Been Made
- Port to Port Variability

Summary

- What it is:
 - Required Minimums and Discretionary funding.
- How it works:
 - Grant-based, matching required, cooperative, criteria based.
- Why it Works:
 - In statute, local participation, timely, flexible, sound criteria and substantial amounts.

Other Programs/Organizations

- FDOT Freight Initiatives (SIS, Highway and Rail)
- FDOT Freight Coordinators
- FDOT Freight Academy
- Florida Ports Council (FPC)
- Florida Trade and Logistics Institute – Florida Chamber of Commerce
- Floridians for Better Transportation (FBT)

