FDOT Programs to Support Florida’s Independent Seaports

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Bob Emerson, Manager, Seaport Office FDOT
Florida Seaport System

15 Public Seaports
9 Container Ports
   3.3 million TEUs
7 Cruise Ports
   15.5 Million Revenue Passengers
8 Bulk Cargoes
   22.1 Million Metric Tons Dry Bulk
   49.1 Million Metric Tons Liquid Bulk
Port Tampa Bay
Port Panama City
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
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

1. Funding Request To FSTED/FDOT
2. Decision FSTED/FDOT
3. Allocation FDOT
4. Conduct Project Port
5. Joint Participation Agreement (JPA)
6. Reimbursement FDOT
Investment Trend

- 2004: $34.7
- 2005: $43.5
- 2006: $54.2
- 2007: $172.7
- 2008: $185.4
- 2009: $52.6
- 2010: $60.2
- 2011: $159.4
- 2012: $142.2
- 2013: $258.8
- 2014: $258.8
- 2015: $142.2
- 2016: $132.4

Years: 2004 to 2016

- 2004: $0
- 2005: $50,000,000
- 2006: $100,000,000
- 2007: $150,000,000
- 2008: $200,000,000
- 2009: $200,000,000
- 2010: $200,000,000
- 2011: $200,000,000
- 2012: $200,000,000
- 2013: $200,000,000
- 2014: $200,000,000
- 2015: $200,000,000
- 2016: $200,000,000

- $300,000,000
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)