Port Everglades: Powering Up For The Future, Now
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Presentation for: AAPA Planning for Shifting Trade
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Port Everglades Jurisdictional Area

- Located in:
  Hollywood
  Fort Lauderdale
  Dania Beach
  Broward County Municipal Services District

- Direct access to U.S. Interstate System: I-95, I-595, I-75 and Florida Turnpike
Port Mission

As a premier gateway and powerhouse for international trade, travel and investment, Broward County's Port Everglades leverages its world-class South Florida facilities and innovative leadership to drive the region's economic vitality and provide unparalleled levels of service, safety, environmental stewardship and community engagement.
Port Everglades Overview

Enterprise Fund of Broward County Government

- Operations are supported 100% by user fees; no local taxpayer dollars
- $162.5 million operating revenue in FY 2016

Landlord Port

- We DO develop and lease land + facilities
- We DO NOT operate terminals or handle cargo

Diverse revenue stream, with the ability to grow in the future

- Cruise = 34%
- Cargo = 27%
- Petroleum = 21%
- Other = 18%
Diverse Revenue Stream

- Petroleum: 21.4%
- Cruise: 34.0%
- Container: 22.6%
- Real Estate: 10.2%
- Midport Garage: 3.6%
- Northport Garage: 2.1%
- Break Bulk: 2.3%
- Bulk: 2.1%
- Lay-In: 0.7%
- Finance: 0.2%
- FTZ: 0.3%
- Rail Revenues: 0.3%
- Public Safety Svcs.: 0.1%
Port Everglades: An Economic Powerhouse

- More than $29.9 billion total business activity
- 13,322 direct jobs
- $809.3 million in state and local taxes
- More than 224,054 Florida jobs supported, earning $8.7 billion in wages
Port Everglades by the Numbers
FY2016: A Banner Year

#1 Seaport in Florida by Revenue
- $162.5 million

#1 Container Port in Florida
- 1,887 ship calls
- 1,037,226 TEUs

#1 Refrigerated Cargo Port in Florida
- 126,483 TEUs

#2 Petroleum Port in Florida
- 593 ship calls
- 121 million barrels

#3 Multi-Day Cruise Port in the World
- 876 ship calls
- 3.8 million passengers
How We Connect - Domestic

- Atlanta/Charlotte = 2 days by rail
- Nashville/Memphis = 3 days by rail
- 70% of U.S. Population = 4 days by rail
Port Everglades - Containerized Cargo by Lane (FY2016)

- Caribbean: 34.0%
- Others: 11.5%
- Central America: 7.9%
- Indian Sub-Cont./Mid. East: 6.8%
- Mediterranean: 0.2%
- Southeast Asia: >0.1%
- Northern Europe: 2.4%
- West Coast South America: 0.1%
- Northeast Asia: 0.2%
- East Coast South America: 0.1%
Capital Improvement Highlights
Intermodal Container Transfer Facility

- 43.4-acre near-dock facility operated by FECR
- Transfer international & domestic containers between ship and rail
- Handle domestic containers originating in/destined for the eastern U.S. market
- Connections to Class 1 railroads CSX and Norfolk Southern allow for rail service to 70 percent of the U.S. population within four days
McIntosh Loop Road

- Safer and more efficient
- $7 million, partially funded by a Florida Department of Transportation grant
- Opened March 2014
Cruise Terminal 4 Renovation

$24 million project

Improvements include:
- 50,000 feet of baggage area
- 172 space surface parking lot
- 2 new loading bridges
- Covered loading areas
- Simultaneous check-in and debark
- New restrooms, escalators and elevators
- Improved lighting and acoustics
- High-efficiency air conditioning, lighting and acoustics
- LEED Certified
Port Everglades is Preparing for the Future
5-Year Master Plan Projects
(2015-2019)

- Berths 1, 2, 3
  - New Bulkheads
  - Advanced from 2009 10-Year Plan

- Neo Bulk Storage Yard
  - Repurposed New Petroleum Tank Farm
  - From 2009 10-Year Plan

- Slip 2 Westward Lengthening
  - Redefined to Total Slip Lengthening

- Southport Phase 9B Container Yard
  - New Project

- Southport Turning Notch Extension
  - Redefined

- New Crane Rails (Berths 30, 31, 32)
  - New Project

- McIntosh Road Gate Lane Addition
  - New Project

- Foreign Trade Zone Relocation
  - Advanced from 2009 10-Year Plan

- Slip 1 New Bulkheads & Reconfiguration (Berths 9&10)
  - Redefined

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- Southport Phase 9A Container Yard

- CT#25 Improvements/Expansions
  - New Project

- Super Post-Panamax Cranes (2)
  - Redefined from 2009 5-Year Plan to include two cranes

- Westlake Mitigation

- Foreign Trade Zone Relocation
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- USACE Deepening & Widening Design

- Berths 1, 2, 3
  - New Bulkheads
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Southport Turning Notch Extension

Adding up to 5 new cargo berths, super post-Panamax cranes

NOW

42 FT WATER DEPTH
TURNING NOTCH

2020

42 FT WATER DEPTH
TURNING NOTCH

100' WHARF

800' 700'

2,400'

42 FT WATER DEPTH
INTRA COASTAL WATERWAY
Mangrove Enhancement
“Trending Towards Success”

- Critical component of Southport Turning Notch Extension
- Replacing 8.7 acres of existing mangroves with 16.5 acres
- Approximately 70,000 have been planted and are “Trending Towards Success.”
Deeplening & Widening

- Deepen Outer Entrance from 45 ft. to 55 ft. and Widen from 500 ft. to 800 ft.
- Deepen Inner Channel from 42 ft. to 48 ft., Plus 1-ft. Required and 1-ft. Allowable Overdepth for a Total of 50 ft.
- Widen Southport Access Channel by 250 ft.
New Cranes Design Parameters

Reach & Lift: 22 wide, 7 high on deck
Backreach: 35’ w/ boom fully extended
Capacity: 65 LT
Lift height: Maximize
Port Everglades is lengthening Slip 2 by 250 feet to accommodate today’s larger cruise ships.

Project Facts:
- Slip 2 will be 1,150-feet long and 42-feet deep.
- Total cost: $18 million for construction.
Foreign-Trade Zone Relocation

- Relocate FTZ #25 to a new Logistics Center to be built on the west side of McIntosh Rd.
- 16.65 acres
- 250,000-square-foot building
- Public/Private Partnership
Future of Southport

- Relocation of on-port FTZ #25
- Development of a New Logistics Center
How Ports Define Masterplans

• PPM-research
• A master plan, also called a comprehensive plan is a blueprint for the future.
• It is a comprehensive document with goals and policies, long-range in its view that is intended to guide the desired development for the future.
• Capital Improvement Plan
• Business and/or Operational Plan
• Chief Executive Office vs. Planning Departments
• Project Expediency
Project Background: Why do we do a Master/Vision Plan?

- The original Port Everglades Master/Vision Plan was approved by the Board of County Commissioners in December 2007.
- BOCC has directed that Port Master Plan be updated every two to three years.
- Port Everglades Master/Vision Plan Update was approved by the Board of County Commissioners in March 2011.
- Second Update was adopted by County Board June 2014.
- To account for changes in the market and which have occurred regionally, nationally and internationally, a Third Update is forthcoming.

Florida's Powerhouse Port
BROWARD COUNTY, FLORIDA
PORT EVERGLADES
Master/Vision Plan Update Process

• Elements:

1. Existing Conditions Assessment
2. Market Assessment
3. Plan Development
4. Strategy Development
5. Final Plan Master/Vision Plan
6. Plan Implementation Plan

• Key element which presents the Port’s 5-Year CIP, summarizes the estimated costs of the Port’s complete 20-year development program, and provides an “affordability analysis of the 5-Year Master Plan and 10-Year Vision Plan

Additionally:

• We Update Deepwater Port Component of County’s Comprehensive Plan
• Prepare and update a 3-D Computer Animated Video
Affordability Analysis

• Future Revenue Calculations
  • Based on anticipated revenues from Port’s on-going businesses and revenues generated from new projects as they come on-line
  • Review of actuals and assuming % increase in tariff to calculate future revenues
  • The market forecasts is used a check to ensure that the sum of existing and new project volumes in a business line do not exceed the projected market total for the Port

• Future Expense Calculations-Revenues minus expenses

• Debt Service Estimates- Finance Division is very involved in the Master/Vision Plan Update process.
  • New debt service was estimated in consultation with Port Finance Division
  • Port bond covenants require minimum coverage ratios of 110 percent and 125 percent of operating income divided by annual debt service requirements
Decision-Matrix Criteria

Criteria Categories

- Competitiveness
  » Capacity
  » Operational Flexibility

- Economics
  » Port Return on Investment (ROI)
  » Regional Economic Impact

- Stewardship
  » Asset Preservation
  » Environmental Preservation
Consultants' Competitive Negotiation Act (CCNA)

- CCNA - created in 1971 by the Florida Legislature as a qualifications-based public procurement method for acquisition of professional architectural, engineering, landscape architectural, surveying and mapping services. Select the most qualified firm by considering pertinent criteria OTHER than price/compensation.

- Negotiate a contract with selected firm which is fair and reasonable to both the firm and the state. A very basic premise of the CCNA is that an Agency may not request, accept, or consider fee proposals from the submitting firms during the selection process.
5-Year Master Plan Projects (2015-2019)

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- Slip 2
  - Westward Lengthening
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Summary of Facility/Infrastructure Needs Over 20 year planning horizon

- Longer-term projects in the 10- and 20-year Vision Plans include:
  - Cruise Terminal 29 improvements
  - Fill in the Tracor Basin to lengthen Berth 29 to accommodate larger cruise ships
  - Continue to replace bulkheads throughout the Port
  - Build a new parking garage for Cruise Terminals 2 and 4 in Northport
  - Purchase of additional super post-Panamax cranes
  - Reconfigure Berth 33 to accommodate larger cargo ships
  - Deepen and widening the Port's navigational channels
  - Construct a crushed rock (aggregate) facility with an underground conveyance from the docks to the rail facility
  - The plan also includes conducting traffic and environmental studies for projects in the five-year Master Plan, and an affordability analysis for the projects in the 10-year timeframe.
Stay Connected with Port Everglades

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