

**FLORIDA TRANSPORTATION AND  
ECONOMIC DEVELOPMENT COUNCIL**

**FRIDAY, JUNE 22, 2012**

**10:30 P.M. - 1:00 P.M.**

**TAB 1**  
**CALL TO ORDER**

## **AGENDA**

### **FLORIDA SEAPORT TRANSPORTATION AND ECONOMIC DEVELOPMENT COUNCIL MEETING**

**Westin Harbour Island Hotel  
725 South Harbour Island Boulevard  
Tampa, Florida 33602  
813-229-5000**

**June 22, 2012  
10:30 a.m. – 1:00 p.m.**

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- 1. Call to Order**
- 2. Roll Call**
- 3. Approval of the Minutes of September 7, 2011 and October 21, 2011 FSTED Council Meeting**
- 4. Legislative Report on 2012 Regular Session**
  - A. Discussion of Seaport Infrastructure Investment Funding**
  - B. Discussion of FSTED Program Changes and Strategic Planning Issues**
  - C. Discussion of Environmental and Other Legislative Changes**
  - D. Other Issues**
- 5. Report on Federal Issues**
- 6. Agency Reports**
  - A. Florida Department of Transportation**
    - 1. Seaport and Waterways Systems Plan Update**
    - 2. Freight Plan Update**
    - 3. Trade and Logistics Plan Update**
    - 4. FDOT "Road Fund" Update**
    - 5. Other Issues**
  - B. Florida Department of Economic Opportunity**
    - 1. Florida's Strategic Planning Process**
    - 2. Land Use/Planning Issues**
- 7. Update on Port Citrus**
- 8. Review of Seaport Funding Spend Downs**

**9. Review of FSTED Program Project Application Revisions and Submittal Schedule**

**10. Election of Officers**

**11. Other Issues**

**12. Next Steps**

**13. Adjournment**



**TAB 2**  
**ROLL CALL**

**FLORIDA SEAPORT TRANSPORTATION AND ECONOMIC DEVELOPMENT COUNCIL**

**ROLL CALL**

**MEMBER:**

**DESIGNEE:**

STAN PAYNE, CANAVERAL

BRAD THORPE, CITRUS

STEVE CERNAK, EVERGLADES

VAL SCHWEC, FERNANDINA

DON WEST, FT. PIERCE

PAUL ANDERSON, JACKSONVILLE

JIM FITTON, KEY WEST

CARLOS BUQUERAS, MANATEE

BILL JOHNSON, MIAMI

MANNY ALMIRA, PALM BEACH

WAYNE STUBBS, PANAMA CITY

CLYDE MATHIS, PENSACOLA

TOMMY PITTS, PORT ST. JOE

WALTER MILLER, ST. PETERSBURG

RICHARD WAINIO, TAMPA

MICHELLE DENNARD, DEPARTMENT OF ECONOMIC OPPORTUNITY    KATHERINE MORRISON

ANANTH PRASAD, DEPARTMENT OF TRANSPORTATION                      RICH BITER

**TAB 3**  
**APPROVAL OF MINUTES OF**  
**SEPTEMBER 7, 2011 AND OCTOBER 21,**  
**2011 FSTED COUNCIL MEETING**

## MEETING SUMMARY

### FLORIDA SEAPORT TRANSPORTATION AND ECONOMIC DEVELOPMENT COUNCIL

September 7, 2011  
Senate Office Building, The Capitol  
Tallahassee, Florida

A meeting of the Florida Seaport Transportation and Economic Development (FSTED) Council was held on September 7, 2011, in Tallahassee, Florida. Chairman Richard Wainio called the meeting to order. The Assistant Secretary called the roll. Members present were:

Pat Poston for Stan Payne, Canaveral  
Brad Thorpe, Citrus County  
Phil Allen, Everglades  
Val Schwec, Fernandina  
Don West for Faye Outlaw, Ft. Pierce  
Paul Anderson, Jacksonville  
Bob Armstrong for David McDonald, Manatee  
Bill Johnson, Miami  
Manny Almira, Palm Beach  
Wayne Stubbs, Panama City  
Clyde Mathis, Pensacola  
Tommy Pitts, Port St. Joe  
Walt Miller, St. Petersburg  
Richard Wainio, Tampa.  
Francis Gibbs for Secretary Ananth Prasad, Florida Department of Transportation  
Katherine Morrison for Director Doug Darling, Florida Department of Economic Opportunity  
Sheri Coven for Secretary Billy Buzzett, Florida Department of Community Affairs

A quorum was present. Also in attendance were:

Michael Poole, Jacksonville	Meredith Dahlrose, FDOT
David Kaufman, Jacksonville	Catherine Kelly, FDOT
Ken Frink, Citrus County	Dionne Henry, FDOT
Lindsay Ubinas, Citrus County	David Stubbs, Jacksonville
Ram Kancharla, Tampa	David Anderton, Everglades
Eric Green, Jacksonville	Sally Patrenos, Patrenos & Associates
Doug Wheeler, FPC	Nancy Leikauf, FPC
Toy Keller, FPC	Michael Rubin, FPC

Agenda Item 3, Approval of the Minutes of June 23, 2011, FSTED Council Meeting was taken up. A motion was made and passed approving the minutes.

Agenda Item 4, Report from FSTED Seaport Environmental Management Committee (SEMC) was taken up. SEMC Chair, David Kaufman provided the report for the Committee. Mr. Kaufman reminded the members that Florida

seaports had a very productive Regular Session 2011 with respect to environmental issues. Mr. Kaufman informed the members concerning a very positive meeting with representatives from the Florida Department of Environmental Protection, the Army Corps of Engineers, the State Fish and Wildlife Commission and others. Mr. Kaufman stated that an email would be provided to everyone concerning this meeting, and noted that issues such as dredged material management and cooperation with seaports on an efficient and effective regulatory process were topics of discussion.

Agenda Item 5, Discussion on FSTED Council Project Review and Allocation Process Committee was taken up. Chairman Wainio reminded members that he had asked Wayne Stubbs to chair a small committee of seaport and agency representatives to discuss the process for allocation of state funds to seaports (not just Chapter 311 funds) and about the role of ports in the broader process of funding projects that are related to the overall success of the state's transportation system. Mr. Stubbs provided the report for the Committee.

Mr. Stubbs informed the members that the Committee met three times, had excellent participation, and took the role of reviewing the allocation process very seriously. Mr. Stubbs directed the members to the materials in their notebooks and stated that the Committee focused on the process of allocating monies to the ports under the Chapter 311 program. Mr. Stubbs noted that the recommendations could be reviewed by the Council and used in next year's allocation process. Mr. Stubbs informed the members that the broader context of the recommendations was to improve a very valuable program and obtain more buy-in and ownership from our agency partners as we develop the FSTED program through the years.

The Committee developed a series of recommended guidelines for allocations of funds under the FSTED Program. The first recommended guideline was to distinguish the current FSTED program from other port funding initiatives by concentrating on on-port infrastructure and port expansion projects. This would not require every dollar of the FSTED program to go toward this purpose, but rather require the FSTED program to target these projects. The second recommended guideline was to provide additional consideration to projects proposed by Florida's small ports. These projects must still meet the project standards, but the FSTED Council would work a little harder to meet the needs of small ports. This doesn't mean that small ports receive priority for FSTED program funds, but rather some additional consideration. The third recommended guideline was to support competitiveness of Florida's ports by ensuring that funds are distributed equitably over time based on established standards and criteria. This guideline is not a new concept, but Mr. Stubbs stated that he believed it was the first time the policy was being set in writing.

The Committee also developed a series of recommended criteria for project application approvals. The planning and consistency criteria would provide that projects have to be consistent with section 311.09, F.S. The economic benefit criteria would require a project to maintain existing trade (cargo or cruise), attract new trade to Florida, or support existing port dependent Florida manufacturers or attract new businesses. The readiness criteria would require that projects would be initiated within the next year with matching funds identified. The competitiveness criteria would be a new type of review that would look at whether a project was intended or otherwise likely to take existing business away from another Florida port. The last criteria is related to capacity which would evaluate whether a project would create substantial overcapacity of port facilities within a region and thus be less appropriate to fund using FSTED program funds.

Finally, the Committee discussed the policy that would allow individual seaports to determine which of their eligible projects would receive priority for funding each year. Regardless of any individual project scoring, the port would determine which project they have identified for funding each fiscal year. The ports would discuss their priorities with FDOT and the FDEO and determine which specific projects they were seeking to fund. The appropriate evaluation tools could then be applied to that project.

Under this recommended process, the FSTED, FDOT and FDEO staff would sit down to review eligible projects and develop the initial recommendation of allocations several weeks in advance of the FSTED Council meeting. Ports with questions on the proposed allocations could then submit letters to the FSTED Council Chairman that could be

reviewed during the meeting. Thus, the FSTED Council members would know prior to the meeting the proposed allocations and any potential amendments sought by member ports.

The Committee had some discussion with FDOT concerning the participation of the FSTED Council in port allocations outside of the 311 program. FDOT representatives stated that there was a commitment to developing a process that obtains full input from the collective wisdom of the port directors.

Chairman Wainio asked FDOT Chief of Staff Francis Gibbs if he wanted to make any comments on the Committee meetings. Mr. Gibbs thanked Mr. Stubbs for his leadership of the Committee, and noted that a lot common ground to improve the allocation process was identified. Mr. Gibbs stated that FDOT was working on legislation to address the specific issues brought up during the Committee meetings. The changes recommended by the Committee will make the FSTED program a lot stronger. Mr. Gibbs informed the members that FDOT was discussing the concept of a separate pot of resources for what would be called “strategic port investments.” This separate pot would be for projects that impact the state’s ultimate economic growth, and the ports would be part of the project selection and allocation process. Mr. Gibbs stated that the Legislature will ultimately draft the legislation, but FDOT supports a lot of the Committee’s recommendations and goals. Some of these recommendations can be included in the legislation and some are better suited for internal processes or rules.

Council members discussed the Committee recommendations and a few of the members expressed concerns over developing written guideline statements concerning equitable distribution of funds and additional consideration for small port projects. Mr. Stubbs stated that the Committee struggled with the issue of placing these guidelines in writing and noted that the recommendations were just guidelines to be used by the FSTED Council as a compass for institutional policy. Projects would still have to meet basic criteria and be scored by the FDOT, FDEO and the seaports before receiving any funding. Members also stated the need to work with FDOT to develop a scoring analysis that was responsive to seaport projects.

A motion was made, seconded and approved to accept the recommendations of the Committee for consideration at a future meeting. FSTED Council staff was directed to work with Council members on any refinement of the guideline and criteria language. Mr. Wheeler informed the members that staff would circulate the written guidelines and criteria for additional input and potential modifications as soon as possible.

Agenda Item 6, Agency Reports was taken up. Mr. Gibbs, reporting for the Department of Transportation, provided the members with information on Secretary Prasad’s announcement concerning the Governor’s Transportation Vision Plan for the 21<sup>st</sup> Century. Freight is a significant part of this Vision and the FDOT will be creating an office of freight mobility and logistics within the Department. Ms. Dahlrose provided the members with a revenue forecast for the State Transportation Trust Fund, and stated that the revenues numbers were still tracking low. Ms. Dahlrose also provided the members with the current status of FDOT’s budget request for seaports in Fiscal Year 2012/2013, providing a total of approximately \$87 million at this time. Ms. Dahlrose informed the members that FDOT was refining its seaport project review process and had used the framework to review this year’s projects. All of those projects ranked either medium or high using the new process. Mr. Wheeler thanked Mr. Gibbs and Ms. Dahlrose for their cooperation and hard work over the past few months, and noted that FDOT recently asked staff to sit down with them and go line by line over potential legislation. He said the ports appreciated the efforts of FDOT to improve their relationship and work together on these issues.

Ms. Coven provided the report for the Department of Community Affairs. She directed the members to the materials in their notebooks on current comprehensive planning activities impacting Florida seaports. Ms. Coven also discussed the impact of the legislation consolidating DCA functions into the Department of Economic Opportunity. DCA planning staff will be moving over into DEO and will still be reviewing seaport applications for compliance with comprehensive plans. Ms. Coven directed the members to information in their materials concerning other changes made to state growth management planning requirements. Ms. Coven stated that DCA staff was working with the

DEO to help develop the business plan required by the Florida Legislature. Ms. Leikauf noted that Florida Ports Council staff had been invited to participate in the business plan development and were providing the DEO with strategic information on port development.

Ms. Morrison provided the report for the Department of Economic Opportunity (formerly Office of Tourism, Trade and Economic Development). Ms. Morrison stated that the DEO was in the middle of the substantial reorganization directed by the Florida Legislature and would be working closely with Secretary Gray Swoope and Enterprise Florida on the reorganization. Seaports should not see any change in the review of seaport projects relative to economic impacts.

Agenda Item 7, Review of Seaport Funding Spend Downs was taken up. Ms. Keller provided the report on spend downs and directed the members to the charts in their materials. The current level of spend down by the seaports was progressing very well and there were no major issues.

Mr. Phil Allen provided the members with a request from Port Everglades to reallocate FSTED program funds from one project to another project. The Port had saved money on a bulkhead project, and had additional needs on a cruise terminal project because of requests from the U.S. Customs and Border Protection Agency. Port Everglades was seeking approval to reallocate savings from the Berth 33 project to this cruise terminal project. A motion was made, seconded and approved to authorize the reallocation of FSTED program funds as requested.

Agenda Item 8, Agency Reports on Consistency Reviews of FY 12/13 Project Applications. Ms. Coven, Ms. Dahlrose and Ms. Morrison all stated that DCA, FDOT, and DEO had reviewed all 50 projects and found them consistent with Chapter 311 project requirements. Ms. Keller informed the members that approved and unaltered project applications which were unfunded in prior years had been rolled forward for consideration under the new SeaCIP system for eligibility this year. However, because of a minor glitch, the wharf project at the Port of Palm Beach had not been included in that roll forward and should be added to the list of projects eligible for funding. Mr. Almira informed the members that the project had been previously approved as consistent and eligible for funding. A motion was made, seconded and approved to accept the consistency approval of the agencies and determine those projects (including the Port of Palm Beach wharf project) as eligible for funding.

Ms. Leikauf directed the members to information on two Port Manatee projects included in their materials. These two projects had been submitted previously by Port Manatee, but did not fit into the new roll forward process and had not been resubmitted as required. All three state agencies had previously reviewed these projects and found them consistent and eligible for funding. A motion was necessary to approve these consistent projects as eligible for funding in the current process. A motion was made, seconded and approved to accept these projects as consistent and eligible for funding.

Ms. Keller directed the members to information on the feasibility study for Port Citrus. Staff's recommendation was for Port Citrus to use the SeaCIP process for their funding request for the feasibility study. Mr. Allen asked about the parameters of the feasibility study. Mr. Thorpe informed the members that Port Citrus anticipated that the study would address many issues concerning the economics, market, the landscape, and the infrastructure required. It was the intent of Port Citrus to seek input from FDOT and the FSTED Council before issuing the RFP for the study. The members suggested that the Chair of the Council review the study on behalf of the Council and provide Port Citrus with input.

Agenda Item 9, Allocation of FSTED Program Funds was taken up. Mr. Wheeler directed the members to the spreadsheets in their materials. The information provided a breakdown of all the projects requested, last year's approved allocations, and the three available sources of funds for this year's proposed allocations – Chapter 311 funds, FPFC bond refinance savings for FY 2011/12, and FPFC bond refinance savings for FY 2012/13. Staff has conducted several discussions with port directors and agency personnel on the specifics of individual projects and master plans. Staff also sat down with FDOT staff for their review and input. Mr. Wheeler indicated that the allocation

recommendation process was very comprehensive and thorough.

Mr. Allen questioned some larger projects that were only receiving partial funding, and whether those projects could move forward without full funding. JaxPort and Port Manatee stated that their allocations allowed for them to move forward with a significant part of those projects and would not impair their ability to ultimately complete such projects. Mr. Allen also asked if Palm Beach had the match necessary to proceed with its slip three project. Mr. Almira stated that the port had the funds and was ready to proceed.

Chair Wainio asked about a potential transfer of FY 12/13 allocation of funds from Tampa to JaxPort. Mr. Wheeler stated that allocation was actually a swap of Chapter 311 funds in FY 2012/13 by JaxPort in return for FPFC bond refinance savings monies in FY 2011/12 from Tampa. Mr. Kancharla stated that the project costs and schedules make this swap beneficial for both seaports. A motion was made, seconded and approved to amend the recommended allocations to include this transfer.

Mr. Mathis informed the members that Pensacola was trying to make up a short-fall of approximately \$600,000 for one of its projects in Fiscal Year 2012/13. Members discussed the issue, and a recommendation was made for the six seaports receiving more than \$2 million in their allocations to redirect \$100,000 each to assist Pensacola. A motion was made, seconded and approved to reallocate \$100,000 from those six seaports receiving more than \$2 million to the Port of Pensacola in Fiscal Year 2012/13, and take this reallocation into consideration when allocating the FPFC bond refinance savings monies in FY 2013/14. A motion was made, seconded and approved to amend the recommended allocations to include this transfer.

A motion was made, seconded and approved to accept the recommended allocation of funds presented by staff as amended by the Council above..

Ms. Leikauf directed the members to the FPFC bond refinancing documents in their materials, and told them they were provided to them for information. She said the FDOT staff was very helpful in finalizing these documents. Mr. Allen asked when seaports could enter into a JPA with FDOT on FY 2011/12 FPFC bond refinance monies. Ms. Dahlrose stated that FDOT was working on a budget authority and necessary amendments through the Legislative Budget Commission, and that she would get back to the individual seaports on a case-by-case basis.

Agenda Item 10, Other Issues was taken up. Mr. Allen informed the members that the Florida Ports Council needed to appoint a new person to serve on the Florida Ocean Alliance, and that he had asked Mr. Almira to serve in that position. Mr. Allen also informed the members that he had asked Mr. Anderson to serve as state legislative co-chair with Stan Payne for the Florida Ports Council.

The meeting was adjourned at 3:45 p.m.



## **MEETING SUMMARY**

### **FLORIDA SEAPORT TRANSPORTATION AND ECONOMIC DEVELOPMENT COUNCIL**

October 21, 2011

Teleconference Meeting  
(Tallahassee, Florida)

A teleconference meeting of the Florida Seaport Transportation and Economic Development (FSTED) Council was held on October 21, 2011. Chairman Richard Wainio called the meeting to order. The Assistant Secretary called the roll. Members present were:

Pat Poston for Stan Payne, Canaveral  
Brad Thorpe, Citrus County  
Glenn Wiltshire for Phil Allen, Everglades  
Don West for Faye Outlaw, Ft. Pierce  
Paul Anderson, Jacksonville  
Jim Fitton, Key West  
Bill Johnson, Miami  
Manny Almira, Palm Beach  
Clyde Mathis, Pensacola  
Tommy Pitts, Port St. Joe  
Richard Wainio, Tampa.  
Francis Gibbs for Secretary Ananth Prasad, Florida Department of Transportation  
Katherine Morrison for Director Doug Darling, Florida Department of Economic Opportunity

A quorum was present. Also in attendance were:

Richard Wesch, Citrus County	Meredith Dahlrose, FDOT
David Kaufman, Jacksonville	Michael Brillhart, Ft. Pierce
Gary Maidhof, Citrus County	Amy Miller, Pensacola
Ram Kancharla, Tampa	Michael Poole, Jacksonville
Doug Wheeler, FPC	Michael Rubin, FPC
Toy Keller, FPC	

Agenda Item 3, Proposed Revision to Allocation of FSTED Program FY 2011/12 and 2012/13 Funds – Swap of Fiscal Year funding between Port Citrus and Port of Tampa was taken up. Ms. Keller directed the members to the chart of approved allocations in their materials. Mr. Wheeler informed the members that Port Citrus had received an allocation of funding for FY 2012/13, but would need their allocation in FY 2011/12 to begin work on their feasibility study. Chair Wainio stated that Tampa had offered to swap \$50,000 from its FY 2011/12 allocation with Port Citrus who would then return for this allocation of \$50,000 to Tampa in FY 2012/13. A motion was made, seconded and approved on this allocation swap.

Agenda item 4, Discussion of Excess Funds was taken up. Mr. Wheeler directed the members to the memorandum in their materials. Based on the savings analysis conducted by FDOT's Comptroller, an additional \$24,656 can be allocated to seaport projects in the future. A motion was made, seconded and approved to allocate those funds during the next FSTED program allocation cycle.

The meeting was adjourned at 10:30 a.m.

**TAB 4**  
**LEGISLATIVE REPORT ON 2012**  
**REGULAR SESSION**



# FLORIDA SEAPORTS

## CHARTING OUR FUTURE

### Florida Ports Council

Canaveral Port Authority · Port Citrus · Port Everglades · Port of Fernandina · Port of Fort Pierce · Jacksonville Port Authority ·  
Port of Key West · Manatee Port Authority · PortMiami · Port of Palm Beach · Panama City Port Authority · Port of Pensacola ·  
Port St. Joe Port Authority · Port of St. Petersburg · Tampa Port Authority  
Doug Wheeler, President

### MEMORANDUM

DATE: March 13, 2012

TO: Florida Port Directors

FROM: Michael Rubin, Vice President Governmental Affairs

SUBJECT: **LEGISLATIVE UPDATE – END OF 2012 SESSION REPORT**

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The Florida Legislature completed a difficult Regular Session that included arguments over gaming, redrawing of legislative district maps, insurance, and a reduction in funding for such issues as higher education. During these difficult times, Florida seaports are seen as a center piece of economic development by this Legislature and the Governor. We are pleased to note that legislative discussions on transportation and economic development began with a discussion on investing in Florida's seaports. This theme continued in the budget and transportation legislation, and as one Senate staff member noted: **"Florida seaports have done well this Session."** We provide the following report on legislation that passed and did not pass during Regular Session 2012:

### *Legislation Passed By The Florida Legislature*

1. **Fiscal Year 2012/2013 Budget (HB 5001)**: The General Appropriations Act for Fiscal Year 2012/13 contained a variety of provisions for Florida seaports, and continues to represent an appropriation of more than \$100 million for seaport projects around the state. Specific line items in the budget containing seaport appropriations include:
  - a. Line Item 1920, 1996 FPFC Bond Program Debt Service Payment \$15 million.
  - b. Line Item 1921, 1999 FPFC Bond Program Debt Service Payment \$10 million.
  - c. Line Item 1922, Seaport Grants (Chapter 311 FSTED Program and Seaport-related Funds) \$115,446,664.

Line Item 1922 also contains proviso language that authorizes "up to \$5,000,000 shall be used for port projects involving bulkhead repairs for those ports located in counties designated as Rural Areas of Critical Economic Concern (RACEC) and are eligible for funding as provided in section 311.07(3)(a), Florida Statutes." Section 35 of the Appropriations Implementing Bill (HB 5003) authorizes such projects to be "eligible for waiver of match requirements."

- d. Line Item 1924, Intermodal Development/Grants \$91,013,006. (Based on initial discussions with FDOT, \$46,871.343 of the appropriation in this line item are designated for seaport projects).
  - e. Line Item 1968, Economic Development “Road Funds” \$30 million. \$2 million was included as a line item project for “Infrastructure Improvement – Port of Pensacola.”
2. **Transportation Appropriations Conforming Bill (SB 1998)**: The Legislature passed SB 1998 to conform statutory language to appropriations passed in the General Appropriations Act. This legislation included a redirect of the increased motor vehicle license fees passed a few years ago, and included specific language relating to seaports. **The seaport funding allocations passed in this bill provide a pledge of an additional \$52 million for seaports annually.** Specific issues include the following:
- a. Increases the minimum statutory amount of funding for the FSTED program from \$8 million to \$15 million.
  - b. Creates a new Strategic Port Investment Initiative program with a minimum funding amount of \$35 million for projects that “meet the state’s economic development goal of becoming a hub for trade, logistics, and export-oriented activities...” **FDOT is required to work with all Florida public seaports (those specifically listed in s. 311.09, F.S.) to “develop and maintain a priority list of strategic investment projects.”**
  - c. Creates a new Intermodal Logistics Center Infrastructure Support Program with up to \$5 million annually allocated to the program. The purpose of this program is “to provide funds for roads, rail facilities, or other means for the conveyance or shipment of goods through a seaport...” FDOT is only authorized to provide up to 50 percent of the costs of projects under this program.
  - d. Authorizes a new bondable revenue stream of \$10 million, beginning July 1, 2013, for seaport projects in the FDOT “adopted work program” – to be known as the “Seaport Investment Program.” The Division of Bond Finance would be responsible for bonding these revenues. The funds generated from this new bondable stream will pay for projects already identified for funding in the Work Program and help “free up” additional funds that could then be used for other projects – including additional seaport projects.
  - e. Redirects approximately \$200 million of motor vehicle licensing revenues, previously allocated to the General Revenue Fund, back to the State Transportation Trust Fund. In addition to the allocation of \$10 million to the Seaport Investment Program mentioned above, these funds are allocated as follows:

- i. \$35 million, beginning in Fiscal Year 2013/14, to Florida's Turnpike Enterprise system.
  - ii. \$10 million, beginning in Fiscal Year 2013/14, to the Transportation Disadvantaged Program.
  - iii. \$10 million, beginning in Fiscal Year 2013/14, to the Small County Outreach Program (SCOP).
  - iv. Any remaining funds after these allocations are required to be used annually for "existing or planned strategic transportation projects which connect major markets within this state or between this state and other states, which focus on job creation, and which increase this state's viability in the national and global markets.
- f. Requires FDOT to conduct a "transportation debt assessment" on debt and debt-like contractual obligations. This assessment would include financing issued on behalf of the Florida Ports Financing Commission, State Infrastructure Bank loans, and a variety of other FDOT contractual obligations. FDOT is required to manage all levels of debt "to ensure that by the beginning of the 2017-2018 fiscal year, not more than 20 percent of total projected available state and federal revenues from the State Transportation Trust Funds, together with any local funds committed to FDOT projects are committed to the obligations." After that time, FDOT must seek the approval of the Governor and Legislature to exceed such debt limit.
- g. Transfers administration of the state's economic development transportation projects program ("Road Fund") to FDOT from the Department of Economic Opportunity (DEO). Requires FDOT to consult with the DEO on project selection to identify projects that are "necessary to facilitate the economic development and growth of the state."
- h. Authorizes the designation in the state's Strategic Intermodal System (SIS) program of an "intermodal logistics center." The term "intermodal logistics center" is defined as a facility or group of facilities "serving as a point of intermodal transfer of freight in a specific area physically separated from a seaport whose activities relating to transport, logistics, goods distribution, consolidation, or value-added activities are carried out and whose activities and services are designed to support or be supported by one or more seaports, as provided in s. 311.09, F.S., or an airport whose activities and services are designed to support the transport, logistics, goods distribution, consolidation, or value added activities related to airborne cargo deems necessary to facilitate the economic development and growth of the state."
- i. Authorizes a "intermodal logistics center" defined above to be exempt from transportation concurrency requirements if the center is located in a Rural Area of Critical Economic Concern, a rural enterprise zone, or within 15 miles of the boundaries of such areas.
- j. Creates an expedited administrative hearing process for any "challenge to a consolidated environmental resource permit or an associated variance or a sovereign

submerged lands authorization proposed or issued by the Department of Environmental Protection (DEP) in connection with the state's deepwater ports. Such challenges would be conducted pursuant to section 120.574, F.S., and must be conducted "within 30 days after a party files a motion for a summary hearing, regardless of whether the parties agree to the summary proceeding, and the administrative law judge's decision shall be in the form of a recommended order and does not constitute final agency action of the department."

3. **2012 Transportation Legislation (CS/CS/CSHB 599 by Representative Pilon):**

Because of disagreements over HB 1399 and SB 1866, the Legislature amended CS/CS/CS/HB 599 on the last day of Regular Session 2012 to include agreed upon provisions of transportation legislation contained in those bills. This amendment included all of the provisions in SB 1998 discussed above except for the funding redirect allocation provisions (this was a pure appropriations provision that was only included in that appropriations conforming bill). The 188-page bill also contains various transportation issues on tolling, certain expressway authorities, and other FDOT legislative priorities. In addition to passing the transportation language contained in SB 1998 again, the bill also included the following seaport issues:

- a. Creates section 311.106, F.S., concerning seaport stormwater permitting and mitigation. This section would authorize seaports to provide for onsite or offsite stormwater treatment for water quality impacts caused by proposed port activity that requires a permit, and that causes or contributes to pollutions from stormwater runoff.
- b. Amends section 373.4136, F.S., concerning the establishment and operation of mitigation banks. Authorizes seaports to use a mitigation bank on projects that have met additional criteria for projects in surface waters and wetlands contained in section 373.414, F.S.
- c. Requires the FDOT, in coordination with seaports and other partners, to develop a "Statewide Seaport and Waterways System Plan."
- d. Requires the FDOT, in coordination with its partners and stakeholders, to develop a "Freight Mobility and Trade Plan." The plan is required to be delivered to the Governor and Legislature by July 1, 2013, and "shall include, but need not be limited to, proposed policies and investments that promote the following:"
  - i. Increasing the flow of domestic and international trade through the state's seaports and airports, including specific policies and investments that will recapture cargo currently shipped through seaports and airports located outside the state.
  - ii. Increasing the development of intermodal logistic centers in the state, including specific strategies, policies, and investment that capitalize on the empty backhaul trucking and rail market in the state.
  - iii. Increasing the development of manufacturing industries in the state, including specific policies and investments in transportation facilities that

will promote the successful development and expansion of manufacturing facilities.

- iv. Increasing the implementation of compressed natural gas (CNG), liquefied natural gas (LNG), and propane energy policies that reduce transportation costs for businesses and residents located in the state.
  - e. Requires FDOT to give “emphasis in all appropriate transportation plans, including the Florida Transportation Plan and the Strategic Intermodal System Plan” on freight issues and needs.
  - f. Requires FDOT to plan and develop “Strategic Intermodal System Highway Corridors” that allow for high-speed and high-volume traffic movements within the state. The FDOT must ensure that access is “limited or controlled” to these corridors. For the purposes of developing these corridors, “beginning in fiscal year 2012-2013 and for each fiscal year thereafter, the minimum amount allocated shall be based on the fiscal year 2003-2004 allocation of \$450 million adjusted annually by the change in the Consumer Price Index for the prior fiscal year compared to the Consumer Price Index for fiscal year 2003-2004.” Projects identified under this provision can be existing projects previously identified in FDOT’s Work Program or new projects identified by FDOT.
  - g. Amends various statutes relating to Metropolitan Planning Organizations (MPOs). This includes: requiring, to the extent possible, only one MPO to be designated for each urbanized area or group of contiguous urbanized areas; making FDOT representative on MPOs “non-voting advisers”; and providing that where more than one MPO exists in an urbanized area, the MPOs are to coordinate in developing regionally significant project priorities.
  - h. Authorizes ferries, such as the Mayport Ferry (currently operated by the Jacksonville Port Authority), to be operated by “joint agreement between public and private entities.”
4. **Economic Development Legislation (HB 7087 by the House Committee on Finance and Tax)**: The Legislature passed economic development legislation expanding a variety of existing tax incentives for businesses, to include the following incentives:
- a. Increases the current corporate income tax exemption from net income from \$25,000 to \$50,000.
  - b. Decreases the productive output required to qualify for the sales tax exemption for industrial machinery and equipment used by an expanding business from 10 percent to 5 percent.
  - c. Increases the total amount of tax credits available to be allocated under Enterprise Florida’s “New Markets Development Program” from \$97.5 million to \$195 million.

5. **Environmental Regulation Legislation (CS/CS/CS/CS/HB 503 by Representative Patronis)**: The Legislature passed environmental regulation and permitting legislation that created or amended a variety of state environmental regulations, to include providing expedited permitting for any inland multimodal facility receiving or sending cargo through a Florida seaport.
6. **Rules Establishing Numeric Nutrient Criteria Legislation (HB 7051 by the House Agriculture and Natural Resource Subcommittee)**: The Legislature passed legislation specifically adopting proposed rules by the DEP on numeric nutrient criteria (See, DEP rule 62-302.531(9), F.A.C.) and exempted these rules from legislative ratification requirements contained in Chapter 120, Florida Statutes. The Governor signed this bill into law on February 16, 2012. Various environmental groups have filed a challenge to the adopted DEP rule with Florida Division of Administrative Hearings. The Administrative Hearing on the challenge began on February 27, 2012, and no ruling has been made to date.

### **Legislation NOT passed by the Florida Legislature**

1. **Freight Mobility Development (Incentive) Legislation (HB 679 by Representative Ray and CS/CS/SB 1168 by Senator Ring)**: Although the Legislature did pass a tax incentive package late in the Session, there was no desire to enact “new tax incentives.” This bill along with a myriad of other tax incentive bills did not pass.
2. **Transportation Accessibility Legislation (HB 1201 by Representative Nunez and CS/SB 1392 by Senator Benacquisto)**: Senate leadership stated that Senate staff could be directed to conduct a study of handicapped accessible taxicabs, and no substantive legislation was necessary. We expect that the Senate will identify this issue as an “interim study” for completion and delivery during Regular Session 2013.
3. **Employee Compensation Legislation (HB 545 by Representative Mayfield and SB 596 by Senator Storms)**: HB 545 was never heard in committee, and SB 596 was only heard in one Senate committee. Language relating to employees of seaport authorities was never raised in any other House or Senate committee. In addition, language pertaining to limitations on salaries of employees at the Orlando-Orange County Expressway Authority was removed from the final version of SB 1998.
4. **Worker’s Compensation Legislation (CS/HB 511 by Representative Hudson and SB 669 by Senator Hays)**: The Legislature failed to pass legislation revising the state’s worker’s compensation laws. The bill would have provided a variety of changes, including a 2.5 percent reduction in rates for all employers and revision to prescription drug reimbursement rates. These revisions were expected to result in a \$62 million costs savings around the state.



5. **Verification of Employment Eligibility (e-Verify) Legislation (HB 1313 by Representative Harrell and SB 1638 by Senator Altman)**: Neither of these bills were heard in either a House or Senate Committee. This legislation would have required every employer in Florida to use the Employment Authorization Program (e-Verify) to check a person's immigration status.

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**TAB4A**  
**SEAPORT INFRASTRUCTURE**  
**INVESTMENT FUNDING**

SECTION 5 - NATURAL RESOURCES/ENVIRONMENT/GROWTH MANAGEMENT/TRANSPORTATION

1917 FIXED CAPITAL OUTLAY  
 AVIATION DEVELOPMENT/GRANTS  
 FROM STATE TRANSPORTATION  
 (PRIMARY) TRUST FUND . . . . . 176,928,822

From the funds in Specific Appropriation 1917, \$1,118,000 shall be used by the Greater Orlando Aviation Authority at the Orlando Executive Airport for necessary improvements in preparation for the National Business Aviation Association Convention. The funding for these improvements shall be up to 100 percent of the non-federal share.

1918 FIXED CAPITAL OUTLAY  
 PUBLIC TRANSIT DEVELOPMENT/GRANTS  
 FROM STATE TRANSPORTATION  
 (PRIMARY) TRUST FUND . . . . . 206,688,731

From the funds in Specific Appropriation 1918, \$1,200,000 shall be used by the Central Florida Regional Transportation Authority for a LYNX route serving the area between Orlando International Airport and Lake Buena Vista.

1919 FIXED CAPITAL OUTLAY  
 RIGHT-OF-WAY LAND ACQUISITION  
 FROM STATE TRANSPORTATION  
 (PRIMARY) TRUST FUND . . . . . 387,520,470  
 FROM RIGHT-OF-WAY ACQUISITION AND  
 BRIDGE CONSTRUCTION TRUST FUND . . . . . 55,573,450

1920 FIXED CAPITAL OUTLAY  
 SEAPORT - ECONOMIC DEVELOPMENT  
 FROM STATE TRANSPORTATION  
 (PRIMARY) TRUST FUND . . . . . 15,000,000

1921 FIXED CAPITAL OUTLAY  
 SEAPORTS ACCESS PROGRAM  
 FROM STATE TRANSPORTATION  
 (PRIMARY) TRUST FUND . . . . . 10,000,000

1922 FIXED CAPITAL OUTLAY  
 SEAPORT GRANTS  
 FROM STATE TRANSPORTATION  
 (PRIMARY) TRUST FUND . . . . . 115,446,664

From the funds in Specific Appropriation 1922, up to \$5,000,000 shall be used for port projects involving bulkhead repairs for those ports located in counties designated as Rural Areas of Critical Economic Concern (RACEC) and are eligible for funding as provided in section 311.07(3)(a), Florida Statutes.

1923 FIXED CAPITAL OUTLAY  
 RAIL DEVELOPMENT/GRANTS  
 FROM STATE TRANSPORTATION  
 (PRIMARY) TRUST FUND . . . . . 31,376,561

1924 FIXED CAPITAL OUTLAY  
 INTERMODAL DEVELOPMENT/GRANTS  
 FROM STATE TRANSPORTATION  
 (PRIMARY) TRUST FUND . . . . . 91,013,006



1925 FIXED CAPITAL OUTLAY  
 PRELIMINARY ENGINEERING CONSULTANTS  
 FROM STATE TRANSPORTATION  
 (PRIMARY) TRUST FUND . . . . . 531,660,133  
 FROM RIGHT-OF-WAY ACQUISITION AND  
 BRIDGE CONSTRUCTION TRUST FUND . . . . . 289,177

From the funds provided in Specific Appropriation 1925, up to \$2,000,000 may be used by the department to determine the value added to overall project delivery by the use of Subsurface Utility Engineering technology for collecting information in the design process to facilitate drainage design, shorten the design process and project time, reduce contractor risk, minimize redesign, and identify unknown facilities. All procurements for this program shall be competitively bid by the department.

SECTION 5 - NATURAL RESOURCES/ENVIRONMENT/GROWTH MANAGEMENT/TRANSPORTATION

1956	FIXED CAPITAL OUTLAY INTRASTATE HIGHWAY CONSTRUCTION FROM STATE TRANSPORTATION (PRIMARY) TRUST FUND . . . . .	1,235,370,406
1957	FIXED CAPITAL OUTLAY ARTERIAL HIGHWAY CONSTRUCTION FROM STATE TRANSPORTATION (PRIMARY) TRUST FUND . . . . .	481,394,940
1958	FIXED CAPITAL OUTLAY CONSTRUCTION INSPECTION CONSULTANTS FROM STATE TRANSPORTATION (PRIMARY) TRUST FUND . . . . .	325,734,078
1959	FIXED CAPITAL OUTLAY ENVIRONMENTAL SITE RESTORATION FROM STATE TRANSPORTATION (PRIMARY) TRUST FUND . . . . .	920,000
1960	FIXED CAPITAL OUTLAY HIGHWAY SAFETY CONSTRUCTION/GRANTS FROM STATE TRANSPORTATION (PRIMARY) TRUST FUND . . . . .	107,263,812
1961	FIXED CAPITAL OUTLAY RESURFACING FROM STATE TRANSPORTATION (PRIMARY) TRUST FUND . . . . .	635,547,193
1962	FIXED CAPITAL OUTLAY BRIDGE CONSTRUCTION FROM STATE TRANSPORTATION (PRIMARY) TRUST FUND . . . . . FROM RIGHT-OF-WAY ACQUISITION AND BRIDGE CONSTRUCTION TRUST FUND . .	340,697,460 4,195,907
1963	FIXED CAPITAL OUTLAY CONTRACT MAINTENANCE WITH THE DEPARTMENT OF CORRECTIONS FROM STATE TRANSPORTATION (PRIMARY) TRUST FUND . . . . .	19,146,000
1964	FIXED CAPITAL OUTLAY HIGHWAY BEAUTIFICATION GRANTS FROM STATE TRANSPORTATION (PRIMARY) TRUST FUND . . . . .	1,000,000
1966	FIXED CAPITAL OUTLAY MATERIALS AND RESEARCH FROM STATE TRANSPORTATION (PRIMARY) TRUST FUND . . . . .	12,788,180
1968	FIXED CAPITAL OUTLAY BRIDGE INSPECTION FROM STATE TRANSPORTATION (PRIMARY) TRUST FUND . . . . .	13,443,265
1968A	FIXED CAPITAL OUTLAY ECONOMIC DEVELOPMENT TRANSPORTATION PROJECTS - ROAD FUND FROM STATE TRANSPORTATION (PRIMARY) TRUST FUND . . . . .	30,000,000

From the funds in Specific Appropriation 1968A, a portion of the funds shall be allocated as follows:

Miami River Environmental Enhancements - Lummus Park/Docks and Piers for Commercial Use.....	100,000
N.W. 25th Avenue Improvements - City of Miami Gardens.....	300,000
Little River Canal Seawall Remediation Project - Village of El Portal.....	150,000
S.W. 56th Avenue (Martin Luther King Boulevard) Transportation Enhancements - City of West Park.....	150,000
Traffic Improvements - SW 190th Extension - Town of Southwest Ranches.....	243,000
West End Bridge Crossing.....	500,000

## SECTION 5 - NATURAL RESOURCES/ENVIRONMENT/GROWTH MANAGEMENT/TRANSPORTATION

State Road 44 and Meadowcrest Boulevard - Citrus County.....	200,000
Transportation Expressway Authority Grants.....	4,000,000
Dunlawton Avenue (SR 421) Flooding/Draining/Evacuation Improvement Project.....	1,250,000
Fairgreen Road Extension - Port St. Lucie.....	1,100,000
<b>Infrastructure Improvements - Port of Pensacola.....</b>	<b>2,000,000</b>
N.W. 21st Street Roadway Improvement - Lauderdale Lakes.....	500,000

From the funds in Specific Appropriation 1968A, \$500,000 shall be provided to the City of Riviera Beach for the purpose of Economic Development Transportation projects on 13th Street to support the delivery of goods and services, and provide economic stimulus through job creation and retention while allowing freight carriers to become more efficient and globally competitive through Palm Beach County's industrial region.

1969	FIXED CAPITAL OUTLAY	
	TRAFFIC ENGINEERING CONSULTANTS	
	FROM GENERAL REVENUE FUND . . . . .	2,000,000
	FROM STATE TRANSPORTATION	
	(PRIMARY) TRUST FUND . . . . .	68,002,847

From the funds in Specific Appropriation 1969, \$2,000,000 from the General Revenue Fund and \$2,000,000 from the State Transportation Trust Fund shall be utilized by the Florida Department of Transportation to erect visibility evaluation equipment and signage to provide travelers with real time information on driving conditions on Florida's Interstate system.

1970	FIXED CAPITAL OUTLAY	
	LOCAL GOVERNMENT REIMBURSEMENT	
	FROM STATE TRANSPORTATION	
	(PRIMARY) TRUST FUND . . . . .	38,503,210

TOTAL:	PROGRAM: HIGHWAY OPERATIONS	
	FROM GENERAL REVENUE FUND . . . . .	4,269,615
	FROM TRUST FUNDS . . . . .	4,074,278,933
	TOTAL POSITIONS . . . . .	3,753.00
	TOTAL ALL FUNDS . . . . .	4,078,548,548

## EXECUTIVE DIRECTION AND SUPPORT SERVICES

	APPROVED SALARY RATE	38,775,972
1971	SALARIES AND BENEFITS POSITIONS	740.00
	FROM STATE TRANSPORTATION	
	(PRIMARY) TRUST FUND . . . . .	49,873,508
1972	OTHER PERSONAL SERVICES	
	FROM STATE TRANSPORTATION	
	(PRIMARY) TRUST FUND . . . . .	520,047
1973	EXPENSES	
	FROM STATE TRANSPORTATION	
	(PRIMARY) TRUST FUND . . . . .	6,417,496
1974	OPERATING CAPITAL OUTLAY	
	FROM STATE TRANSPORTATION	
	(PRIMARY) TRUST FUND . . . . .	114,943
1975	SPECIAL CATEGORIES	
	TRANSFER TO DIVISION OF ADMINISTRATIVE	
	HEARINGS	
	FROM STATE TRANSPORTATION	
	(PRIMARY) TRUST FUND . . . . .	24,253
1976	SPECIAL CATEGORIES	
	CONSULTANT FEES	
	FROM STATE TRANSPORTATION	
	(PRIMARY) TRUST FUND . . . . .	1,068,335
1977	SPECIAL CATEGORIES	
	CONTRACTED SERVICES	
	FROM STATE TRANSPORTATION	
	(PRIMARY) TRUST FUND . . . . .	2,582,847

**TAB 4B**  
**FSTED PROGRAM CHANGES AND**  
**STRATEGIC PLANNING ISSUES**

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1                   A bill to be entitled  
2     An act relating to transportation; repealing s.  
3     288.063, F.S., relating to contract requirements for  
4     transportation projects; amending s. 288.0656, F.S.;  
5     conforming a cross-reference; revising the title of  
6     ch. 311, F.S.; amending s. 311.07, F.S.; revising  
7     provisions for the financing of port transportation or  
8     port facilities projects; increasing funding for the  
9     Florida Seaport Transportation and Economic  
10    Development Program; directing the Florida Seaport  
11    Transportation and Economic Development Council to  
12    develop guidelines for project funding; directing  
13    council staff, the Department of Transportation, and  
14    the Department of Economic Opportunity to work in  
15    cooperation to review projects and allocate funds as  
16    specified; revising certain authorized uses of program  
17    funds; revising the list of projects eligible for  
18    funding under the program; removing a cap on  
19    distribution of program funds; removing a requirement  
20    for a specified audit; authorizing the Department of  
21    Transportation to subject projects funded under the  
22    program to a specified audit; amending s. 311.09,  
23    F.S.; revising provisions for rules of the council for  
24    evaluating certain projects; removing provisions for  
25    review by the Department of Community Affairs of the  
26    list of projects approved by the council; revising  
27    provisions for review and evaluation of such projects  
28    by the Department of Transportation and the Department  
29    of Economic Opportunity; increasing the amount of

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320 Training Program for participants in the welfare transition  
321 program under s. 288.047(8), transportation projects under s.  
322 339.2821 ~~288.063~~, the brownfield redevelopment bonus refund  
323 under s. 288.107, and the rural job tax credit program under ss.  
324 212.098 and 220.1895.

325 Section 3. Chapter 311, Florida Statutes, is retitled  
326 "SEAPORT PROGRAMS AND FACILITIES."

327 Section 4. Section 311.07, Florida Statutes, is amended to  
328 read:

329 311.07 Florida seaport transportation and economic  
330 development funding.—

331 (1) There is created the Florida Seaport Transportation and  
332 Economic Development Program within the Department of  
333 Transportation to finance port transportation or port facilities  
334 projects that will improve the movement and intermodal  
335 transportation of cargo or passengers in commerce and trade and  
336 that will support the interests, purposes, and requirements of  
337 the ports listed in s. 311.09 ~~located in this state~~.

338 (2) A minimum of \$15 ~~\$8~~ million per year shall be made  
339 available from the State Transportation Trust Fund to fund the  
340 Florida Seaport Transportation and Economic Development Program.  
341 The Florida Seaport Transportation and Economic Development  
342 Council created in s. 311.09 shall develop guidelines for  
343 project funding. Council staff, the Department of  
344 Transportation, and the Department of Economic Opportunity shall  
345 work in cooperation to review projects and allocate funds in  
346 accordance with the schedule required for the Department of  
347 Transportation to include these projects in the tentative work  
348 program developed pursuant to s. 339.135(4).



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(3) (a) Florida Seaport Transportation and Economic Development Program funds shall be used to fund approved projects on a 50-50 matching basis with any of the deepwater ports, as listed in s. 311.09 ~~s. 403.021(9)(b)~~, which is governed by a public body or any other deepwater port which is governed by a public body and which complies with the water quality provisions of s. 403.061, the comprehensive master plan requirements of s. 163.3178(2)(k), and the local financial management and reporting provisions of part III of chapter 218. However, program funds used to fund projects that involve the rehabilitation of wharves, docks, berths, bulkheads, or similar structures shall require a 25-percent match of funds. Program funds also may be used by the Seaport Transportation and Economic Development Council for data and analysis that ~~to develop trade data information products which~~ will assist Florida's seaports and international trade.

(b) Projects eligible for funding by grants under the program are limited to the following port facilities or port transportation projects:

1. Transportation facilities within the jurisdiction of the port.

2. The dredging or deepening of channels, turning basins, or harbors.

3. The construction or rehabilitation of wharves, docks, structures, jetties, piers, storage facilities, cruise terminals, automated people mover systems, or any facilities necessary or useful in connection with any of the foregoing.

4. The acquisition of vessel tracking systems, container cranes, or other mechanized equipment used in the movement of

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378 cargo or passengers in international commerce.

379 5. The acquisition of land to be used for port purposes.

380 6. The acquisition, improvement, enlargement, or extension  
381 of existing port facilities.

382 7. Environmental protection projects which are necessary  
383 because of requirements imposed by a state agency as a condition  
384 of a permit or other form of state approval; which are necessary  
385 for environmental mitigation required as a condition of a state,  
386 federal, or local environmental permit; which are necessary for  
387 the acquisition of spoil disposal sites and improvements to  
388 existing and future spoil sites; or which result from the  
389 funding of eligible projects listed in this paragraph.

390 8. Transportation facilities as defined in s. 334.03(31)  
391 which are not otherwise part of the Department of  
392 Transportation's adopted work program.

393 9. ~~Seaport~~ Intermodal access projects ~~identified in the 5-~~  
394 ~~year Florida Seaport Mission Plan as provided in s. 311.09(3).~~

395 10. Construction or rehabilitation of port facilities as  
396 defined in s. 315.02, excluding any park or recreational  
397 facilities, in ports listed in s. 311.09(1) with operating  
398 revenues of \$5 million or less, provided that such projects  
399 create economic development opportunities, capital improvements,  
400 and positive financial returns to such ports.

401 11. Seaport master plan or strategic plan development or  
402 updates, including the purchase of data to support such plans.

403 (c) To be eligible for consideration by the council  
404 pursuant to this section, a project must be consistent with the  
405 port comprehensive master plan which is incorporated as part of  
406 the approved local government comprehensive plan as required by

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s. 163.3178(2) (k) or other provisions of the Community Planning Act, part II of chapter 163.

~~(4) A port eligible for matching funds under the program may receive a distribution of not more than \$7 million during any 1 calendar year and a distribution of not more than \$30 million during any 5 calendar year period.~~

(4)~~(5)~~ Any port which receives funding under the program shall institute procedures to ensure that jobs created as a result of the state funding shall be subject to equal opportunity hiring practices in the manner provided in s. 110.112.

(5)~~(6)~~ The Department of Transportation may ~~shall~~ subject any project that receives funds pursuant to this section and s. 320.20 to a final audit. The department may adopt rules and perform such other acts as are necessary or convenient to ensure that the final audits are conducted and that any deficiency or questioned costs noted by the audit are resolved.

Section 5. Subsections (4) through (13) of section 311.09, Florida Statutes, are amended to read:

311.09 Florida Seaport Transportation and Economic Development Council.—

(4) The council shall adopt rules for evaluating projects which may be funded under ss. 311.07 and 320.20. The rules shall provide criteria for evaluating the potential project, including, but not limited to, such factors as consistency with appropriate plans, economic benefit, readiness for construction, noncompetition with other Florida ports, and capacity within the seaport system ~~economic benefit of the project, measured by the potential for the proposed project to maintain or increase cargo~~

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436 ~~flow, cruise passenger movement, international commerce, port~~  
437 ~~revenues, and the number of jobs for the port's local community.~~

438 (5) The council shall review and approve or disapprove each  
439 project eligible to be funded pursuant to the Florida Seaport  
440 Transportation and Economic Development Program. The council  
441 shall annually submit to the Secretary of Transportation and the  
442 executive director of the Department of Economic Opportunity, or  
443 his or her designee, a list of projects which have been approved  
444 by the council. The list shall specify the recommended funding  
445 level for each project; and, if staged implementation of the  
446 project is appropriate, the funding requirements for each stage  
447 shall be specified.

448 ~~(6) The Department of Community Affairs shall review the~~  
449 ~~list of projects approved by the council to determine~~  
450 ~~consistency with approved local government comprehensive plans~~  
451 ~~of the units of local government in which the port is located~~  
452 ~~and consistency with the port master plan. The Department of~~  
453 ~~Community Affairs shall identify and notify the council of those~~  
454 ~~projects which are not consistent, to the maximum extent~~  
455 ~~feasible, with such comprehensive plans and port master plans.~~

456 (6) ~~(7)~~ The Department of Transportation shall review the  
457 list of project applications ~~projects~~ approved by the council  
458 for consistency with the Florida Transportation Plan, the  
459 Statewide Seaport and Waterways System Plan, and the  
460 department's adopted work program. In evaluating the consistency  
461 of a project, the department shall assess the transportation  
462 impacts and economic benefits for each project ~~determine whether~~  
463 ~~the transportation impact of the proposed project is adequately~~  
464 ~~handled by existing state-owned transportation facilities or by~~

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465 ~~the construction of additional state-owned transportation~~  
466 ~~facilities as identified in the Florida Transportation Plan and~~  
467 ~~the department's adopted work program. In reviewing for~~  
468 ~~consistency a transportation facility project as defined in s.~~  
469 ~~334.03(31) which is not otherwise part of the department's work~~  
470 ~~program, the department shall evaluate whether the project is~~  
471 ~~needed to provide for projected movement of cargo or passengers~~  
472 ~~from the port to a state transportation facility or local road.~~  
473 ~~If the project is needed to provide for projected movement of~~  
474 ~~cargo or passengers, the project shall be approved for~~  
475 ~~consistency as a consideration to facilitate the economic~~  
476 ~~development and growth of the state in a timely manner. The~~  
477 ~~Department of Transportation shall identify those projects~~ that  
478 ~~which are inconsistent with the Florida Transportation Plan, the~~  
479 Statewide Seaport and Waterways System Plan, or ~~and~~ the adopted  
480 work program and shall notify the council of projects found to  
481 be inconsistent.

482 ~~(7)-(8)~~ The Department of Economic Opportunity shall review  
483 the list of project applications ~~projects~~ approved by the  
484 council to evaluate the economic benefit of the project and to  
485 determine whether the project is consistent with the Florida  
486 Seaport Mission Plan and with state economic development goals  
487 and policies. The Department of Economic Opportunity shall  
488 review the proposed project's consistency with state, regional,  
489 and local plans, as appropriate, and the economic benefits of  
490 each project based upon the rules adopted pursuant to subsection  
491 (4). The Department of Economic Opportunity shall identify those  
492 projects that ~~which~~ it has determined do not offer an economic  
493 benefit to the state, are not consistent with an appropriate

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494 plan, or are not consistent with the Florida Seaport Mission  
495 Plan or state economic development goals and policies and shall  
496 notify the council of its findings.

497 ~~(8)-(9)~~ The council shall review the findings of the  
498 Department of Economic Opportunity and the Department of  
499 Transportation. Projects found to be inconsistent pursuant to  
500 subsections (6)~~, or~~ (7)~~, and~~ ~~(8)~~ or ~~and~~ projects that ~~which~~ have  
501 been determined not to offer an economic benefit to the state  
502 pursuant to subsection (7) ~~(8)~~ may ~~shall~~ not be included in the  
503 list of projects to be funded.

504 ~~(9)-(10)~~ The Department of Transportation shall include no  
505 less than \$15 million per year in its annual legislative budget  
506 request for the ~~a~~ Florida Seaport Transportation and Economic  
507 Development ~~grant~~ Program funded under s. 311.07 ~~for expenditure~~  
508 ~~of funds of not less than \$8 million per year~~. Such budget shall  
509 include funding for projects approved by the council which have  
510 been determined by each agency to be consistent ~~and which have~~  
511 ~~been determined by the Department of Economic Opportunity to be~~  
512 ~~economically beneficial~~. The department shall include the  
513 specific approved Florida Seaport Transportation and Economic  
514 Development Program ~~seaport~~ projects to be funded under s.  
515 311.07 ~~this section~~ during the ensuing fiscal year in the  
516 tentative work program developed pursuant to s. 339.135(4). The  
517 total amount of funding to be allocated to Florida Seaport  
518 Transportation and Economic Development Program ~~seaport~~ projects  
519 under s. 311.07 during the successive 4 fiscal years shall also  
520 be included in the tentative work program developed pursuant to  
521 s. 339.135(4). The council may submit to the department a list  
522 of approved projects that could be made production-ready within

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the next 2 years. The list shall be submitted by the department as part of the needs and project list prepared pursuant to s. 339.135(2) (b). However, the department shall, upon written request of the Florida Seaport Transportation and Economic Development Council, submit work program amendments pursuant to s. 339.135(7) to the Governor within 10 days after the later of the date the request is received by the department or the effective date of the amendment, termination, or closure of the applicable funding agreement between the department and the affected seaport, as required to release the funds from the existing commitment. Notwithstanding s. 339.135(7) (c), any work program amendment to transfer prior year funds from one approved seaport project to another seaport project is subject to the procedures in s. 339.135(7) (d). Notwithstanding any provision of law to the contrary, the department may transfer unexpended budget between the seaport projects as identified in the approved work program amendments.

(10)~~(11)~~ The council shall meet at the call of its chairperson, at the request of a majority of its membership, or at such times as may be prescribed in its bylaws. However, the council must meet at least semiannually. A majority of voting members of the council constitutes a quorum for the purpose of transacting the business of the council. All members of the council are voting members. A vote of the majority of the voting members present is sufficient for any action of the council, except that a member representing the Department of Transportation or the Department of Economic Opportunity may vote to overrule any action of the council approving a project pursuant to subsection (5). The bylaws of the council may

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require a greater vote for a particular action.

(11)~~(12)~~ Members of the council shall serve without compensation but are entitled to receive reimbursement for per diem and travel expenses as provided in s. 112.061. The council may elect to provide an administrative staff to provide services to the council on matters relating to the Florida Seaport Transportation and Economic Development Program and the council. The cost for such administrative 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. The share of costs for administrative services shall be paid in its total amount by the recipient port upon execution by the port and the Department of Transportation of a joint participation agreement for each council-approved project, and such payment is in addition to the matching funds required to be paid by the recipient port. Except as otherwise exempted by law, all moneys derived from the Florida Seaport Transportation and Economic Development Program shall be expended in accordance with the provisions of s. 287.057. Seaports subject to competitive negotiation requirements of a local governing body shall abide by the provisions of s. 287.055.

(12)~~(13)~~ Until July 1, 2014, Citrus County may apply for a grant through the Florida Seaport Transportation and Economic Development Council to perform a feasibility study regarding the establishment of a port in Citrus County. The council shall evaluate such application pursuant to subsections (5)-(8) ~~(5)-~~



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~~(9)~~ and, if approved, the Department of Transportation shall include the feasibility study in its budget request pursuant to subsection (9) ~~(10)~~. If the study determines that a port in Citrus County is not feasible, the membership of Port Citrus on the council shall terminate.

Section 6. Section 311.10, Florida Statutes, is created to read:

311.10 Strategic Port Investment Initiative.—

(1) There is created the Strategic Port Investment Initiative within the Department of Transportation. Beginning in fiscal year 2012-2013, a minimum of \$35 million annually shall be made available from the State Transportation Trust Fund to fund the Strategic Port Investment Initiative. The Department of Transportation shall work with the deepwater ports listed in s. 311.09 to develop and maintain a priority list of strategic investment projects. Project selection shall be based on projects that meet the state's economic development goal of becoming a hub for trade, logistics, and export-oriented activities by:

(a) Providing important access and major on-port capacity improvements;

(b) Providing capital improvements to strategically position the state to maximize opportunities in international trade, logistics, or the cruise industry;

(c) Achieving state goals of an integrated intermodal transportation system; and

(d) Demonstrating the feasibility and availability of matching funds through local or private partners.

(2) Before making final project allocations, the Department

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of Transportation shall schedule a publicly noticed workshop with the Department of Economic Opportunity and the deepwater ports listed in s. 311.09 to review the proposed projects. After considering the comments received, the Department of Transportation shall finalize a prioritized list of potential projects.

(3) The Department of Transportation shall, to the maximum extent feasible, include the seaport projects proposed to be funded under this section in the tentative work program developed under s. 339.135(4).

Section 7. Section 311.101, Florida Statutes, is created to read:

311.101 Intermodal Logistics Center Infrastructure Support Program.—

(1) There is created within the Department of Transportation the Intermodal Logistics Center Infrastructure Support Program. The purpose of the program is to provide funds for roads, rail facilities, or other means for the conveyance or shipment of goods through a seaport, thereby enabling the state to respond to private sector market demands and meet the state's economic development goal of becoming a hub for trade, logistics, and export-oriented activities. The department may provide funds to assist with local government projects or projects performed by private entities which meet the public purpose of enhancing transportation facilities for the conveyance or shipment of goods through a seaport to or from an intermodal logistics center.

(2) As used in this section, the term "intermodal logistics center" means a facility or group of facilities, including, but

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not limited to, an inland port, serving as a point of intermodal transfer of freight in a specific area physically separated from a seaport where activities relating to transport, logistics, goods distribution, consolidation, or value-added activities are carried out and whose activities and services are designed to support or be supported by conveyance or shipping through one or more seaports listed in s. 311.09.

(3) The department must consider, but is not limited to, the following criteria when evaluating a project for Intermodal Logistics Center Infrastructure Support Program assistance:

(a) The ability of the project to serve a strategic state interest.

(b) The ability of the project to facilitate the cost-effective and efficient movement of goods.

(c) The extent to which the project contributes to economic activity, including job creation, increased wages, and revenues.

(d) The extent to which the project efficiently interacts with and supports the transportation network.

(e) A commitment of a funding match.

(f) The amount of investment or commitments made by the owner or developer of the existing or proposed facility.

(g) The extent to which the owner has commitments, including memorandums of understanding or memorandums of agreements, with private sector businesses planning to locate operations at the intermodal logistics center.

(h) Demonstrated local financial support and commitment to the project.

(4) The department shall coordinate and consult with the Department of Economic Opportunity in the selection of projects

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to be funded by this program.

(5) The department may administer contracts on behalf of the entity selected to receive funding for a project under this section.

(6) The department shall provide up to 50 percent of project costs for eligible projects.

(7) Beginning in fiscal year 2012-2013, up to \$5 million per year shall be made available from the State Transportation Trust Fund for the program. The Department of Transportation shall include projects proposed to be funded under this section in the tentative work program developed pursuant so s. 339.135(4).

(8) The Department of Transportation may adopt rules to administer this section.

Section 8. Subsection (2) of section 311.22, Florida Statutes, is amended to read:

311.22 Additional authorization for funding certain dredging projects.—

(2) The council shall adopt rules for evaluating the projects that may be funded pursuant to this section. The rules must provide criteria for evaluating the economic benefit of the project. The rules must include the creation of an administrative review process by the council which is similar to the process described in s. 311.09(5)-(11) ~~311.09(5)-(12)~~, and provide for a review by the Department of Transportation and the Department of Economic Opportunity of all projects submitted for funding under this section.

Section 9. Paragraph (b) of subsection (1) and paragraph (c) of subsection (2) of section 316.302, Florida Statutes, are

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900 (6) Notwithstanding chapter 116, each ~~every~~ county officer  
901 within this state authorized to collect funds provided for in  
902 this chapter shall pay all sums officially received by the  
903 officer into the State Treasury no later than 5 working days  
904 after the close of the business day in which the officer  
905 received the funds. Payment by county officers to the state  
906 shall be made by means of electronic funds transfer.

907 Section 12. Funds that result from increased revenues to  
908 the State Transportation Trust Fund derived from the amendments  
909 to s. 319.32(5)(a), Florida Statutes, made by this act must be  
910 used as follows, notwithstanding any other provision of law:

911 (1)(a) In the 2012-2013 fiscal year, \$200 million, or  
912 actual receipts up to \$200 million, shall be transferred to the  
913 General Revenue Fund.

914 (b) The Department of Transportation shall transfer the  
915 actual receipts monthly to the General Revenue Fund. These  
916 transfers shall be made in the month following the deposit of  
917 those receipts into the State Transportation Trust Fund.

918 (2) Beginning in 2013-2014 fiscal year and annually for up  
919 to 30 years thereafter, \$10 million shall be for the purpose of  
920 funding any seaport project identified in the adopted work  
921 program of the Department of Transportation, to be known as the  
922 Seaport Investment Program. The revenues may be assigned,  
923 pledged, or set aside as a trust for the payment of principal or  
924 interest on bonds, tax anticipation certificates, or other forms  
925 of indebtedness issued by an individual port or appropriate  
926 local government having jurisdiction thereof, or collectively by  
927 interlocal agreement among any of the ports, or used to purchase  
928 credit support to permit such borrowings. However, the debt is

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929 not a general obligation of the state. The state covenants with  
930 holders of the revenue bonds or other instruments of  
931 indebtedness issued pursuant to this subsection that it will not  
932 repeal or impair or amend this subsection in any manner that  
933 will materially or adversely affect the rights of holders so  
934 long as bonds authorized by this subsection are outstanding. The  
935 proceeds of any bonds or other indebtedness secured by a pledge  
936 of the funding, after payment of costs of issuance and  
937 establishment of any required reserves, shall be invested in  
938 projects approved by the Department of Transportation and  
939 included in the department's adopted work program, by amendment  
940 if necessary. Any revenues that are not pledged to the repayment  
941 of bonds as authorized by this section may be used for purposes  
942 authorized under the Florida Seaport Transportation and Economic  
943 Development Program. This revenue source is in addition to any  
944 amounts provided for and appropriated in accordance with ss.  
945 311.07 and 320.20(3) and (4), Florida Statutes. Revenue bonds  
946 shall be issued by the Division of Bond Finance at the request  
947 of the Department of Transportation pursuant to the State Bond  
948 Act.

949 (3) Beginning in the 2013-2014 fiscal year and annually for  
950 up to 30 years thereafter, \$35 million shall be transferred to  
951 Florida's Turnpike Enterprise, to be used in accordance with  
952 Florida Turnpike Enterprise Law, to the maximum extent feasible  
953 for feeder roads, structures, interchanges, appurtenances, and  
954 other rights to create or facilitate access to the existing  
955 turnpike system.

956 (4) Beginning in the 2013-2014 fiscal year and annually  
957 thereafter, \$10 million shall be transferred to the

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958 Transportation Disadvantaged Trust Fund, to be used as specified  
959 in s. 427.0159, Florida Statutes.

960 (5) Beginning in the 2013-2014 fiscal year and annually  
961 thereafter, \$10 million shall be allocated to the Small County  
962 Outreach Program, to be used as specified in s. 339.2818,  
963 Florida Statutes. These funds are in addition to the funds  
964 provided in s. 201.15(1)(c)1.b., Florida Statutes.

965 (6) After the distributions required pursuant to  
966 subsections (1)-(5), the remaining funds shall be used annually  
967 for transportation projects within this state for existing or  
968 planned strategic transportation projects which connect major  
969 markets within this state or between this state and other  
970 states, which focus on job creation, and which increase this  
971 state's viability in the national and global markets.

972 (7) Pursuant to s. 339.135(7), Florida Statutes, the  
973 department shall amend the work program to add the projects  
974 provided for in this section.

975 Section 13. Subsections (3) and (4) of section 320.20,  
976 Florida Statutes, are amended to read:

977 320.20 Disposition of license tax moneys.—The revenue  
978 derived from the registration of motor vehicles, including any  
979 delinquent fees and excluding those revenues collected and  
980 distributed under the provisions of s. 320.081, must be  
981 distributed monthly, as collected, as follows:

982 (3) Notwithstanding any other provision of law except  
983 subsections (1) and (2), ~~on July 1, 1996, and annually~~  
984 ~~thereafter,~~ \$15 million shall be deposited annually into ~~in~~ the  
985 State Transportation Trust Fund solely for the purposes of  
986 funding the Florida Seaport Transportation and Economic

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987 Development Program as provided ~~for~~ in chapter 311. Such  
988 revenues shall be distributed on a 50-50 matching basis to any  
989 port listed in s. 311.09(1) to be used for funding projects as  
990 described in s. 311.07(3)(b). Such revenues may be assigned,  
991 pledged, or set aside as a trust for the payment of principal or  
992 interest on bonds, tax anticipation certificates, or any other  
993 form of indebtedness issued by an individual port or appropriate  
994 local government having jurisdiction thereof, or collectively by  
995 interlocal agreement among any of the ports, or used to purchase  
996 credit support to permit such borrowings. However, such debt is  
997 ~~shall not constitute~~ a general obligation of the state ~~of~~  
998 ~~Florida~~. The state covenants ~~does hereby covenant~~ with holders  
999 of such revenue bonds or other instruments of indebtedness  
1000 issued ~~hereunder~~ that it will not repeal or impair or amend in  
1001 any manner that ~~which~~ will materially and adversely affect the  
1002 rights of such holders so long as bonds authorized by this  
1003 section are outstanding. Any revenues that ~~which~~ are not pledged  
1004 to the repayment of bonds ~~as~~ authorized by this section may be  
1005 used ~~utilized~~ for purposes authorized under the Florida Seaport  
1006 Transportation and Economic Development Program. This revenue  
1007 source is in addition to any amounts provided ~~for~~ and  
1008 appropriated in accordance with s. 311.07. The Florida Seaport  
1009 Transportation and Economic Development Council shall approve  
1010 the distribution of funds to ports for projects that ~~which~~ have  
1011 been approved pursuant to s. 311.09(5)-(8) ~~311.09(5)-(9)~~. The  
1012 council and the Department of Transportation may ~~are authorized~~  
1013 ~~to~~ perform ~~such~~ acts ~~as are~~ required to facilitate and implement  
1014 the provisions of this subsection. To better enable the ports to  
1015 cooperate to their mutual advantage, the governing body of each



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port may exercise powers provided to municipalities or counties in s. 163.01(7)(d) subject to ~~the provisions of~~ chapter 311 and special acts, if any, pertaining to a port. The use of funds provided pursuant to this subsection are limited to eligible projects listed in this subsection. Income derived from a project completed with the use of program funds, beyond operating costs and debt service, is ~~shall be~~ restricted solely to further port capital improvements consistent with maritime purposes ~~and for no other purpose~~. Use of such income for nonmaritime purposes is prohibited. ~~The provisions of s. 311.07(4) do not apply to any funds received pursuant to this subsection.~~ The revenues available under this subsection may ~~shall~~ not be pledged to the payment of any bonds other than the Florida Ports Financing Commission Series 1996 and Series 1999 Bonds currently outstanding; ~~provided,~~ however, such revenues may be pledged to secure payment of refunding bonds to refinance the Florida Ports Financing Commission Series 1996 and Series 1999 Bonds. ~~No~~ Refunding bonds secured by revenues available under this subsection may not be issued with a final maturity later than the final maturity of the Florida Ports Financing Commission Series 1996 and Series 1999 Bonds or which provide for higher debt service in any year than is currently payable on such bonds. Any revenue bonds or other indebtedness issued after July 1, 2000, other than refunding bonds shall be issued by the Division of Bond Finance at the request of the Department of Transportation pursuant to the State Bond Act.

(4) Notwithstanding any other provision of law except subsections (1), (2), and (3), ~~on July 1, 1999, and annually thereafter,~~ \$10 million shall be deposited annually into ~~in~~ the

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State Transportation Trust Fund solely for the purposes of funding the Florida Seaport Transportation and Economic Development Program as provided in chapter 311 and for funding seaport intermodal access projects of statewide significance as provided in s. 341.053. Such revenues shall be distributed to any port listed in s. 311.09(1), to be used for funding projects as follows:

(a) For any seaport intermodal access projects that are identified in the 1997-1998 Tentative Work Program of the Department of Transportation, up to the amounts needed to offset the funding requirements of this section.

(b) For seaport intermodal access projects as described in s. 341.053(5) which ~~that~~ are identified in the 5-year Florida Seaport Mission Plan as provided in s. 311.09(3). Funding for such projects shall be on a matching basis as mutually determined by the Florida Seaport Transportation and Economic Development Council and the Department of Transportation if ~~provided~~ a minimum of 25 percent of total project funds ~~shall~~ come from any port funds, local funds, private funds, or specifically earmarked federal funds.

(c) On a 50-50 matching basis for projects as described in s. 311.07(3)(b).

(d) For seaport intermodal access projects that involve the dredging or deepening of channels, turning basins, or harbors; or the rehabilitation of wharves, docks, or similar structures. Funding for such projects requires ~~shall require~~ a 25 percent match of the funds received pursuant to this subsection. Matching funds must ~~shall~~ come from any port funds, federal funds, local funds, or private funds.

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Such revenues may be assigned, pledged, or set aside as a trust for the payment of principal or interest on bonds, tax anticipation certificates, or ~~any~~ other form of indebtedness issued by an individual port or appropriate local government having jurisdiction thereof, or collectively by interlocal agreement among any of the ports, or used to purchase credit support to permit such borrowings. However, such debt is ~~shall~~ not ~~constitute~~ a general obligation of the state. This state covenants ~~does hereby covenant~~ with holders of such revenue bonds or other instruments of indebtedness issued hereunder that it will not repeal or impair or amend this subsection in any manner that ~~which~~ will materially and adversely affect the rights of holders so long as bonds authorized by this subsection are outstanding. Any revenues that are not pledged to the repayment of bonds as authorized by this section may be used ~~utilized~~ for purposes authorized under the Florida Seaport Transportation and Economic Development Program. This revenue source is in addition to any amounts provided for and appropriated in accordance with s. 311.07 and subsection (3). The Florida Seaport Transportation and Economic Development Council shall approve distribution of funds to ports for projects that have been approved pursuant to s. 311.09(5)-(8) ~~311.09(5)-(9)~~, or for seaport intermodal access projects identified in the 5-year Florida Seaport Mission Plan as provided in s. 311.09(3) and mutually agreed upon by the FSTED Council and the Department of Transportation. All contracts for actual construction of projects authorized by this subsection must include a provision encouraging employment of participants

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1103 in the welfare transition program. The goal for such employment  
1104 ~~of participants in the welfare transition program~~ is 25 percent  
1105 of all new employees employed specifically for the project,  
1106 unless the Department of Transportation and the Florida Seaport  
1107 Transportation and Economic Development Council demonstrate that  
1108 such a requirement would severely hamper the successful  
1109 completion of the project. In such an instance, Workforce  
1110 Florida, Inc., shall establish an appropriate percentage of  
1111 employees who are ~~that must be~~ participants in the welfare  
1112 transition program. The council and the Department of  
1113 Transportation may ~~are authorized to~~ perform such acts as are  
1114 required to facilitate and implement the provisions of this  
1115 subsection. To better enable the ports to cooperate to their  
1116 mutual advantage, the governing body of each port may exercise  
1117 powers provided to municipalities or counties in s. 163.01(7)(d)  
1118 subject to the provisions of chapter 311 and special acts, if  
1119 any, pertaining to a port. The use of funds provided pursuant to  
1120 this subsection is limited to eligible projects listed in this  
1121 subsection. ~~The provisions of s. 311.07(4) do not apply to any~~  
1122 ~~funds received pursuant to this subsection.~~ The revenues  
1123 available under this subsection may ~~shall~~ not be pledged to the  
1124 payment of any bonds other than the Florida Ports Financing  
1125 Commission Series 1996 and Series 1999 Bonds currently  
1126 outstanding; ~~provided,~~ however, such revenues may be pledged to  
1127 secure payment of refunding bonds to refinance the Florida Ports  
1128 Financing Commission Series 1996 and Series 1999 Bonds. ~~No~~  
1129 Refunding bonds secured by revenues available under this  
1130 subsection may not be issued with a final maturity later than  
1131 the final maturity of the Florida Ports Financing Commission

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Series 1996 and Series 1999 Bonds or which provide for higher debt service in any year than is currently payable on such bonds. Any revenue bonds or other indebtedness issued after July 1, 2000, other than refunding bonds shall be issued by the Division of Bond Finance at the request of the Department of Transportation pursuant to the State Bond Act.

Section 14. Section 320.204, Florida Statutes, is repealed.

Section 15. Subsection (3) of section 322.07, Florida Statutes, is amended to read:

322.07 Instruction permits and temporary licenses.—

(3) Any person who, except for his or her lack of instruction in operating a commercial motor vehicle, would otherwise be qualified to obtain a commercial driver ~~driver's~~ license under this chapter, may apply for a temporary commercial instruction permit. The department shall issue such a permit entitling the applicant, while having the permit in his or her immediate possession, to drive a commercial motor vehicle on the highways, if provided that:

(a) The applicant possesses a valid Florida driver ~~driver's~~ license ~~issued in any state~~; and

(b) The applicant, while operating a commercial motor vehicle, is accompanied by a licensed driver who is 21 years of age or older, who is licensed to operate the class of vehicle being operated, and who is ~~actually~~ occupying the closest seat to the right of the driver.

Section 16. Subsection (2) of section 322.53, Florida Statutes, is amended to read:

322.53 License required; exemptions.—

(2) The following persons are exempt from the requirement

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metropolitan planning organization. If such turnpike project does not fall within the jurisdiction of a metropolitan planning organization, the department shall notify the affected county and provide for public hearings in accordance with s. 339.155(6)(c).

Section 29. Section 338.251, Florida Statutes, is repealed.

Section 30. Paragraph (f) of subsection (1) of section 339.08, Florida Statutes, is amended to read:

339.08 Use of moneys in State Transportation Trust Fund.—

(1) The department shall expend moneys in the State Transportation Trust Fund accruing to the department, in accordance with its annual budget. The use of such moneys shall be restricted to the following purposes:

(f) To pay the cost of economic development transportation projects in accordance with s. 339.2821 ~~288.063~~.

Section 31. Section 339.139, Florida Statutes, is created to read:

339.139 Transportation debt assessment.—

(1) It is the policy of the state to manage the financing of transportation infrastructure in a manner that ensures the fiscal integrity of the State Transportation Trust Fund.

(2) The department shall provide a debt and debtlike contractual obligations load report to the Executive Office of the Governor, the President of the Senate, the Speaker of the House of Representatives, and the legislative appropriations committees in conjunction with the tentative work program required under s. 339.135. The debt and debtlike contractual obligations load report must include the following data on current and planned department commitments that are payable from

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the State Transportation Trust Fund:

(a) Debt service payments that are required to be made under any resolution for the issuance of bonds secured by a lien on federal highway aid reimbursements or motor fuel and diesel fuel taxes.

(b) Funding for seaports which has been pledged to the payment of principal and interest on bonds issued by the Florida Ports Financing Commission pursuant to s. 320.20.

(c) Commitments of the department to pay the costs of operating, maintaining, repairing, and rehabilitating expressway and bridge systems under the terms of lease-purchase agreements which are enforceable by the holders of bonds issued by expressway and bridge authorities pursuant to chapter 348.

(d) Availability, milestone, and final acceptance payments that are required by public-private partnerships pursuant to s. 334.30 and that are not payments for the cost of operation or maintenance of a facility.

(e) Agreed-on payments to a department contractor for work performed in the current fiscal year for which payment is deferred to a later fiscal year pursuant to s. 334.30.

(f) Reimbursements to local governments for work performed on a project if the reimbursement is deferred to a later fiscal year pursuant to s. 339.12.

(g) Loan repayments on state infrastructure bank loans extended to a department district pursuant to s. 339.55.

(3) The department shall manage all levels of debt to ensure that by the beginning of the 2017-2018 fiscal year, not more than 20 percent of total projected available state and federal revenues from the State Transportation Trust Fund,

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1596 together with any local funds committed to department projects,  
1597 are committed to the obligations identified in subsection (2) in  
1598 any year.

1599 (4) If the department believes that a critical project  
1600 would justify exceeding the limitation established in this  
1601 section, the department shall notify the Governor, the President  
1602 of the Senate, the Speaker of the House of Representatives, and  
1603 the chairs of the legislative appropriations committees. The  
1604 notification must identify the critical project and the  
1605 projected impact on the department's total debt load. The  
1606 department may proceed with the project upon approval by the  
1607 Governor. If either chair of the legislative appropriations  
1608 committees, the President of the Senate, or the Speaker of the  
1609 House of Representatives objects in writing to a proposed  
1610 project within 14 days after submittal of a department request  
1611 to exceed debt limits and specifies the reasons for such  
1612 objection, the Governor may not approve the project.

1613 (5) The department shall prepare a separate report on debt  
1614 obligations that are secured by and payable solely from pledged  
1615 revenues. The department shall provide the report on pledged  
1616 revenue debt to the Executive Office of the Governor, the  
1617 President of the Senate, the Speaker of the House of  
1618 Representatives, and the legislative appropriations committees  
1619 in conjunction with the tentative work program required under s.  
1620 339.135.

1621 Section 32. Section 339.2821, Florida Statutes, is created  
1622 to read:

1623 339.2821 Economic development transportation projects.—

1624 (1) (a) The department, in consultation with the Department



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of Economic Opportunity, may make and approve expenditures and contract with the appropriate governmental body for the direct costs of transportation projects. The Department of Economic Opportunity and the Department of Environmental Protection may formally review and comment on recommended transportation projects, although the department has final approval authority for any project authorized under this section.

(b) As used in this section, the term:

1. "Governmental body" means an instrumentality of the state or a county, municipality, district, authority, board, or commission, or an agency thereof, within which jurisdiction the transportation project is located and which is responsible to the department for the transportation project.

2. "Transportation project" means a transportation facility, as defined in s. 334.03, which the department, in consultation with the Department of Economic Opportunity, deems necessary to facilitate the economic development and growth of the state.

(2) The department, in consultation with the Department of Economic Opportunity, shall review each transportation project for approval and funding. In the review, the department must consider:

(a) The cost per job created or retained considering the amount of transportation funds requested;

(b) The average hourly rate of wages for jobs created;

(c) The reliance on any program as an inducement for determining the transportation project's location;

(d) The amount of capital investment to be made by a business;

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- 1654       (e) The demonstrated local commitment;  
1655       (f) The location of the transportation project in an  
1656 enterprise zone as designated in s. 290.0055;  
1657       (g) The location of the transportation project in a  
1658 spaceport territory as defined in s. 331.304;  
1659       (h) The unemployment rate of the surrounding area; and  
1660       (i) The poverty rate of the community.  
1661

1662 The department may contact any agency it deems appropriate for  
1663 additional information regarding the approval of a  
1664 transportation project. A transportation project must be  
1665 approved by the department to be eligible for funding.

1666       (3) (a) The department must approve a transportation project  
1667 if it determines that the transportation project will:

1668       1. Attract new employment opportunities to the state or  
1669 expand or retain employment in existing companies operating  
1670 within the state.

1671       2. Allow for the construction or expansion of a state or  
1672 federal correctional facility in a county having a population of  
1673 75,000 or fewer which creates new employment opportunities or  
1674 expands or retains employment in the county.

1675       (b) The department must ensure that small and minority  
1676 businesses have equal access to participate in transportation  
1677 projects funded pursuant to this section.

1678       (c) In addition to administrative costs and equipment  
1679 purchases specified in the contract, funds for approved  
1680 transportation projects may be used for expenses that are  
1681 necessary for building new, or improving existing,  
1682 transportation facilities. Funds made available pursuant to this

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section may not be expended for the relocation of a business from one community to another community in this state unless the department determines that, without the relocation, the business will move outside the state or determines that the business has a compelling economic reason for the relocation, such as creating additional jobs.

(4) A contract between the department and a governmental body for a transportation project must:

(a) Specify that the transportation project is for the construction of a new or expanding business and specify the number of full-time permanent jobs that will result from the project.

(b) Identify the governmental body and require that the governmental body award the construction of the particular transportation project to the lowest and best bidder in accordance with applicable state and federal statutes or rules unless the transportation project can be constructed using existing local governmental employees within the contract period specified by the department.

(c) Require that the governmental body provide the department with quarterly progress reports. Each quarterly progress report must contain:

1. A narrative description of the work completed and whether the work is proceeding according to the transportation project schedule;

2. A description of each change order executed by the governmental body;

3. A budget summary detailing planned expenditures compared to actual expenditures; and

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1712 4. The identity of each small or minority business used as  
1713 a contractor or subcontractor.

1714 (d) Require that the governmental body make and maintain  
1715 records in accordance with accepted governmental accounting  
1716 principles and practices for each progress payment made for work  
1717 performed in connection with the transportation project, each  
1718 change order executed by the governmental body, and each payment  
1719 made pursuant to a change order. The records are subject to  
1720 financial audit as required by law.

1721 (e) Require that the governmental body, upon completion and  
1722 acceptance of the transportation project, certify to the  
1723 department that the transportation project has been completed in  
1724 compliance with the terms and conditions of the contract between  
1725 the department and the governmental body and meets the minimum  
1726 construction standards established in accordance with s.  
1727 336.045.

1728 (f) Specify that the department transfer funds to the  
1729 governmental body not more often than quarterly, upon receipt of  
1730 a request for funds from the governmental body and consistent  
1731 with the needs of the transportation project. The governmental  
1732 body shall expend funds received from the department in a timely  
1733 manner. The department may not transfer funds unless  
1734 construction has begun on the facility of a business on whose  
1735 behalf the award was made. A contract totaling less than  
1736 \$200,000 is exempt from the transfer requirement.

1737 (g) Require that funds be used only on a transportation  
1738 project that has been properly reviewed and approved in  
1739 accordance with the criteria set forth in this section.

1740 (h) Require that the governing board of the governmental

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body adopt a resolution accepting future maintenance and other attendant costs occurring after completion of the transportation project if the transportation project is constructed on a county or municipal system.

(5) For purposes of this section, Space Florida may serve as the governmental body or as the contracting agency for a transportation project within spaceport territory as defined by s. 331.304.

(6) Each governmental body receiving funds under this section shall submit to the department a financial audit of the governmental body conducted by an independent certified public accountant. The department, in consultation with the Department of Economic Opportunity, shall develop procedures to ensure that audits are received and reviewed in a timely manner and that deficiencies or questioned costs noted in the audit are resolved.

(7) The department shall monitor the construction or building site for each transportation project that receives funding under this section, including, but not limited to, the construction of the business facility, to ensure compliance with contractual requirements.

Section 33. In order to implement sections 1 and 32 of this act, which transfer the responsibility of administering economic development transportation projects from the Department of Economic Opportunity to the Department of Transportation, with minimal disruption of services, the Department of Economic Opportunity shall transfer the following to the Department of Transportation:

(1) All powers, duties, functions, records, pending issues,

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existing contracts, administrative authority, administrative rules, and unexpended balances of appropriations, allocations, or other funds relating to the Economic Development Transportation program.

(2) Any unexpended balances of released appropriations and appropriations that remain unreleased, and any funds remaining in the Economic Development Trust Fund relating to economic development transportation projects.

(3) Any binding contract or interagency agreement in effect between the Department of Economic Opportunity and any other agency, entity, or person shall continue as a binding contract or agreement for the remainder of the term of such contract or agreement on the successor department responsible for the program.

Section 34. Section 339.2825, Florida Statutes, is created to read:

339.2825 Approval of contractor-financed projects.—

(1) Before the department solicits proposals pursuant to s. 334.30 to advance a project programmed in the adopted 5-year work program or in the 10-year Strategic Intermodal Plan using funds provided by a public-private partnership or a private entity to be reimbursed from department funds for the project as programmed in the adopted work program, the department must provide a summary of the proposed project to the Executive Office of the Governor, the chair of each legislative appropriations committee, the President of the Senate, and the Speaker of the House of Representatives. The summary must include a description of any anticipated commitment by the department for the years outside the adopted work program, a

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1799 description of the anticipated impacts on the department's  
1800 overall debt load, and sufficient information to demonstrate  
1801 that the project will not cause the department to exceed the  
1802 overall debt limitation provided in s. 339.139. The department  
1803 may proceed with the project upon approval of the Governor. If  
1804 the chair of either legislative appropriations committee, the  
1805 President of the Senate, or the Speaker of the House of  
1806 Representatives objects to the proposed project in writing  
1807 within 14 days after receipt of the summary, the Governor may  
1808 not approve the project.

1809 (2) If the department receives an unsolicited proposal  
1810 pursuant to s. 334.30 to advance a project programmed in the  
1811 adopted 5-year work program or in the 10-year Strategic  
1812 Intermodal Plan using funds provided by public-private  
1813 partnerships or private entities to be reimbursed from  
1814 department funds for the project as programmed in the adopted  
1815 work program, the department shall provide a summary of the  
1816 proposed project to the Executive Office of the Governor, the  
1817 chair of each legislative appropriations committee, the  
1818 President of the Senate, and the Speaker of the House of  
1819 Representatives before the department advertises receipt of the  
1820 proposal as provided in s. 334.30. The summary must include a  
1821 description of any anticipated commitments by the department for  
1822 the years outside the adopted work program, a description of any  
1823 anticipated impacts on the department's overall debt load, and  
1824 sufficient information to demonstrate that the project will not  
1825 cause the department to exceed the overall debt limitation  
1826 provided in s. 339.14. The department may not accept the  
1827 unsolicited proposal, advertise receipt of the unsolicited

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proposal, or solicit other proposals for the same project  
purpose without the approval of the Executive Office of the  
Governor. If the chair of either legislative appropriations  
committee, the President of the Senate, or the Speaker of the  
House of Representatives objects to the proposed project in  
writing within 14 days after receipt of the summary, the  
Executive Office of the Governor may not approve the proposed  
project.

(3) This section does not apply to a public-private  
partnership agreement authorized in s. 334.30(2)(a).

Section 35. Subsection (5) is added to section 339.63,  
Florida Statutes, to read:

339.63 System facilities designated; additions and  
deletions.—

(5) (a) The Secretary of Transportation shall designate a  
planned facility as part of the Strategic Intermodal System upon  
request of the facility if it meets the criteria and thresholds  
established by the department pursuant to subsection (4), meets  
the definition of an intermodal logistics center, and has been  
designated in a local comprehensive plan or local government  
development order as an intermodal logistics center or an  
equivalent planning term. For the purpose of this section, the  
term "intermodal logistics center" means a facility or group of  
facilities, including, but not limited to, an inland port,  
serving as a point of intermodal transfer of freight in a  
specific area physically separated from a seaport whose  
activities relating to transport, logistics, goods distribution,  
consolidation, or value-added activities are carried out and  
whose activities and services are designed to support or be



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supported by one or more seaports, as provided in s. 311.09, or an airport whose activities and services are designed to support the transport, logistics, goods distribution, consolidation, or value added activities related to airborne cargo.

(b) A facility designated part of the Strategic Intermodal System pursuant to paragraph (a) which is within the jurisdiction of a local government and which maintains a transportation concurrency system shall receive a waiver of transportation concurrency requirements applicable to Strategic Intermodal System facilities in order to accommodate any development at the facility which occurs pursuant to a building permit issued on or before December 31, 2017, but only if such facility is located:

1. Within an area designated pursuant to s. 288.0656(7) as a rural area of critical economic concern;

2. Within a rural enterprise zone as defined in s. 290.004(5); or

3. Within 15 miles of the boundary of a rural area of critical economic concern or a rural enterprise zone.

Section 36. Section 348.7546, Florida Statutes, is amended to read:

348.7546 Wekiva Parkway, construction authorized; financing. ~~Notwithstanding s. 338.2275,~~

(1) The Orlando-Orange County Expressway Authority is hereby authorized to exercise its condemnation powers and to construct, finance, operate, own, and maintain those portions of the Wekiva Parkway which are identified by agreement between the authority and the department and which are included as part of the authority's long-range capital improvement plan. The "Wekiva

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projects shall be given priority ranking to the extent practicable for grants administered under state energy programs.

Section 41. The funds in the Toll Facilities Revolving Trust Fund and all future payments of obligated funds shall be deposited into the State Transportation Trust Fund to be expended for the purposes specified in s. 339.08, Florida Statutes.

Section 42. Notwithstanding s. 120.569, s. 120.57, or s. 373.427, Florida Statutes, or any other provision of law to the contrary, a challenge to a consolidated environmental resource permit or an associated variance or a sovereign submerged lands authorization proposed or issued by the Department of Environmental Protection in connection with the state's deepwater ports, as listed in s. 403.021(9), Florida Statutes, shall be conducted pursuant to the summary hearing provisions of s. 120.574, Florida Statutes. However, the summary proceeding shall be conducted within 30 days after a party files a motion for a summary hearing, regardless of whether the parties agree to the summary proceeding, and the administrative law judge's decision shall be in the form of a recommended order and does not constitute final agency action of the department. The Department of Environmental Protection shall issue the final order within 45 working days after receipt of the administrative law judge's recommended order. The summary hearing provisions of this section apply to pending administrative proceedings, however, s. 120.574(1)(b) and (d) and (2)(a)3. and 5., Florida Statutes, do not apply to pending administrative proceedings. This section shall take effect upon this act becoming a law.

Section 43. Except as otherwise expressly provided in this

**TAB 4C**  
**ENVIRONMENTAL AND OTHER**  
**LEGISLATIVE CHANGES**

1                               A bill to be entitled  
2       An act relating to transportation and mitigation  
3       programs; amending s. 341.301, F.S.; revising the  
4       definition of the term "limited covered accident";  
5       amending s. 341.302, F.S.; authorizing the Department  
6       of Transportation to contract to indemnify against  
7       loss and purchase liability insurance coverage for  
8       National Railroad Passenger Corporation subject to  
9       specified terms and conditions; amending s. 373.4137,  
10      F.S.; revising legislative intent to encourage the use  
11      of other mitigation options that satisfy state and  
12      federal requirements; providing the Department of  
13      Transportation or a transportation authority the  
14      option of participating in a mitigation project;  
15      requiring the Department of Transportation or a  
16      transportation authority to submit lists of its  
17      projects in the adopted work program to the water  
18      management districts; requiring a list rather than a  
19      survey of threatened or endangered species and species  
20      of special concern affected by a proposed project;  
21      providing conditions for the release of certain  
22      environmental mitigation funds; prohibiting a  
23      mitigation plan from being implemented unless the plan  
24      is submitted to and approved by the Department of  
25      Environmental Protection; providing additional factors  
26      that must be explained regarding the choice of  
27      mitigation bank; removing a provision requiring an  
28      explanation for excluding certain projects from the

subsection (6).

Section 5. Paragraph (d) of subsection (6) of section 373.4136, Florida Statutes, is amended to read:

373.4136 Establishment and operation of mitigation banks.—

(6) MITIGATION SERVICE AREA.—The department or water management district shall establish a mitigation service area for each mitigation bank permit. The department or water management district shall notify and consider comments received on the proposed mitigation service area from each local government within the proposed mitigation service area. Except as provided herein, mitigation credits may be withdrawn and used only to offset adverse impacts in the mitigation service area. The boundaries of the mitigation service area shall depend upon the geographic area where the mitigation bank could reasonably be expected to offset adverse impacts. Mitigation service areas may overlap, and mitigation service areas for two or more mitigation banks may be approved for a regional watershed.

(d) If the requirements in s. 373.414(1)(b) and (8) are met, the following projects or activities regulated under this part shall be eligible to use a mitigation bank, regardless of whether they are located within the mitigation service area:

1. Projects with adverse impacts partially located within the mitigation service area.

2. Linear projects, such as roadways, transmission lines, distribution lines, pipelines, ~~or~~ railways, or seaports listed in s. 311.09(1).

3. Projects with total adverse impacts of less than 1 acre in size.

1513        (d) The extent to which the project efficiently interacts  
1514 with and supports the transportation network.

1515        (e) A commitment of a funding match.

1516        (f) The amount of investment or commitments made by the  
1517 owner or developer of the existing or proposed facility.

1518        (g) The extent to which the owner has commitments,  
1519 including memorandums of understanding or memorandums of  
1520 agreements, with private sector businesses planning to locate  
1521 operations at the intermodal logistics center.

1522        (h) Demonstrated local financial support and commitment to  
1523 the project.

1524        (4) The department shall coordinate and consult with the  
1525 Department of Economic Opportunity in the selection of projects  
1526 to be funded by this program.

1527        (5) The department is authorized to administer contracts  
1528 on behalf of the entity selected to receive funding for a  
1529 project under this section.

1530        (6) The department shall provide up to 50 percent of  
1531 project costs for eligible projects.

1532        (7) Beginning in fiscal year 2012-2013, up to \$5 million  
1533 per year shall be made available from the State Transportation  
1534 Trust Fund for the program. The Department of Transportation  
1535 shall include projects proposed to be funded under this section  
1536 in the tentative work program developed pursuant so s.  
1537 339.135(4) .

1538        (8) The Department of Transportation is authorized to  
1539 adopt rules to implement this section.

1540        Section 13. Section 311.106, Florida Statutes, is created

1541 to read:

1542 311.106 Seaport stormwater permitting and mitigation.—A  
1543 seaport listed in s. 403.021(9)(b) is authorized to provide for  
1544 onsite or offsite stormwater treatment for water quality impacts  
1545 caused by a proposed port activity that requires a permit and  
1546 that causes or contributes to pollution from stormwater runoff.  
1547 Offsite stormwater treatment may occur outside of the  
1548 established boundaries of the port, but must be within the same  
1549 drainage basin in which the port activity occurs. A port offsite  
1550 stormwater treatment project must be constructed and maintained  
1551 by the seaport or by the seaport in conjunction with an adjacent  
1552 local government. In order to limit stormwater treatment from  
1553 individual parcels within a port, a seaport may provide for a  
1554 regional stormwater treatment facility that must be constructed  
1555 and maintained by the seaport or by the seaport in conjunction  
1556 with an adjacent local government.

1557 Section 14. Section 311.14, Florida Statutes, is amended  
1558 to read:

1559 311.14 Seaport planning.—

1560 (1) The Department of Transportation shall develop, in  
1561 coordination with the ports listed in s. 311.09(1) and other  
1562 partners, a Statewide Seaport and Waterways System Plan. This  
1563 plan shall be consistent with the goals of the Florida  
1564 Transportation Plan developed pursuant to s. 339.155 and shall  
1565 consider needs identified in individual port master plans and  
1566 those from the seaport strategic plans required under this  
1567 section. The plan will identify 5-year, 10-year, and 20-year  
1568 needs for the seaport system and will include seaport, waterway,

1569 road, and rail projects that are needed to ensure the success of  
1570 the transportation system as a whole in supporting state  
1571 economic development goals ~~The Florida Seaport Transportation~~  
1572 ~~and Economic Development Council, in cooperation with the Office~~  
1573 ~~of the State Public Transportation Administrator within the~~  
1574 ~~Department of Transportation, shall develop freight mobility and~~  
1575 ~~trade corridor plans to assist in making freight mobility~~  
1576 ~~investments that contribute to the economic growth of the state.~~  
1577 ~~Such plans should enhance the integration and connectivity of~~  
1578 ~~the transportation system across and between transportation~~  
1579 ~~modes throughout Florida for people and freight.~~

1580 ~~(2) The Office of the State Public Transportation~~  
1581 ~~Administrator shall act to integrate freight mobility and trade-~~  
1582 ~~corridor plans into the Florida Transportation Plan developed~~  
1583 ~~pursuant to s. 339.155 and into the plans and programs of~~  
1584 ~~metropolitan planning organizations as provided in s. 339.175.~~  
1585 ~~The office may also provide assistance in expediting the~~  
1586 ~~transportation permitting process relating to the construction~~  
1587 ~~of seaport freight mobility projects located outside the~~  
1588 ~~physical borders of seaports. The Department of Transportation~~  
1589 ~~may contract, as provided in s. 334.044, with any port listed in~~  
1590 ~~s. 311.09(1) or any such other statutorily authorized seaport~~  
1591 ~~entity to act as an agent in the construction of seaport~~  
1592 ~~freight mobility projects.~~

1593 (2)(3) Each port shall develop a strategic plan with a 10-  
1594 year horizon. Each plan must include the following:

1595 (a) An economic development component that identifies  
1596 targeted business opportunities for increasing business and



1597 attracting new business for which a particular facility has a  
1598 strategic advantage over its competitors, identifies financial  
1599 resources and other inducements to encourage growth of existing  
1600 business and acquisition of new business, and provides a  
1601 projected schedule for attainment of the plan's goals.

1602       (b) An infrastructure development and improvement  
1603 component that identifies all projected infrastructure  
1604 improvements within the plan area which require improvement,  
1605 expansion, or development in order for a port to attain a  
1606 strategic advantage for competition with national and  
1607 international competitors.

1608       (c) A component that identifies all intermodal  
1609 transportation facilities, including sea, air, rail, or road  
1610 facilities, which are available or have potential, with  
1611 improvements, to be available for necessary national and  
1612 international commercial linkages and provides a plan for the  
1613 integration of port, airport, and railroad activities with  
1614 existing and planned transportation infrastructure.

1615       (d) A component that identifies physical, environmental,  
1616 and regulatory barriers to achievement of the plan's goals and  
1617 provides recommendations for overcoming those barriers.

1618       (e) An intergovernmental coordination component that  
1619 specifies modes and methods to coordinate plan goals and  
1620 missions with the missions of the Department of Transportation,  
1621 other state agencies, and affected local, general-purpose  
1622 governments.

1623  
1624 To the extent feasible, the port strategic plan must be

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consistent with the local government comprehensive plans of the units of local government in which the port is located. Upon approval of a plan by the port's board, the plan shall be submitted to the Florida Seaport Transportation and Economic Development Council.

~~(3)-(4)~~ The Florida Seaport Transportation and Economic Development Council shall review the strategic plans submitted by each port and prioritize strategic needs for inclusion in the Florida Seaport Mission Plan prepared pursuant to s. 311.09(3).

Section 15. Subsection (21) of section 316.003, Florida Statutes, is amended to read:

316.003 Definitions.—The following words and phrases, when used in this chapter, shall have the meanings respectively ascribed to them in this section, except where the context otherwise requires:

(21) MOTOR VEHICLE.—Except when used in s. 316.1001, any self-propelled vehicle not operated upon rails or guideway, but not including any bicycle, motorized scooter, electric personal assistive mobility device, or moped. For purposes of s. 316.1001, "motor vehicle" has the same meaning as in s. 320.01(1)(a).

Section 16. Subsection (4) of section 316.091, Florida Statutes, is amended, subsection (5) is renumbered as subsection (7), and new subsections (5) and (6) are added to that section, to read:

316.091 Limited access facilities; interstate highways; use restricted.—

(4) No person shall operate a bicycle or other human-

1989           (13) To ~~designate existing and to~~ plan proposed  
1990 transportation facilities as part of the State Highway System,  
1991 and to construct, maintain, and operate such facilities.

1992           (26) To provide for the enhancement of environmental  
1993 benefits, including air and water quality; to prevent roadside  
1994 erosion; to conserve the natural roadside growth and scenery;  
1995 and to provide for the implementation and maintenance of  
1996 roadside conservation, enhancement, and stabilization programs.  
1997 No less than 1.5 percent of the amount contracted for  
1998 construction projects shall be allocated by the department on a  
1999 statewide basis for the purchase of plant materials. Department  
2000 districts may not expend funds for landscaping in connection  
2001 with any project that is limited to resurfacing existing lanes  
2002 unless the expenditure has been approved by the department's  
2003 secretary or the secretary's designee. ~~with,~~ To the greatest  
2004 extent practical, a minimum of 50 percent of the ~~these~~ funds  
2005 allocated under this subsection shall be allocated for large  
2006 plant materials and the remaining funds for other plant  
2007 materials. All ~~such~~ plant materials shall be purchased from  
2008 Florida commercial nursery stock in this state on a uniform  
2009 competitive bid basis. The department shall ~~will~~ develop grades  
2010 and standards for landscaping materials purchased through this  
2011 process. To accomplish these activities, the department may  
2012 contract with nonprofit organizations having the primary purpose  
2013 of developing youth employment opportunities.

2014           (33) To develop, in coordination with its partners and  
2015 stakeholders, a Freight Mobility and Trade Plan to assist in  
2016 making freight mobility investments that contribute to the

2017 economic growth of the state. Such plan should enhance the  
2018 integration and connectivity of the transportation system across  
2019 and between transportation modes throughout the state. The  
2020 department shall deliver the Freight Mobility and Trade Plan to  
2021 the Governor, the President of the Senate, and the Speaker of  
2022 the House of Representatives by July 1, 2013.

2023 (a) The Freight Mobility and Trade Plan shall include, but  
2024 need not be limited to, proposed policies and investments that  
2025 promote the following:

2026 1. Increasing the flow of domestic and international trade  
2027 through the state's seaports and airports, including specific  
2028 policies and investments that will recapture cargo currently  
2029 shipped through seaports and airports located outside the state.

2030 2. Increasing the development of intermodal logistic  
2031 centers in the state, including specific strategies, policies,  
2032 and investments that capitalize on the empty backhaul trucking  
2033 and rail market in the state.

2034 3. Increasing the development of manufacturing industries  
2035 in the state, including specific policies and investments in  
2036 transportation facilities that will promote the successful  
2037 development and expansion of manufacturing facilities.

2038 4. Increasing the implementation of compressed natural gas  
2039 (CNG), liquefied natural gas (LNG), and propane energy policies  
2040 that reduce transportation costs for businesses and residents  
2041 located in the state.

2042 (b) Freight issues and needs shall also be given emphasis  
2043 in all appropriate transportation plans, including the Florida  
2044 Transportation Plan and the Strategic Intermodal System Plan.

**TAB 4D**  
**OTHER ISSUES**

**TAB 5**  
**REPORT ON FEDERAL ISSUES**



# FLORIDA SEAPORTS

CHARTING OUR FUTURE

## The Florida Ports Council

Canaveral Port Authority · Port Citrus · Port Everglades · Port of Fernandina · Port of Fort Pierce · Jacksonville Port Authority ·  
Port of Key West · Manatee Port Authority · Port of Miami · Port of Palm Beach · Panama City Port Authority · Port of Pensacola ·  
Port St Joe Port Authority · Port of St. Petersburg · Tampa Port Authority  
Doug Wheeler, President

December 6, 2011

The Honorable John L. Mica  
United States Representative  
U.S. House of Representatives  
2187 Rayburn House Office Building  
Washington, DC 20515

Dear Chairman Mica:

The Florida Ports Council (FPC) represents Florida's fifteen public deepwater seaports, providing leadership, advocacy and information on seaport-related issues. On behalf of the FPC, we are writing today about important legislation affecting the nation's vital maritime infrastructure – the Realize America's Maritime Promise Act (RAMP).

The Harbor Maintenance Tax (HMT) is charged against the value of imports and domestic cargo arriving at federally-maintained U.S. seaports and deposited into the Harbor Maintenance Trust Fund (HMTF). The funds in the HMTF are to be used for maintenance dredging and dredged material disposal areas, yet currently only two of the nation's 10<sup>th</sup> largest ports are dredged to their authorized depths or widths. Every year, hundreds of millions of dollars are collected into the HMTF but never spent. In 2008, less than half of all HMTF revenues were spent on harbor maintenance. Passage of the **RAMP Act (H.R. 104 and S. 412)** will authorize full access to annual revenues in the HMTF and allow those revenues to be used for their intended purpose – operation and maintenance of ports and harbors.

Our nation's seaports and harbors are gateways to domestic and international trade. Greater than 90 percent of the U.S. foreign trade moves through our nation's more than 300 seaports, representing 25 percent of the U.S. Gross Domestic Product. In Florida alone, this waterborne commerce represents \$69.7 billion in international trade and generates more than 550,000 direct and indirect jobs.

Adequate maintenance and dredging of our harbors are vital to the economic health of this nation. Failure to maintain harbor channels causes vessels to delay their transit while waiting for high tide, skip port calls altogether, or load less than full capacity. This not only impacts our nation's economic vitality, but also increases the risk of vessel grounding, collisions and pollution incidents.

The resolution of the problem does not require an increase in taxes or funding. Similar problems were resolved with the Highway Trust Fund and the Airports and Airways Trust Fund. The Congress responded by enacting legislation to more closely tie trust fund expenditure and revenues.



The Ramp Act will provide a comparable fix for the HMTF – spending those revenues for their intended purposes on operation and maintenance of seaports and harbors.

We urge your support of this important legislation to invest in our nation's vital infrastructure.

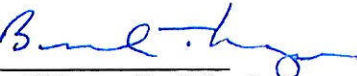
Respectfully,



Doug Wheeler  
President, Florida Ports Council (FPC)



Paul Anderson, CEO  
Port of Jacksonville  
FPC Legislative Co-Chairman



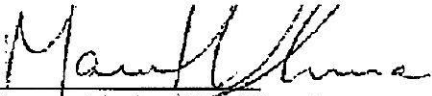
Brad Thorpe, Port Director  
Port Citrus



Faye Outlaw, Port Director  
Port of Ft. Pierce



David L. McDonald, Port Director  
Port Manatee



Manny Almira, Port Director  
Port of Palm Beach



Clyde Mathis, Port Director  
Port of Pensacola



Walter Miller, Port Director  
Port of St. Petersburg



Phillip C. Allen, Port Director  
Port Everglades  
Chairman, Florida Ports Council



J. Stanley Payne, CEO  
Port Canaveral  
FPC Legislative Co-Chairman



Val Schwec, Port Director  
Port of Fernandina



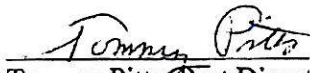
Jim Fitton, Port Director  
Port of Key West



William Johnson, Port Director  
Port of Miami



Wayne Stubbs, Port Director  
Port of Panama City



Tommy Pitts, Port Director  
Port of Port St. Joe



Richard Wainio, CEO  
Port of Tampa





# FLORIDA SEAPORTS

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Port St. Joe Port Authority • Port of St. Petersburg • Tampa Port Authority  
Doug Wheeler, President

February 29, 2012

The Honorable Marco Rubio  
United States Senate  
317 Hart Senate Office Building  
Washington, DC 20510

**Subject: Support for Senator Lautenberg & Senator Cantwell's freight amendments to STA**

Dear Senator Rubio,

On behalf of the Florida Ports Council, representing Florida's 15 public seaports, I would like to thank you and the other members of the Senate for making the development and enactment of a long-term transportation plan a priority this Congress.

Both the Committee on Environment & Public Works (EPW) and the Committee on Commerce, Science & Transportation (Commerce) have drafted bills that, through their respective modal jurisdictions, give much-deserved support to our nation's freight system. Amendments offered by Senator Cantwell and Senator Lautenberg would build upon this foundation and further address our nation's many freight needs.

Senator Lautenberg's amendment calls for the creation of a competitive National Freight Infrastructure Grants program. This multimodal freight program will serve the economic needs of our country in the near term, and for generations to come, by making investment decisions that optimize freight mobility, unconstrained by mode or political jurisdiction. Many critical projects on our freight network do not qualify under traditional funding mechanisms; the National Freight Infrastructure Grants program would provide resources for these important projects.

Senator Cantwell's amendment calls for the creation of an Office of Freight Planning and Development, to be led by an Assistant Secretary for Freight Planning and Development – two institutional advances supported by the GAO that will improve and coordinate policy within the federal government and among the states. This amendment represents an opportunity to elevate the existing Office of Freight Management and Operations currently housed within the Federal Highway Administration, allowing for consolidation and process streamlining among the various modal agencies that should, but do not always work together on multimodal projects. Providing for an office dedicated to the nation's multimodal goods movement is a vital and long-overdue step forward.

These two amendments can expand our capacity for moving goods, relieve chokepoints and keep our nation competitive in the world marketplace.

We applaud the work of the Senate and we hope that you will support these important freight amendments.

Sincerely,

Doug Wheeler  
President

**From:** Toy Keller  
**Sent:** Monday, April 09, 2012 11:11 AM  
**To:** (cbuqueras@portmanatee.com); (scernak@broward.org); Bill Johnson (bj4@miamidade.gov); brad.thorpe@bocc.citrus.fl.us; Clyde Mathis (cmathis@ci.pensacola.fl.us); Director Jim Fitton (jfitton@keywestcity.com); 'Don West'; Manny Almira (malmira@portofpalmbeach.com); Paul Anderson (paul.anderson@jaxport.com); Stanly Payne (spayne@portcanaveral.org); Tommy Pitts (tpitts@gtcom.net); Val Schwec (Val\_Schwec@kindermorgan.com); Walter Miller (walter.miller@stpete.org); Wayne Stubbs (wstubbs@portpanamacitvusa.com)  
**Subject:** Highlights from the Week of April 2, 2012  
**Attachments:** Signed version - Letter to ACOE.pdf; Biter Letter to USACE.pdf; NADO letter April 2012.pdf

Good morning to all. Last week was a very busy week and we would like to share a few items we thought would be of interest to you.

First, as we reported to you several weeks ago, Congress directed the Institute for Water Resources of the U. S. Army Corps of Engineers (USACE) to submit to the Senate and House Committees on Appropriations "a report on how the Congress should address the critical need for additional port and inland waterway modernization to accommodate post-Panamax vessels." We also reported that the Florida Ports Council was preparing a response on behalf of our seaports. With input from Paul Anderson, our Legislative Chairman, the FPC submitted a letter to the Water Resources Division of the U.S. Army Corps on March 28, 2012. This letter also was copied to Governor Rick Scott, Lt. Governor Jennifer Carroll and all of Florida's Congressional delegation members. **It is attached.**

Second, we reached out to FDOT Assistant Secretary of Intermodal Rich Biter, and let him know that comments from the Department also would be of great value and serve to strongly augment the USACE's final report on the need for additional port and waterway modernization. Secretary Biter responded and provided us with a copy of the letter from the Department to the USACE. **The letter is attached.**

Third, the National Organization of Development Organizations (NADO) Research Foundation published a document on March 16, 2012 entitled "Freight Transportation and Economic Development: Planning for the Panama Canal Expansion." As you will see from the report at <http://www.nado.org/wp-content/uploads/2012/03/panama.pdf>, Florida and Florida seaports are conspicuously absent. Last week we sent a letter to NADO, inviting them to visit our website and our seaports to learn more about projects that enhance capacity and connectivity. This letter also was copied to Governor Rick Scott, FDOT Secretary Prasad, and Gray Swoope, President of Enterprise Florida. **The letter is attached.**

Finally, the most recent TIGER IV grant application deadline was March 19, 2012. State and local government agencies submitted **703 applications, totaling \$ 10.2 billion for the \$500 million available.** Similar to past TIGER grant rounds and not surprisingly, demand outpaced supply by 20 to 1. The funding requests in comparison to the money available underscores the growing gap between the nation's infrastructure needs and what the federal government can or will provide.

As always, we will keep you informed of these pertinent issues as they develop. Please give us a call if you have comments or questions.

Thank you,

**Toy Keller**  
**Florida Ports Council**  
**Vice President, Programs and Planning**  
**502 East Jefferson Street**  
**Tallahassee, Florida 32301**  
**Phone: 850.222.8028**  
**Mobile: 850.443.0723**  
**Fax: 850.222.7552**





# FLORIDA SEAPORTS

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Port of Key West • Manatee County Port Authority • PortMiami • Port of Palm Beach • Panama City Port Authority • Port of Pensacola •  
Port St. Joe Port Authority • Port of St. Petersburg • Tampa Port Authority  
Doug Wheeler, President

March 28, 2012

Hal Cardwell, Ph.D.  
Shared Vision Planning  
Institute for Water Resources, USACE  
7701 Telegraph Road  
Alexandria, Va. 22315

Dear Dr. Cardwell:

Thank you for the opportunity to provide input to the report by the U.S. Army Corps of Engineers (ACOE) on U.S. Port and Inland Waterways Modernization Strategy. Before responding to your Congressional directive on how the critical need for additional port and inland waterway modernization should be addressed, we would like to comment on a broader challenge and more prescient topic.

If a “modernization strategy” is truly what you are developing, perhaps the study should be expanded to include an introspective evaluation of the ACOE’s performance with regard to a strategic and efficient approach to project implementation. Florida’s seaport community has serious concerns that global trends and industry innovations are not being considered. If the internal organization, culture and performance of the ACOE are factors negatively affecting our country’s ability to attract, retain and grow the dynamic jobs of global companies, should we not take advantage of this opportunity to include them in your report? Not improving America’s infrastructure now could mean the loss of future American investment and jobs to other countries – a price we can ill afford.

With respect to the factors you have been asked by Congress to address, we offer the following comments:

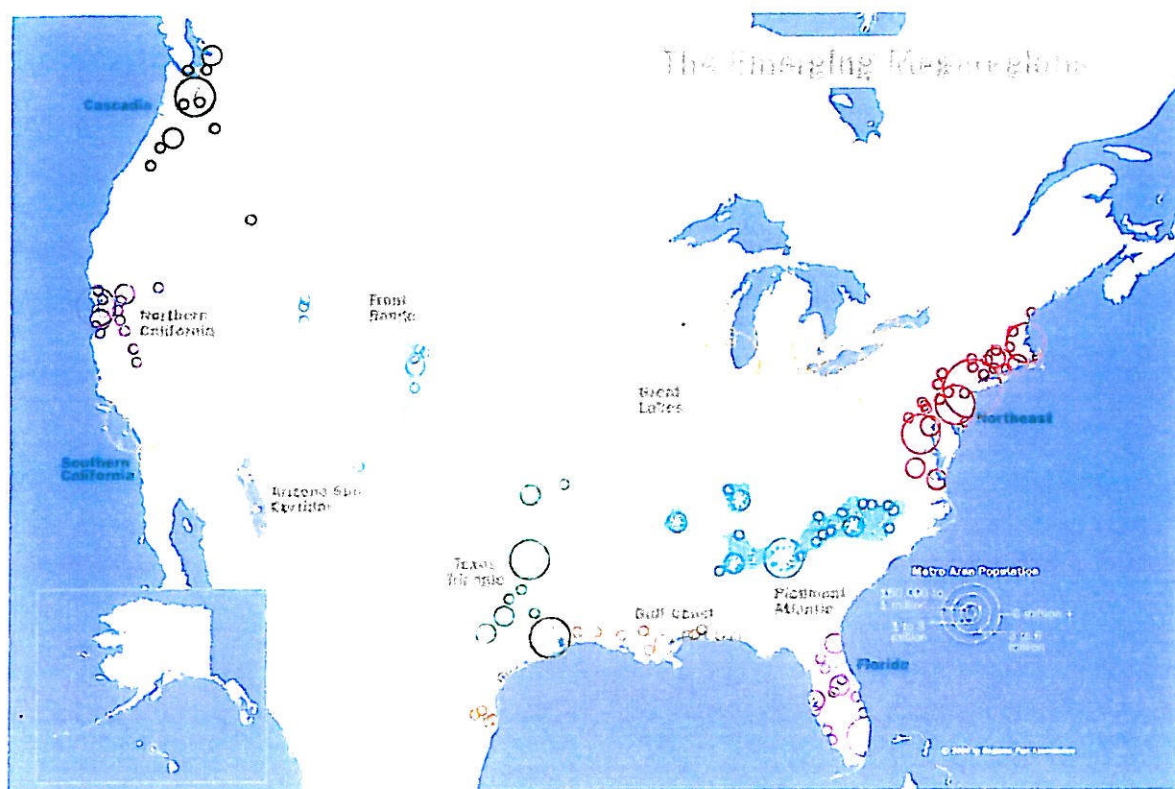
### Costs associated with deepening and widening deep-draft harbors

The Harbor Maintenance Tax (HMT) generates the annual revenues required to keep ports of commerce at authorized dimensions, but since this tax was instituted in 1986, it has seldom been sufficiently utilized for its intended purpose, but rather misappropriated to unrelated programs while our channels and harbors remain neglected. Reports indicate that American’s federal navigation channels operate at their authorized dimensions less than 35 percent of the time. The resulting restrictions to vessel transit and tidal delays cost American shippers millions of dollars daily and countless hours of delay, which severely diminish the opportunity for domestic economic growth and job creation.

While this under-investment in our ports and harbors continues to occur on an annual basis, the Harbor Maintenance Trust Fund (HMTF) is nearing \$7 billion in surplus funds, with incoming annual revenues of approximately \$1.5 billion. Yet last year, less than \$800 million was allocated to annual dredging and related maintenance projects. Continuing this trend will yield increased transportation costs, higher prices on imported goods, and reduced demand for U.S. exports. **As a nation, we cannot afford to overlook the economic opportunities created by our ports and harbors. Without adequate investment in these key economic engines, our global standing will continue to decline.**

Current and projected population trends that distinguish regional ports and ports that are immediately adjacent to population centers

According to recent studies, population and economic growth in the United States are continuing to shift to the south and west. The arc of southern states from Virginia to Texas accounts for 36 percent of the U.S. population today, and is expected to account for about one half of all growth during the next 50 years. The U.S. economy is increasingly driven by 10 to 12 megaregions of interconnected urban areas, with four megaregions located in the south. This region will become a more significant producer and consumer of trade in the future.





Historically, growth in distribution, warehousing, and logistics-related services has centered around key population and consumption centers. Areas with projected population growth and a higher concentration of younger families tend to be attractive to planned distribution center growth, as these areas represent growing retail markets. According to the Demographic Estimating Conference Database, Florida's population is anticipated to grow to 23.8 million people by 2030, which equates to a 1.2 percent annual growth rate over the 20-year period.

Ability of waterways and ports to enhance export initiatives benefitting the agricultural and manufacturing sectors

The U.S. economy will continue its shift to services, information and technology as key sources of jobs. Even with a decline in manufacturing jobs, productivity gains will increase in manufacturing output and generate more freight. The U.S. will look to other nations as markets for agricultural and manufactured goods – particularly technology products – as well as sources of raw materials and basic manufactured goods.

Seaports in the U.S. are faced with increasing volumes of international freight being shipped in intermodal-transport containers. These southern Gulf and East Coast ports are particularly blessed with most of the freight that originates in western Asia, Africa and Europe. However, with the growth in vessel capacity from 4,500 TEUs to over 12,000 TEUs, increasingly larger ships transiting domestic and international waters require maintenance dredging and expansion of deep draft navigation channels -- an escalating concern for U.S. ports and the customers they serve.

Seaports desiring to serve the largest ships transiting the Panama Canal must provide navigation channels with 50 feet of depth. Only one U.S. Atlantic Coast seaport – Norfolk -- has at least 50 foot depth for both its channel and berths today. PortMiami has federal authorization to reach this depth and has, in fact, begun to dredge, with costs borne by state, local and private entities. In spite of Miami's authorization and opportunity, the federal government has chosen not to participate in assisting a U.S. port in competing for a market share of global trade.

The constantly developing global marketplace demands that U.S. producers be able to reach consumers around the world in the most efficient, lowest cost manner possible. Regrettably, in part due to the underfunding of maintenance dredging and constraints on modernization of harbor channels, Florida and other east coast states are being denied the full opportunities of the job growth that can come through international trade.

Newer, larger ships serving world commerce offer significantly lower operating costs and decreased environmental impact as more goods can be carried on fewer ships with more modern operating technologies. However, if these ships cannot access U.S. ports, this country stands to forgo the benefits of larger vessels and to lose jobs and other economic opportunities to other countries prepared to accommodate them.

#### Economic Impact of Freight and Seaports

Total U.S. freight volumes are projected to grow from 18.6 billion tons in 2007 to 27.1 billion tons in 2040, or about 1.2 percent per year. The value of freight will grow 2.7 percent per year during this period, reflecting more rapid growth in high value cargo typically carried in containers.

After the 1960s, international trade grew, exceeding 24 percent of the U.S. economy today. The combined value of U.S. imports and exports is expected to quadruple by 2035, reaching 55 percent of gross domestic product.

Public ports throughout the U.S. contribute substantially to their local, regional and national economies. In fact, according to the American Association of Port Authorities, "commercial port activities in 2007 created employment opportunities for more than 13.3 million Americans, including nearly 12 million who were employed in exporter/importer-related businesses and support industries throughout the United States. Business activities related to waterborne commerce contributed approximately \$3.5 trillion overall to the U.S. Economy and those same businesses paid nearly \$212.5 billion in federal, state and local taxes. Seaport activities alone, in 2007, accounted for \$31.2 billion in federal, state, and local tax revenues. Jobs created by exports pay 13-17 percent higher wages than non-trade jobs in the economy (\$49,000 a year on average for port-related jobs in 2007, compared to \$37,000 on average for all U.S. workers)."

In conclusion, we would like you to consider the bold new agenda created by Florida Governor Rick Scott, which highlights the need to invest in our seaports in preparation for the expansion of the Panama Canal, the recently ratified free trade agreements and the growing economies of Central and South America. There is also a need for potential private investment opportunities to improve transportation connections to and from Florida's ports. Florida is making the investment in our ports in order to create long lasting economic opportunities for our state. We need the federal government to do its part by dedicating the needed resources to this country's critical commerce-related infrastructure. Anything less than this undermines the competitive advantage, the economic stability and the potential job creation afforded by growth in international trade.

Dr. Hal Cardwell  
March 28, 2012  
Page 5

The U.S. Port and Inland Waterways Modernization Strategy initiative undertaken by the ACOE is critical to our country. We appreciate your efforts and the opportunity to comment and provide input. We look forward to the efficiencies and innovations this report will identify, both internally and externally, and the implementation that will surely follow. Please keep us apprised of your progress.

Sincerely,

  
Doug Wheeler

cc: Keith Hofseth, Technical Director  
Kevin Knight, Study Manager





## Florida Department of Transportation

RICK SCOTT  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.  
SECRETARY

April 3, 2012

Hal Cardwell, Ph.D.  
Shared Vision Planning  
Institute for Water Resources, USACE  
7701 Telegraph Road  
Alexandria, VA 22315

Dear Dr. Cardwell:

In today's global economy, trade and logistics are critical components of our nation's economy and are critical to improving Florida's quality of life. Florida - with 14 deepwater ports, three major railroads, and more than 12,000 miles of highways - stands to be at the center of the growing business in trade and freight movement. Further, with the expansion of the Panama Canal to be completed in 2014, Florida will be a leading trade and logistics hub for the United States by capitalizing on the booming economies in Central and South American and the growing East-West trade routes. Florida well understands the importance of seaport and waterway investments, and I am writing to support the U.S. Port and Inland Waterways Modernization Strategy report which will investigate these issues.

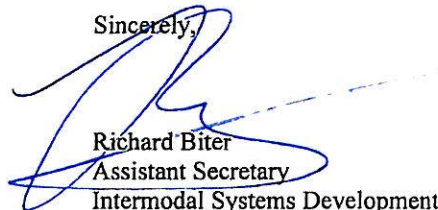
Demonstrating the importance of freight mobility to the Florida economy, the Florida Department of Transportation (FDOT) recently created the Office of Freight, Logistics and Passenger Operations. This office will be developing a Freight Plan for the state, as we continue to conduct associated studies in Florida that address the factors you are considering on a national level. These studies will include the costs and return on investment associated with deepening and widening deep-draft harbors, the ability of Florida waterways and ports to enhance the nation's export initiatives and the impact of current and projected population trends on Florida port growth.

Two studies completed in 2010 outline the value of and expected growth in our seaports and international trade. You can find both the Florida Seaport System Plan and the Florida Chamber Foundation's Trade and Logistics Study at: <http://www.dot.state.fl.us/seaport/publications.shtm>.

The Department's commitment to the ports as economic engines for the region and the state is demonstrated in a recent article written by FDOT Secretary Prasad for the James Madison Institute (attached). In order for the State to grow, prosper and continue to create the conditions to improve our economy and produce high-paying jobs, Florida must continue to have the best transportation and intermodal infrastructure system in the nation. Governor Scott and the Department are committed to making the investments in our State's transportation system that will reduce the barriers for shippers and logistics firms to move freight throughout Florida, as well as continuing to improve passenger operations and Floridians quality of life.

Thank you for this opportunity to comment and I encourage you to contact my staff should you need more details or wish to ask questions about Florida's seaport program.

Sincerely,



Richard Biter  
Assistant Secretary  
Intermodal Systems Development

Attachment





# FLORIDA SEAPORTS

CHARTING OUR FUTURE

## Florida Ports Council

Canaveral Port Authority - Port of Citrus - Port Everglades - Port of Fernandina - Port of Fort Pierce - Jacksonville Port Authority  
Port of Key West - Manatee County Port Authority - PortMiami - Port of Palm Beach - Panama City Port Authority - Port of Pensacola  
Port St. Joe Port Authority - Port of St. Petersburg - Tampa Port Authority  
Doug Wheeler, President

April 5, 2012

Mr. Matthew Chase  
Executive Director  
NADO and NADO Research Foundation  
400 N. Capitol Street, NW, Suite 390  
Washington, DC 20001

Dear Mr. Chase:

We are writing you today after reading the "Freight Transportation and Economic Development: Planning for the Panama Canal Expansion" document published by the National Association of Development Organizations (NADO) Research Foundation on March 16, 2012. This document contains outstanding research and information – with one major exception, there is no mention of Florida in the document.

Florida, under the current leadership of Governor Rick Scott, is well on its way to achieving the recommendations listed on page 15 of your document. PortMiami is the only east coast seaport south of Virginia *authorized* to dredge to 50-feet, and rather than wait for the federal government to pay for this federally approved dredge, the Governor and the Florida Legislature provided most of the necessary funding last year. The Florida Department of Transportation is working with international businesses, modal partners and others to continually update a freight and logistics investment plan for the future of Florida.


As your document correctly points out, new cargo transportation patterns have impacted every state and regional development organization in the country. The Port of Jacksonville, Port Everglades, and PortMiami already receive and off-load Post-Panamax size vessels (under tidal and load restrictions) coming through the Suez Canal. Florida, the largest Southeastern state and the peninsula of the U.S. in the Caribbean, has been working to build a global hub for trade, logistics, and export-oriented manufacturing. In addition, Florida seaports have already begun projects to increase capacity – such as a truck-freight tunnel at PortMiami, developing intermodal logistics facilities at Port Everglades and the Port of Jacksonville, expanding on-dock rail capacity at several seaports including the Port of Tampa, and many others.

Florida enjoys a positive trade balance of exports over imports (Florida is the 4<sup>th</sup> largest exporting state in the U.S.), and has 20 free trade zones located around the longest shore line in the continental U.S. Florida is the only state to have water access to both Gulf and Atlantic shipping routes, making the lack of any mention of seaports in Florida in either the discussion of "Emerging Logistics Clusters in the Southeast" or the "Inland and Gulf Coast Preparations, a glaring omission."

Succinctly put, Florida's freight mobility planning and investments are well underway and too numerous to simply cite in this letter. In fact, many of the assessments recommended in your publication have already been completed in Florida. We invite you to take the opportunity to visit the Sunshine State seaports on either the Atlantic or Gulf Coast to learn more about their projects to enhance capacity and connectivity. In the meantime, we encourage you to visit our website at [www.flaports.org](http://www.flaports.org), which contains a wealth of information regarding trade, logistics and planning, as well as many other resources you might find helpful.

We look forward to being included in your next publication on freight transportation in the U.S. If you have any questions or comments, please do not hesitate to call or write.

Respectfully,

  
Doug Wheeler  
President

cc: Governor Rick Scott  
Secretary Ananth Prasad, FDOT  
Gray Swoope, President, Enterprise Florida



**From:** Toy Keller  
**Sent:** Thursday, May 17, 2012 4:44 PM  
**To:** (cbuquerqueas@portmanatee.com); (scernak@broward.org); Bill Johnson (bj4@miamidade.gov); brad.thorpe@bocc.citrus.fl.us; Clyde Mathis (cmathis@ci.pensacola.fl.us); Director Jim Fitton (jfitton@keywestcity.com); 'Don West'; Manny Almira (malmira@portofpalmbeach.com); Paul Anderson (paul.anderson@jaxport.com); Stanly Payne (spayne@portcanaveral.org); Tommy Pitts (tpitts@gtcom.net); Val Schwec (Val\_Schwec@kindermorgan.com); Walter Miller (walter.miller@stpete.org); Wayne Stubbs (wstubbs@portpanamacityusa.com)

**Attachments:** summary of meetings2.docx; dear conferees.docx

Good afternoon. The following is a report on the Coalition for America's Gateways and Trade Corridor's (CAGTC) Annual Conference in Washington, D.C. last week, (summary attached), and a few other matters that may be of interest to you.

### **CAGTC ANNUAL CONFERENCE**

The theme of the meeting was "Don't Leave Our Freight System to Chance." Each year the annual meeting tacitly highlights one of the freight modes within the speaker topics. This year, seaports were highlighted and two of the very first speakers were Janice Hahn (D-CA) and Ted Poe (R-TX), Co-Chairs of the PORTS Caucus. The Caucus was created in recognition of the vital role our ports play in the preservation of the nation's economy and national security. Their mission is to promote a dialog and coordination between Congress, the Administration and relevant federal agencies, as well as important industry officials. At this point, five Florida Congressional delegation members are represented on the Caucus and while in D.C., we had the opportunity to meet with staff of several more members and encourage them to join the Caucus.

Please contact me if you have questions or would like to hear more about the CAGTC Conference.

### **CALL TO ACTION ON PNRS**

Yesterday House Conferees made their first formal policy offer during closed-door negotiations. The offer related to the Highway Safety Improvement Program and the emergency relief program; it is now up to Senate conferees to accept, reject or counter the offer. The House is scheduled to hold two votes tonight on motions to instruct House conferees on H.R. 4348 (Transportation Authorization Extension Bill):

1. Motion made by Transportation and Infrastructure Ranking Member Nick Rahall (D-WV) instructing House conferees to accept certain portions of the Buy America provisions of the Senate bill.
2. Motion made by Rep. John Barrow (D-GA) instructing House conferees to "insist on" the House-passed Keystone XL pipeline provisions of H.R. 4348.

Though we are not sure when, we anticipate another very important issue will be coming up in conference negotiations in the near future: Funding for Projects of National and Regional Significance (PNRS). Productivity growth in freight transportation has long been a driving force for the growth of U.S. overall productivity and contributed directly to the growth of the U.S. GDP, and yet, the necessary resources for the safe and efficient movement of freight has not been adequately addressed. Maintaining the competitive and merit-based PNRS program addressed by MAP-21 will help strengthen nationally-vital transportation projects, improve U.S. productivity, and increase our global competitiveness.

We feel that it would be beneficial for additional (non-conferee) members of the House & Senate to sign on to a bicameral "Dear Conferee" letter in support of PNRS (sample letter attached). If you are in agreement, **please ask your Members of Congress from the House and Senate (that are non-conferees) to sign on to this letter in support of PNRS.** There are no Florida members signed on to the letter to date. The Congressional offices championing this effort would like to transmit the letter to bill conferees **tomorrow**. Please note that bill conferees should not be approached to sign this letter. The Florida Members of Congress who are conferees are: Senator Bill Nelson, Rep. John Mica, Rep. Steve Southerland, and Rep. Corrine Brown. For a full list of conferees, click here: <T:\MyFiles\CAGTC\2012\conferees.docx>

If you'd like to speak directly with any of the offices coordinating this letter, the appropriate contacts are:

Nick Semanko (Senator Whitehouse): [Nicholas\\_Semanko@whitehouse.senate.gov](mailto:Nicholas_Semanko@whitehouse.senate.gov) / 202-224-2921  
Angela Crowley-Koch (Senator Merkley): [Angela\\_Crowley\\_Koch@merkley.senate.gov](mailto:Angela_Crowley_Koch@merkley.senate.gov) / 202-224-3753  
Jacob Olson (Rep. Geoff Davis): [Jacob.Olson@mail.house.gov](mailto:Jacob.Olson@mail.house.gov) / 202-225-3465  
Paul Hoover (Rep. Adam Smith): [paul.hoover@mail.house.gov](mailto:paul.hoover@mail.house.gov) / 202-225-8901

The Members that have signed onto the letter are:

House

Dold (R-IL) – Considering; will most likely sign on  
Lipinski (D-IL) – Considering; will most likely sign on  
Napolitano (D-CA)  
Schiff (D-CA)  
Richardson (D-CA)  
Dicks (D-WA)  
Sires (D-NJ)  
Smith (D-WA)  
Davis (R-KY)

Senate

Whitehouse (D-RI)  
Merkley (D-OR)

**FPC FEDERAL PLAN OF ACTION**

Finally, we continue to identify critical issues and partners to increase the engagement of Florida Seaports at the federal level, including advocacy and outreach efforts, with elected officials, agencies and industry partners. We will be working with the Legislative Committee Chairman, Paul Anderson, between now and the June FPC meeting to continue developing tactics that will be expedient to our objectives. We welcome input and look forward to a good discussion on this topic.  
Please give us a call with any questions or suggestions.

Thank you,  
**Toy Keller**  
**Florida Ports Council**  
**Vice President, Programs and Planning**  
**502 East Jefferson Street**  
**Tallahassee, Florida 32301**  
**Phone: 850.222.8028**  
**Mobile: 850.443.0723**  
**Fax: 850.222.7552**



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## COALITION OF AMERICAS GATEWAYS AND TRADE CORRIDORS

### ANNUAL MEETING

May 9 – 10 2012

May 9

Keynote Address by **Victor Mendez**, US DOT Federal Highway Administration: Noted that there is no bi-partisanship surrounding the transportation reauthorization issue, but obvious common themes between parties. Highlighted *New York Times* article that reported on freight travel times from LA to Chicago: 48 hours to cross the country; 30 hours to get through the city of Chicago. The Surface Transportation Authorization Bill Conference began on May 8<sup>th</sup>; bill expires on June 30 and has been extended nine times. 18 billion tons of freight was moved in 2011; 20 billion tons are projected to be moved in 2040. Corridors must be identified for the country's goal of doubling exports by 2016. 30,000+ miles may be designated as Corridors of National Significance. The application response for TIGER IV grants – 703 projects totaling in excess of \$10B, for \$500M in available funds – shows the enormity of the issue. The current Senate Version of the STA bill creates a National Freight Policy Office; \$2B in funds to states; and, designation of projects of National and Regional Significance.

**Congresswoman Janice Hahn** (D-CA), together with **Congressman Ted Poe** (R-TX) have formed the PORTS (Ports Opportunity, Renewal, Trade, and Security) Caucus whose goal is to keep US Ports competitive, global and job creating. Hahn pointed out the need for infrastructure investments to be focused on seaports. She is meeting with USDOT Secretary Ray LaHood next month to talk with him about seaports and the need for a National Freight Policy. She and Congressman Poe sent a letter to STA Conferees to ask for such a policy. They are focusing on at-grade crossings, congestion relief, emissions, and off-peak goods movement.

Congressman Poe said the desire of the PORTS Caucus is to ratchet up the issue of trade through seaports and how this impacts our economy. They will target a one mile congestion zone around the ports and the HMTF, making sure those funds are spent for the purpose they were collected.

Note: The Florida Ports Council recently sent a letter to Florida's congressional delegation members asking them to join the PORTS Caucus. To date, the following members have joined:

Allen West  
Cathy Castor  
Ileana Ros-Lehtinen

Alcee Hastings  
Dennis Ross

A moderated panel of four transportation industry representatives debated the pros and cons of implementing a freight fee. Some said a national solution was needed; others said the states or private sector should solve the problem. Many different funding options to pay for transportation infrastructure were discussed. Most agreed that any plausible funding solution will most likely include the combination of a number of sources, including the use of TIFIA funding to advance critical projects and serve to bridge the funding gap.



Senate keynote remarks were made concerning freight and the 112<sup>th</sup> Congress, by **Senator Barbara Boxer** (D-CA). She addressed the Coalition saying the Senate has found a way to fund transportation for two more years, creating jobs and without raising taxes. The bill, entitled "Map-21," proposes to reduce the number of Titles from 90 to 30, and move projects through the process more quickly. Both of these provisions are in the House Bill as well, but it has not been passed on the floor and therefore, cannot technically be considered in whole. Map-21 proposes to expand TIFIA, raising the loan limit and allowing projects to be advanced. According to Boxer, this would create three-million jobs. Both bills have added non-transportation issues but according to Boxer, consensus must be reached and she is optimistic.

A second panel discussing the Panama Canal expansion included representatives from CDM Smith, Cambridge Systematics and the National Association of Development Organizations (NADO) which published the Freight Transportation and Economic Development: Planning for the Panama Canal Expansion article to which the FPC responded (see attached letter from FPC to NADO regarding omission of Florida from their research document discussing ports preparing for the Canal expansion).

A panel of Senate staffers was scheduled to discuss building momentum behind the authorization, but, two of the three panelists had to cancel in order to attend the Senate Commerce Committee staff meeting the following day, slated to discuss the bill conference. Tom Lynch of Senator Max Baucus' office and Majority Subcommittee Staff Director, Senate EPW Committee and Jeff Davis with Transportation Weekly, who was slated to moderate the panel, did offer some thoughts. Mr. Lynch observed that the US signed the NAFTA trade agreement but there is no designated route for NAFTA trade. He said a national freight program and "carve out" must be established with greater emphasis on interstate needs. He noted the identification of 30,000 miles of corridors of national significance as a basis for the freight program. He also noted that funding was not available for the (formerly) typical six-year authorization so the proposed transportation bill is currently only a two-year bill. He said since USDOT is implementing the plan, it will take longer than the two-year authorization to build. Mr. Lynch noted that \$5.6 billion is needed to implement the bill, plus a cushion of over \$3 billion. He suggested that funds would have to be transferred from General Revenue into the Highway Trust Fund and then replenished with pension stabilization funds when that is worked out.

#### FLORIDA CONGRESSIONAL OFFICES VISITED BY FPC:

Congressman Alcee Hastings, Christian Sy,  
Congressman Allen West, Taryn Dorfman,  
Congresswoman Kathy Castor, Rene Munoz,  
Congressman Steve Southerland, Kristin Callaway,  
(Congressman's Corrine Brown's Office also was visited but staff was unavailable to meet)

A CAGTC reception was held the evening of May 9 for all members of Congress. The following members attended and delivered comments in support of the Transportation Bill:

Rep. Thomas Petri (R-WI)  
Rep. James Lankford (R-OK)  
Rep. Peter DeFazio (D-OR)  
Rep. Laura Richardson (D-CA)

Rep. Albio Sires (D-NJ)  
Rep. Grace Napolitano (D-CA)  
Rep. Jerrold Nadler (D-NY)  
Rep. Eddie Bernice Johnson (D-TX)

Note: Rep. John Mica (R-FL) planned to attend but declined due to the subsequent scheduling of a meeting of the Transportation Bill Conferees.

May 10

Peter Friedmann, FBB Federal Relations, and Jeff Davis, The Legislative Services Group/Transportation Weekly, addressed the question: Will We See a Surface Transportation Authorization in 2012? Mr. Friedmann said neither side is comfortable with the financing, but there is a critical need to get a sustainable, multiyear authorization bill. The current bill is not. Fundamentally, everyone knows what the PROBLEM is but no one is offering a SOLUTION. He suggested that the transportation industry and CAGTC need to:

1. Define the problem (we don't need another study)
2. Propose a solution with details and legislative language

Jeff Davis agreed, adding that the internal and external politics must be mapped out too. He said the RAMP Act (Realize America's Maritime Promise) is now toothless because the Coalition did not have a handle on how the act would affect the budget (there is a 40% cost share so \$2B is needed to get \$800M to spend) and the internal politics. Mr. Davis said the Tea Party Republicans are asking three questions before moving on any bill:

1. Is this a problem?
2. Is this a problem best addressed by government?
3. Is the federal government the right government to address the problem?

Staff is trying to figure out what portions of HR 7 need to go into the Senate Bill, Map-21. The House and Senate are rarely in town together at the same time until June and decisions need to be made by the first week in June. According to Mr. Davis, this is an ambitious time frame even if the bills were similar; both bills have extraneous issues with which to be dealt. He said that during a lame duck session MAJOR issues include:

1. 2001 and 2003 tax cut renewal
2. Extension of payroll taxes
3. 13 appropriations bills
4. Medicare expiration
5. Debt ceiling vote
6. \$1.3 trillion in debt implications excluding appropriations (\$2.4T with projected additions)

Mr. Davis noted that it may be easier to get bills that include funding passed near the end of June or beginning of July because primaries will be over and members will be more willing to vote for funding solutions. He also noted that freight is not this administration's priority.

CAGTC will be meeting with freight stakeholder groups to discuss these issues. It was noted that there are a lot of representative groups but only CAGTC brings them all together.

Jack Basso, AASHTO, discussed implications of the Congressional Budget Office's Highway Trust Fund baseline projections. He said we are currently meeting only 1/3 of the \$200B required each year to maintain and improve the nation's transportation system. We have invested about \$90B, or 65% less than needed annually for the past 20 years. Mr. Basso noted that the administration's surface transportation budget is \$550B with no revenue options and no support for an increase in the gas tax. He said VMT was

down significantly from 2007, but is now starting to creep up again. 2013 predictions are that the Highway Trust Fund would only have \$8.1B available to be able to operate within the revenue budget (opposed to the \$39B currently authorized in Map-21). This would be a disaster for our county. According to Mr. Basso, Congress has two options: 1. Let it just happen; or 2. Pass an extension with the pay forwards in Map-21, which is very controversial. Interestingly, according to Mr. Basso, the policies in HR 7 and Map-21 are about 90% alike – it is the funding that creates controversy.

Mr. Basso said the CBO projections for highway are showing a \$4.6B deficit by 2013; \$90.6B by 2022. Transit will be at a \$1.2B deficit by 2014; \$35.2B in 2022. He said that AASHTO had produced a matrix of how TRILLIONS could be raised. Possible source categories include direct revenue (variety of transportation user fees and general tax revenues, base on VMT vs. gas tax); bonding and credit programs (tolls and special taxes); public/private partnerships.

In conclusion, Mr. Basso said it will take three steps to pass the STA bill: find an offset to pay for a two-year bill (Map-21 does this); find an acceptable source to pay for a six-year bill; and adopt policies that are in keeping with a flexible, affordable bill.

Mario Cordero, Commissioner, U.S. Federal Maritime Commission, highlighted a case study of transportation infrastructure using the Desmond Bridge in Long Beach, CA as an example.

2000 – State decided to replace the outdated, structurally compromised bridge

2004 - \$650M estimate

2006 - \$750M estimate

2010 - \$1.1B estimate

2012-2016 Construction timeframe

Cost of environmental studies: \$2M

Trade in the U.S. is \$2 Trillion. US Port infrastructure ranks 23<sup>rd</sup> in the world; Airport infrastructure is ranked 31<sup>st</sup> in the world; Highways rank 20<sup>th</sup>. Today we are just trying to keep up with 46,000 miles of highway and funding is not available to address adding needed infrastructure. The 1993 8.3 cent gas tax adjusted for inflation would be 29 cents today. China is a growing threat to the US's place of trade prominence in a global economy.



**Congressman Ted Poe (R-TX)**  
*Founder and Co-Chair*



**Congresswoman Janice Hahn (D-CA)**  
*Founder and Co-Chair*

# Congressional PORTS Caucus

## Ports Opportunity, Renewal, Trade, and Security

Congressman Ted Poe (R-TX) and Congresswoman Janice Hahn (D-CA) recently announced the formation of the bipartisan Congressional Ports Opportunity, Renewal, Trade, and Security (PORTS) Caucus. The Caucus was created in recognition of the vital role our ports play to the preservation of our nation's economy and national security.

### Mission of the Caucus

The Caucus' mission will be to promote the importance of our ports to the nation's economy and the need to secure them by promoting dialogue and coordination between Congress, the Administration and relevant federal agencies, as well as important industry officials.

### Why Ports are Important to the United States

Ports create jobs, economic growth, and opportunity. United States ports support 13.3 million jobs and account for \$3.15 trillion in business activity to the economy. Every congressional district in the country is dependent on U.S. ports, from the products on store shelves to the technology in our living rooms. Ports allow businesses, large and small, access to markets around the world and the opportunity to grow and create new American jobs.

The United States is served by more than 350 commercial sea and river ports that support 3,200 cargo and passenger handling facilities. Each day, United States ports move both imports and exports totaling some \$3.8 billion worth of goods through all 50 states. Additionally, ports move 99.4 percent of overseas cargo volume by weight and generate \$3.95 trillion in international trade. Given the importance of ports to our national economy, they must remain competitive and secure.

### Caucus Members

The Caucus is composed of Members from all regions of the country, including Representatives: **Ted Poe (TX), Janice Hahn (CA)**, Adam Smith (WA), Jesse Jackson Jr. (IL), Bennie Thompson (CA), Bob Filner (CA), Ileana Ros-Lehtinen (FL), Blake Farenthold (TX), Henry Waxman (CA), Charles Boustany (LA), Kathy Castor (FL), Sheila Jackson Lee (TX), George Miller (CA), Bill Cassidy (LA), Colleen Hanabusa (HI), Russ Carnahan (MO), Cedric Richmond (LA), Allen West (FL), Silvestre Reyes (TX), Bill Keating (MA), Hank Johnson (GA), Tim Scott (SC), John Barrow (GA), Steve Palazzo (MS), Albio Sires (NJ), Barbara Lee (CA), Stephen Lynch (MA), Mike McIntyre (NC), Bobby Scott (VA), Lucille Roybal-Allard (CA), Pete Olson (TX), Gregorio Kilili Camacho Sablan (Northern Mariana Islands), Dennis Kucinich (OH), Marsha Blackburn (TN), Dennis Ross (FL), Candice Miller (MI), Peter DeFazio (OR), Duncan Hunter (CA), Gary Miller (CA), Grace Napolitano (CA), Susan Davis (CA), Linda Sanchez (CA), Michael McCaul (TX), Donna Christensen (USVI), Joe Walsh (IL), Gene Green (TX), Jerry McNerney (CA), Pete Stark (CA), Brian Bilbray (CA), Louise Slaughter (NY), Charlie Rangel (NY).



**TAB 6**  
**AGENCY REPORTS**

**TAB 6A**  
**FLORIDA DEPARTMENT OF**  
**TRANSPORTATION**

**TO BE DISCUSSED**

**TAB 6B**  
**FLORIDA DEPARTMENT OF**  
**ECONOMIC OPPORTUNITY – LAND**  
**PLANNING**

Broadly speaking, the Department of Economic Opportunity, Bureau of Community Planning is responsible for four initiatives that are of importance to deepwater ports, as follows:

1.) Comprehensive Planning – The Bureau of Community Planning reviews amendments to local government comprehensive plans. The 2011 Legislature made many changes to the Community Planning Act, which is found in Chapter 163, Florida Statutes. The most important changes are to the manner in which the amendments are reviewed. For most types of proposed amendments the comments from state and regional agencies will now come directly from the review agencies without the delay of funneling them through the State Land Planning Agency. This will reduce the review time for comprehensive plan amendments by half. Secondly, comments from state and regional agencies are clearly defined in the statute allowing the agencies to focus their reviews on adverse impacts to important state resources and facilities. The revised law in the end empowers local governments to address local issues, while retaining a role for the State if significant state resources or facilities are adversely impacted.

- Importance to Ports – Florida’s deepwater ports exist in the larger context of their surrounding communities. If a local government proposed a comprehensive plan amendment that adversely impacted one of Florida’s deepwater ports, the State would have the authority to challenge that amendment.

2.) Areas of Critical State Concern - The Areas of Critical State Concern Program provides planning and regulatory oversight for areas containing natural resources of statewide significance. It protects resources and public facilities of major statewide significance. Designated areas of critical state concern are the City of Apalachicola (Franklin County), the City of Key West and the Florida Keys (Monroe County), the Green Swamp (portions of Polk and Lake counties), and the Big Cypress Swamp (Collier County). The Department reviews all local development projects within the designated areas and may appeal to the Administration Commission any local development orders that are inconsistent with state guidelines.

- Importance to Ports – This program affects the Port of Key West since it is in an Area of Critical State Concern. None of the other ports are in an Area of Critical State Concern.

3.) Developments of Regional Impact – A Development of Regional Impact is a development which, because of its character, magnitude, or location, would have a substantial effect upon the health, safety, or welfare of citizens of more than one county. The Developments of Regional Impact Program provides a process to identify regional impacts stemming from large developments and appropriate provisions to mitigate these impacts. The Bureau of Community Planning provides staff support to the DRI program throughout the State.

- Importance to Ports – Some of Florida’s deepwater ports contain or are in DRIs. The DRI program is critical to these ports and their ability to be served by adequate infrastructure.

4.) Technical Assistance – The Bureau of Community Planning staff provides technical assistance to help businesses, citizens, and local governments understand a variety of land use planning topics including post-disaster redevelopment, coastal high hazard areas, the impact of sea level rise, the Waterfronts Florida program, transportation planning, land use compatibility adjacent to military bases and public airports, and many other issues.

- Importance to Ports – Many of the technical assistance issues noted above are of interest to deepwater port staffs, neighbors, customers, and elected officials. The Bureau of Community Planning serves as an information clearinghouse on land use issues that impact ports.

Finally, for inclusion in the FSTED Council meeting materials, attached is a one page summary of those citations from the Florida Statutes that pertain to deepwater ports and land use planning.

## **Florida Statutes: Local Government Comprehensive Planning and Deepwater Ports**

In terms of local government comprehensive planning, there are four primary references to deepwater ports in the Florida Statutes, as summarized below.

1. Section 163.3177(6)(b), Florida Statutes, identifies different levels of transportation analysis that must be included in a local government's comprehensive plan, based on the size and location of the local government. If the local government is in the planning area of a Metropolitan Planning Organization, then Section 163.3177(6)(b)2.b, Florida Statutes, indicates that the comprehensive plan must address "...seaport facilities, access to those facilities, and intermodal terminals." Section 163.3177(6)(b)3.b, Florida Statutes, also notes that cities greater than 50,000 persons and counties greater than 75,000 persons must address "Plans for port... and related facilities coordinated with the general circulation and transportation element." Some or all of these requirements can be addressed in the port master plan.
2. Section 163.3177(6)(g)8, Florida Statutes, requires that the comprehensive plan's coastal management element must "Direct the orderly development, maintenance, and use of ports identified in s. 403.021(9) to facilitate deepwater commercial navigation and other related activities." This requirement can be addressed in the port master plan.
3. Section 163.3178(2)(k), Florida Statutes, requires port master plans to be included in the local government's coastal management element. It notes that port master plans must identify existing port facilities and any proposed expansions. To the extent that they are applicable, port master plans must also address the following requirements:
  - a. Provide a land use and inventory map of existing coastal uses;
  - b. Analyze the environmental, socioeconomic, and fiscal impact of development;
  - c. Analyze effects of existing drainage systems on estuarine water quality;
  - d. Outline principles for hazard mitigation and protection of human life;
  - e. Outline principles for protecting existing beach and dune systems;
  - f. Outline principles to eliminate inappropriate and unsafe development;
  - g. Identify public access to shoreline areas and preservation of working waterfronts;
  - h. Designate coastal high-hazard areas and mitigation criteria;
  - i. Outline principles to assure that public facilities will be in place; and,
  - j. Mitigate the threat to human life and protect the coastal environment.
4. Section 163.3178(3), Florida Statutes, identifies eligible port projects both on the port and within 3 miles of the port that are not considered to be Developments of Regional Impact if they are consistent with a port master plan that is in compliance with Section 163.3178(2)(k), Florida Statutes.

**TAB 6C**  
**DEPARTMENT OF ECONOMIC**  
**OPPORTUNITY – STRATEGIC BUSINESS**  
**DEVELOPMENT**





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FLORIDA  
DEPARTMENT *of*  
ECONOMIC  
OPPORTUNITY

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# Statewide Strategic Plan

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June 22, 2012



# The Draft Plan

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- 🌐 **Vision** – Top performing economy and best place to live, learn, work, and do business
- 🌐 **3 Goals** – Global competitiveness, top economy, and quality of life
- 🌐 **6 Objectives** – jobs, employment, prosperity, business growth, global commerce, and regional competitiveness



# Four Cross-Cutting Strategies

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## **Collaboration & Alignment**

State, regional, and local

## **Regional Industry Clusters**

Best practices

## **Global Hub**

Trade, visitors, talent, innovation, & investment

## **Megaregion**

Connect economic development, talent, infrastructure, partnerships, etc.



# 6 Pillars with 23 Strategies

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## **Talent Supply and Education**

Lead the nation in market-related student performance and workforce skills

## **Innovation and Economic Development**

Diversify Florida's economy and position for growth in national and global markets

## **Infrastructure and Growth Leadership**

Modernize Florida's infrastructure to support competitive business and a high quality of life



# 6 Pillars with 23 Strategies

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## **Business Climate and Competitiveness**

Provide the nation's leading business climate and customer-focused business support services

## **Civic and Governance Systems**

Create strong partnerships to meet economic development goals

## **Quality of Life and Quality Places**

Provide the nation's leading communities of choice to live, learn, work, and play



# Next Steps

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- 🌐 **Review draft with partners** (May)
- 🌐 **Develop metrics** (May - June)
- 🌐 **Provide for public comment** (June)
- 🌐 **Adopt Plan** (July)
- 🌐 **Develop tactical and business plans for implementation** (July ⇒)



# Public Comment



**Comments? Concerns? Edits?**  
**What is missing?**



***[www.floridajobs.org](http://www.floridajobs.org)***



# Questions?



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## “First Round” Statements and Strategies for the Five Year Statewide Strategic Plan for Economic Development – At-A-Glance

**Vision** 🌱 Florida will have the nation’s top performing economy and be recognized as the world’s best place to live, learn, work and do business.

**Goals** 🌱 Lead the nation in global competitiveness as a location for business, investment, talent, innovation and visitors.  
🌱 Become the nation’s top performing economy.  
🌱 Lead the nation in quality of life.

**Objectives** 🌱 Create more jobs. 🌱 Get Floridians back to work. 🌱 Foster opportunities for prosperity.  
🌱 Grow businesses. 🌱 Expand global commerce. 🌱 Increase the competitiveness of Florida’s regions.

### Cross Cutting Strategies

1. Improve collaboration and alignment among state, regional and local entities toward the state’s economic vision.
2. Develop and implement a statewide strategy to develop regional industry clusters using global best practices.
3. Position Florida as a global hub for trade, visitors, talent, innovation and investment.
4. Connect economic development, talent, infrastructure, partnerships and other resources across regions to build Florida as a globally competitive megaregion.

### Area-Specific Strategies

Talent Supply & Education	Innovation & Economic Development	Infrastructure & Growth Leadership	Business Climate & Competitiveness	Civic & Governance Systems	Quality of Life & Quality Places
<p>5. Connect and align education and workforce development programs to develop and retain Florida’s current and future talent supply chain and meet employer needs.</p> <p>6. Develop an integrated pre-K through career education system to prepare students for work.</p> <p>7. Position Florida as a leader in science, technology, engineering, and mathematics (STEM) research, education and market-relevant technical skills.</p> <p>8. Expand access to education and training programs for talent in distressed markets (e.g., rural, urban core).</p>	<p>9. Strengthen Florida’s leadership in expanding and emerging industry clusters and help transition established clusters to serve new markets.</p> <p>10. Grow, sustain, and integrate efforts related to R&amp;D, technology commercialization, and seed capital to create, nurture and expand innovation businesses.</p> <p>11. Expand the number of Florida businesses selling goods and services internationally and diversify the markets they serve.</p> <p>12. Brand and market Florida as the best state for business.</p>	<p>13. Coordinate decision-making and investments for economic development, land use, infrastructure, water, energy, natural resources, workforce and community development at the statewide, regional and local levels.</p> <p>14. Develop and maintain multimodal, interconnected trade and transportation systems to support a prosperous, globally competitive economy.</p> <p>15. Develop and maintain a cutting-edge telecommunications infrastructure.</p> <p>16. Ensure the future supply and quality of water to meet Florida’s economic and quality of life goals.</p> <p>17. Develop and maintain diverse, reliable, and cost effective energy sources and systems to meet Florida’s economic and environmental goals.</p>	<p>18. Renovate permitting, development, and other regulatory processes to meet changing business needs and provide a predictable legal and regulatory environment.</p> <p>19. Ensure state, regional and local agencies provide collaborative, seamless, consistent and timely customer service to businesses.</p> <p>20. Expand opportunities for access to capital for businesses throughout their life cycle.</p> <p>21. Reduce barriers to small business and entrepreneurial growth.</p> <p>22. Develop a government revenue structure that encourages business growth and development.</p>	<p>23. Support and sustain statewide and regional partnerships to accomplish Florida’s economic and quality of life goals.</p> <p>24. Invest in strategic statewide and regional economic development priorities.</p>	<p>25. Create and sustain vibrant, healthy communities that attract workers, businesses, residents and visitors.</p> <p>26. Ensure Florida’s environment and quality of life are sustained and enhanced by future growth plans and development decisions.</p> <p>27. Promote, develop and leverage Florida’s natural and cultural assets in a sustainable manner.</p>

**TAB 7**  
**UPDATE ON PORT CITRUS**

**TO BE DISCUSSED**

**TAB 8**  
**REVIEW OF SEAPORT SPEND DOWNS**

FDOT District	Ports	Seaport Cost Center	Financial Management Number (FM)	Contract Number	FSTED Program Project Number	Description	FSTED Council Allocation Date	FSTED Council Allocation FY	FSTED Council Allocation	FDOT Work Program Amount	Port Match	Other Funding Amount	Source(s)	FDOT Record of Allocation	Total FSTED Program Funds	Contract Execution Date	Contract Expiration Date	Total Reimbursed by FDOT	Remaining Balance	Comments	Roll Forward Funds Contract	Roll Forward Funds (Prior year)	Prior-Prior Funds (several years)
1	Port Manatee	012020129	41831519401	AO819	2005-2	Construct Dry Storage Warehouse	10/14/2004	FY 05/06	1,000,000.00	1,000,000.00	1,000,000.00			2,000,000.00	1,000,000.00	12/30/2005	7/1/2007	1,000,000.00	0.00				
						Supplemental #1		FY 06/07	1,000,000.00	1,000,000.00	1,000,000.00			2,000,000.00	1,000,000.00			1,000,000.00	0.00				
						Supplemental #2		FY 07/08	2,950,000.00	2,950,000.00	2,950,000.00			5,900,000.00	2,950,000.00			2,950,000.00	0.00				
						Supplemental #3		FY 08/09	1,400,000.00	1,400,000.00	1,400,000.00			2,800,000.00	1,400,000.00		7/1/2011	1,192,298.73	207,701.27				
									-207,701.27	-207,701.27	-207,701.27			-415,402.54	-207,701.27			0.00	-207,701.27	Transferred to ANS79 (311)			
			41707719401	ANS79		South Channel Access Dredging		FY 08/09	400,000.00	400,000.00	400,000.00			800,000.00	400,000.00	12/8/2004		400,000.00	0.00				
						Supplemental		FY 09/10	950,000.00	950,000.00	950,000.00			1,900,000.00	950,000.00			950,000.00	0.00				
						Supplemental		FY 09/10		207,701.00	207,701.00			415,402.00	207,701.00			207,701.00	0.00	Transferred from AO819 (311)			
						Supplemental		FY10/11	750,000.00	750,000.00	750,000.00			1,500,000.00	750,000.00			750,000.00	0.00				
						Supplemental		FY 11/12	2,000,000.00	2,000,000.00	2,000,000.00		PORB	4,000,000.00	2,000,000.00		7/1/2013		2,000,000.00				
			42259019401	AQ416		Cold Storage Warehouse		FY 11/12	330,207.00	330,207.00	330,207.00			660,414.00	330,207.00	12/17/2010			330,207.00				
						Supplemental		FY 11/12	\$1,000,000	\$1,000,000	1,000,000.00			2,000,000.00	1,000,000.00		7/1/2016		1,000,000.00				
TOTAL D-1									11,572,505.73	11,780,206.73	11,780,206.73	0.00		23,560,413.46	11,780,206.73			8,449,999.73	3,330,207.00		0.00	0.00	0.00
2	Port Fernandina	022020227	41259419401	AM741		Increased Port Security - Operational		FY 02/03	48,500.00	48,500.00	48,500.00			97,000.00	48,500.00	10/4/2002	12/31/2005	48,500.00	0.00	50/50			
			41259429401	AM896		Security Infrastructure Projects		FY 02/03	100,000.00	100,000.00	10,000.00			110,000.00	100,000.00	10/17/2002		100,000.00	0.00	90/10			
						Supplemental #1		FY 03/04	250,000.00	250,000.00	25,000.00			275,000.00	250,000.00		9/30/2008	220,399.07	29,600.93				
						Transferred to APB98 Jax-GM)			-29,600.93	-29,600.93				-59,201.86	-29,600.93			-29,600.93		Transferred to APB98 Jax-GM)			
			41060319401	AL275		Pier Rehab & Improvement		FY 01/02	125,000.00	125,000.00	125,000.00			250,000.00	125,000.00	12/7/2001		125,000.00	0.00	50/50			
						Supplemental #1		FY 02/03	100,000.00	100,000.00	100,000.00			200,000.00	100,000.00			100,000.00	0.00	50/50			
						Supplemental #2		FY 04/05	375,000.00	375,000.00	375,000.00			750,000.00	375,000.00		11/30/2006	375,000.00	0.00	match			
			41259439401	AO743	2005	Drainage & Repair of a Dry Warehouse		FY 05/06	250,000.00	250,000.00	250,000.00			500,000.00	250,000.00	10/25/2005	8/31/2008	250,000.00	0.00				
		022020227	41259449401	AOL35		On Port Infrastructure Design, Rehab & Repair Container Yard		FY 06/07	150,000.00	150,000.00	150,000.00			300,000.00	150,000.00	10/20/2006		150,000.00	0.00				
						Supplemental		FY 07/08	225,000.00	225,000.00	225,000.00			450,000.00	225,000.00			216,844.04	8,155.96				
						Supplemental		FY09/10	350,000.00	350,000.00	350,000.00			700,000.00	350,000.00		9/30/2012	281,802.99	\$68,197.01				
		022020229	41259459401	AOX73		Warehouse Rehab		FY 07/08	125,000.00	125,000.00	125,000.00			250,000.00	125,000.00	10/25/2007		125,000.00	\$0.00				
						Supplemental		FY 08/09	135,000.00	135,000.00	135,000.00			270,000.00	135,000.00		12/31/2010	135,000.00	\$0.00				
			42589719401	AQ335		Future Warehouse Improvements		FY 10/11	150,000.00	150,000.00	150,000.00			300,000.00	150,000.00	12/22/2010	9/30/2012	0.00	\$150,000.00				
			42589719401	AQD84		Future Warehouse Improvements		FY 11/12	200,000.00	200,000.00	200,000.00			400,000.00	200,000.00	9/5/2011	12/31/2012	0.00	\$200,000.00				
Total Port Fernandina									2,678,899.07	2,678,899.07	2,393,500.00	0.00		5,042,798.14	2,678,899.07			2,252,546.10	426,352.97		0.00	0.00	0.00
2	Port Jacksonville	022020227	41264819401	AL070		Upgrade Access Control for Blount Island				600,000.00		600,000.00	TOPS	600,000.00	600,000.00	10/26/2001	10/31/2004	600,000.00	0.00				
						Supplemental #1		FY02/03	1,100,000.00	1,100,000.00	1,100,000.00			2,200,000.00	1,100,000.00			1,100,000.00	0.00				
						Operational Cost		FY03/04	1,400,000.00	1,400,000.00	1,400,000.00			2,800,000.00	1,400,000.00			1,400,000.00	0.00				
						Construct Dry Bulk Conveyor System-Phase 2		FY04/05	2,500,000.00	2,500,000.00	2,500,000.00			5,000,000.00	2,500,000.00	2/11/2005	10/31/2008	2,500,000.00	0.00				
			41264829401	AO744	2005	Berth 3 Construction		FY 05/06	3,350,000.00	3,350,000.00	3,350,000.00			6,700,000.00	3,350,000.00	10/25/2005	12/31/2008	3,279,677.60	70,322.40				
						Moved to APB99			-70,322.40	-70,322.40	-70,322.40			-140,644.80	-70,322.40			0.00	-70,322.40	Transferred to APB99-(311)			70,322.40
			41264839401	AQJ26		Construction Berth #3 @ Toyota Dock		FY 06/07	2,100,000.00	2,100,000.00	2,100,000.00			4,200,000.00	2,100,000.00	11/3/2006	7/31/2009	2,100,000.00	0.00				
			41264849401	AOX82		Infrastructure Improvements		FY 07/08	2,300,000.00	2,300,000.00	2,300,000.00			4,600,000.00	2,300,000.00	10/15/2007		2,300,000.00	0.00				
		022020229	41264849401	APB99		Portwide Dredging		FY 08/09	2,125,000.00	2,125,000.00	2,125,000.00			4,250,000.00	2,125,000.00	12/16/2008		2,125,000.00	0.00				
						Supplemental		FY 09/10	2,800,000.00	2,800,000.00	2,800,000.00			5,600,000.00	2,800,000.00			1,045,597.74	1,754,402.26				
						Moved from AO744		FY 09/10	70,322.00	70,322.00	70,322.00			140,644.00	70,322.00		3/31/2013	70,322.00	0.00	Transferred from AO744 (311)			-70,322.40
			41264849401	AQ336		Port Development Project		FY 10/11	1,900,000.00	1,900,000.00	1,900,000.00			3,800,000.00	1,900,000.00	11/1/2010	6/30/2012	24,847.78	1,875,152.22				
			41264889401	AQD85		Blount Island & Talleyrand Terminal		FY 11/12	2,687,500.00	2,687,500.00	779,167.00			3,466,667.00	2,687,500.00	9/5/2011		1,586,771.82	1,100,728.18				
						Supplemental		FY 11/12	1,865,295.00	1,865,295.00	1,865,295.00		PORB	3,730,590.00	1,865,295.00		12/31/2012		1,865,295.00				
Total Port Jacksonville									24,127,794.60	24,727,794.60	22,219,461.60	600,000.00		46,947,256.20	24,727,794.60			18,132,216.94	6,595,577.66		0.00	0.00	0.00
TOTAL D-2									26,806,693.67	27,406,693.67	24,612,961.60	600,000.00		51,990,054.34	27,406,693.67			20,384,763.04	7,021,930.63		0.00	0.00	0.00

Prior year funds FY 08/09

Prior Year 05/06

FDOT District	Ports	Seaport Cost Center	Financial Management Number (FM)	Contract Number	FSTED Program Project Number	Description	FSTED Council Allocation Date	FSTED Council Allocation FY	FSTED Council Allocation	FDOT Work Program Amount	Port Match	Other Funding Amount	Source(s)	FDOT Record of Allocation	Total FSTED Program Funds	Contract Execution Date	Contract Expiration Date	Total Reimbursed by FDOT	Remaining Balance	Comments	Roll Forward Funds Contract	Roll Forward Funds (Prior year)	Prior-Prior Funds (several years)
3	Port Pensacola	032020327	41496219401	AN404		Warehouse Improvement		FY 02/03	119,338.00	119,338.00	119,338.00			238,676.00	119,104.20	2/11/2003	12/31/2004	119,104.20	0.00	Rolled forward from prior year		<del>\$233.89</del>	
			41701419401	ANT78		Warehouse & Berth Improvement		FY 04/05	250,000.00	250,000.00	250,000.00			500,000.00	250,000.00	12/20/2004		250,000.00	0.00				
						Hurricane Ivan		FY 04/05	360,000.00	360,000.00	360,000.00			720,000.00	360,000.00		7/31/2007	360,000.00	0.00	Transferred from St Pete AI528 (311)			
			40568429401	AL607		Bulkheading Phase 1 Element 2		FY 01/02	1,200,000.00	1,176,911.80	1,176,911.80			2,353,823.60	1,200,000.00	3/4/2002	3/31/2005	1,188,455.90	11,544.10				
						Transferred to APG09			-11,544.10	-11,544.10	-11,544.10			-23,088.20	-11,544.10			-11,544.10		Transferred to APG09-(311)		<del>\$11,544.10</del>	
			41844019401	AOB76	2005	Harborside/Waterside		FY 05/06	250,000.00	250,000.00	250,000.00			500,000.00	250,000.00	2/28/2006	6/30/2008	250,000.00	0.00				
		032020329	42031919401	AON45		Berth 13 Bulkhead		FY 06/07	250,000.00	250,000.00	250,000.00			500,000.00	250,000.00	12/6/2006	12/31/2008	250,000.00	0.00				
			42235419401	AP127		Emergency dredging & warehouse improvement		FY 07/08	250,000.00	250,000.00	250,000.00			500,000.00	250,000.00	1/23/2008		26,974.00	223,026.00				
						Supplemental		FY 11/12	5,783.00	5,783.00				5,783.00	5,783.00		1/31/2013		5,783.00	Transferred from St Pete AI528			
			42315129401	APG09		Freezer Expansion		FY 08/09	275,000.00	275,000.00	275,000.00			550,000.00	275,000.00	3/17/2009		275,000.00	0.00				
						Supplemental		FY 08/09	11,545.00	11,545.00	11,545.00			23,090.00	11,545.00			11,545.00	0.00	Transferred from AL607(311)		<del>-11,544.00</del>	
						Supplemental		FY 08/09	400,000.00	400,000.00	400,000.00			800,000.00	400,000.00		11/30/2013	400,000.00	0.00	Transferred from Port Panama (APD39)(311)			
			42315139401	APM62		Warehouse & Freezer Expansion		FY 09/10	300,000.00	300,000.00	300,000.00			600,000.00	300,000.00	8/11/2009	7/31/2014	300,000.00	0.00				
			42315149401	AQ782		Port Infrastructure		FY 10/11	230,000.00	230,000.00	230,000.00			460,000.00	230,000.00	3/9/2011			230,000.00				
									-155,000.00	-155,000.00	-155,000.00			-310,000.00	-155,000.00		3/31/2015		-155,000.00	Transferred to Port Panama AQ645 (311)	0.00	0.00	0.00
	Total Port Pensacola								3,735,121.90	3,712,033.70	3,706,250.70	0.00		7,418,284.40	3,734,888.10			3,431,079.10	303,809.00				
3	Port Panama City	032020327	41074219401	AK513		Underground Utilities/Port Lighting		FY 99/00	12,000.00	12,000.00	12,000.00			24,000.00	12,000.00	8/10/2001		12,000.00	0.00				
						Supplemental		FY 00/01	400,000.00	400,000.00	400,000.00			800,000.00	400,000.00	8/10/2001		400,000.00	0.00				
						Supplemental		FY 02/03	200,000.00	200,000.00	200,000.00			400,000.00	200,000.00		2/9/2004	200,000.00	0.00				
			41701549401	ANV87		Warehouse Expansion		FY 04/05	475,000.00	475,000.00	475,000.00			950,000.00	475,000.00	2/7/2005	6/30/2006	475,000.00	0.00				
			41701519401	ANZ12		Mobile Harbor Cranes		FY 04/05	1,025,000.00	1,025,000.00	1,025,000.00			2,050,000.00	1,025,000.00	4/5/2005	6/30/2006	1,024,999.20	0.80				
									-0.80	-0.80	-0.80			-1.60	-0.80				-0.80				
			41701539401	AOD04	2005	Bulk Warehouse-relocate midwestern pipe conveyor		FY 05/06	1,000,000.00	1,000,000.00	1,000,000.00			2,000,000.00	1,000,000.00	3/27/2006	3/31/2011	1,000,000.00	0.00				
	Port Panama City	032020329	42031819401	AOP39		Bulk Warehouse Phase II Container Yard Expansion		FY 06/07	1,300,000.00	1,300,000.00	1,300,000.00			2,600,000.00	1,300,000.00	2/8/2007	6/30/2012	1,300,000.00	0.00				
			42235319401	AP369		Mobile Ship Loader & Relocate Gear Shops		FY 07/08	500,000.00	500,000.00	500,000.00			1,000,000.00	500,000.00	4/1/2008	3/31/2013	500,000.00	0.00				
			42235519401	APD39		Bulkhead & Dock Repair		FY 08/09	700,000.00	700,000.00	700,000.00			1,400,000.00	700,000.00			300,000.00	400,000.00				
						Transferred to Pensacola APG09			-400,000.00	-400,000.00	-400,000.00			-800,000.00	-400,000.00	11/20/2008	11/30/2013	0.00	-400,000.00	Transferred to Pensacola APG09			
			42235529401	APL69		Refurbish Bulk Head		FY 09/10	700,000.00	700,000.00	700,000.00			1,400,000.00	700,000.00	7/24/2009		700,000.00	0.00				
						Supplemental		FY 09/10	450,000.00	450,000.00	450,000.00			900,000.00	450,000.00		6/30/2014	450,000.00	0.00	450K Dot supplement			
			42235719401	AQ075		Port Infrastructure		FY 10/11	500,000.00	500,000.00	500,000.00			1,000,000.00	500,000.00	8/11/2010	8/31/2015	472,234.84	27,765.16				
			42059049401	AQ228		Seaport Hub		FY 10/11	80,000.00	80,000.00	80,000.00			160,000.00	80,000.00	9/23/2010	9/30/2015	80,000.00	0.00				
			42836439401	AQ645		Mobile Harbor Crane		FY 10/11	155,000.00	155,000.00	155,000.00			310,000.00	155,000.00	1/13/2011		155,000.00	0.00	Transferred from Pensacola AQ782			
								FY 10/11	120,000.00	120,000.00	120,000.00			240,000.00	120,000.00		1/31/2016	120,000.00	0.00	Transferred from Port St Joe			
			42235819401	AQC53		Port Panama City Port Infrastructure		FY 11/12	750,000.00	750,000.00	750,000.00			1,500,000.00	750,000.00	7/7/2011	7/31/2016	609,688.00	140,312.00				
	Total Panama City								7,966,999.20	7,966,999.20	7,966,999.20			15,933,998.40	7,966,999.20			7,798,922.04	168,077.16		0.00	0.00	0.00
3	Port St Joe	032020327	41711819401	ANT25		Modification to Storage & Automobile Import Operations		FY 04/05	575,000.00	575,000.00	575,000.00			1,150,000.00	575,000.00	12/30/2004	2/28/2006	0.00	575,000.00				
						Funds given to Palm Beach ANU92			-575,000.00	-575,000.00	-575,000.00			-1,150,000.00	-575,000.00			-575,000.00		Transferred to Palm Beach ANU92 (311)			
			41074315401	AJ866		Automobile Storage; Land Purchase (Scope to be changed)		FY 00/01	2,000,000.00	2,000,000.00	2,000,000.00			4,000,000.00	2,000,000.00	2/26/2001	6/30/2007	2,000,000.00	0.00				
			42032019401	AOH67		Land Purchase		FY 06/07	850,000.00	850,000.00	575,000.00			1,425,000.00	850,000.00	7/20/2006	6/30/2011	850,000.00	0.00	Local overmatched by previous expenditures			
		032020329	42294149401	AP821		Bulkheading & Upland Improvement		FY 08/09	680,000.00	680,000.00	680,000.00			1,360,000.00	680,000.00	7/28/2008		554,127.93	125,872.07				
						Supplement		FY 11/12	106,735.00	106,735.00				106,735.00	106,735.00		6/30/2013	0.00	106,735.00	Transferred from Key West AOJ04			
			42294159401	APG36		Landside Port Development		FY 09/10	270,000.00	270,000.00	270,000.00			540,000.00	270,000.00	3/31/2009	6/30/2014	6,489.36	263,510.64				
		032020329	42589519401	APL09		Access Road		FY 09/10	\$80,000.00	80,000.00	80,000.00		DS	160,000.00	80,000.00	7/13/2009	6/30/2014	78,981.93	\$1,018.07	District 5 Repaid loan			
			42294169401			Port Infrastructure		FY 10/11	\$120,000.00	120,000.00	200,000.00			320,000.00	120,000.00				\$120,000.00	200K allocated pd D-5 \$80K			
									-\$120,000.00	-120,000.00	-120,000.00			-240,000.00	-120,000.00				-\$120,000.00	Transferred to Port Panama AQ645			
	Total Port St Joe								3,986,735.00	3,986,735.00	3,685,000.00			7,671,735.00	3,986,735.00			3,489,599.22	497,135.78		0.00	0.00	0.00
TOTAL D-3									15,688,856.10	15,665,767.90	15,358,249.90	0.00		31,024,017.80	15,688,622.30			14,719,600.36	969,021.94		0.00	0.00	0.00

Port St Joe needed \$80K in FY09/10. Canaveral loan them DPTO funds and back. PSJ only had portt funds, so PC gave Canaveral \$80K DPTO FUNDS AND psj PAID Panama back in FY 10/11.

\$155K from Pensacola and \$120K from PSJ FY 10/11

FDOT District	Ports	Seaport Cost Center	Financial Management Number (FM)	Contract Number	FSTED Program Project Number	Description	FSTED Council Allocation Date	FSTED Council Allocation FY	FSTED Council Allocation	FDOT Work Program Amount	Port Match	Other Funding Amount	Source(s)	FDOT Record of Allocation	Total FSTED Program Funds	Contract Execution Date	Contract Expiration Date	Total Reimbursed by FDOT	Remaining Balance	Comments	Roll Forward Funds Contract	Roll Forward Funds (Prior year)	Prior-Prior Funds (several years)						
4	Port Everglades	042010427	40755615401 40755619401	AI531		STAR		FY 00/01	200,000.00	200,000.00					200,000.00	6/9/2000	12/31/2005	200,000.00	0.00										
						STAR		FY 01/02	100,000.00	100,000.00					100,000.00	6/9/2000	12/31/2006	0.00	100,000.00										
						Terminated			-100,000.00	-100,000.00					-100,000.00				-100,000.00	Terminated									
									41144819401		AN510									1,359,996.00	679,998.00	5/14/2003	3/31/2005	679,998.00	0.00				
									41539818401		ANF02									3,100,000.00	1,550,000.00	11/19/2003	12/31/2004	1,550,000.00	0.00				
									042010429		41687419401		ANT51							2,000,000.00	1,000,000.00	9/16/2004	9/30/2006	1,000,000.00	0.00				

FDOT District	Ports	Seaport Cost Center	Financial Management Number (FM)	Contract Number	FSTED Program Project Number	Description	FSTED Council Allocation Date	FSTED Council Allocation FY	FSTED Council Allocation	FDOT Work Program Amount	Port Match	Other Funding Amount	Source(s)	FDOT Record of Allocation	Total FSTED Program Funds	Contract Execution Date	Contract Expiration Date	Total Reimbursed by FDOT	Remaining Balance	Comments	Roll Forward Funds Contract	Roll Forward Funds (Prior year)	Prior-Prior Funds (several years)
			41830419401	AO591	2005	Portions of Phase 1, 2, 3 of Repairs to North and South Cargo Piers and Associated Bulkheads		FY 05/06	1,500,000.00	1,500,000.00	1,500,000.00			3,000,000.00	1,500,000.00	9/1/2005	6/1/2007	1,500,000.00	0.00				
			42031719401	AOH43		Maintenance & Dredging South Jetty Deposition Basin		FY 06/07	1,000,000.00	1,000,000.00	1,000,000.00			2,000,000.00	1,000,000.00	7/13/2006	6/1/2008	1,000,000.00	0.00				
			42254519401	AOX63		Cruise Terminal		FY 07/08	1,800,000.00	1,800,000.00	1,800,000.00			3,600,000.00	1,800,000.00	10/1/2007	6/1/2012	1,638,598.15	161,401.85				
			42384119401	APE36		Cruise Terminal 10 Improvements		FY 08/09	1,800,000.00	1,800,000.00	1,800,000.00			3,600,000.00	1,800,000.00	12/30/2008	10/1/2012	1,700,808.19	99,191.81				
			42253319401	APU24		Maintenance Dredging		FY 09/10	2,000,000.00	2,000,000.00	2,000,000.00			4,000,000.00	2,000,000.00	1/29/2010		66,759.70	1,933,240.30				
						Transferred from AO967 SIS		FY 09/10	1,600,000.00	1,600,000.00	1,600,000.00		DS	3,200,000.00	1,600,000.00			53,407.76	1,546,592.24	Transferred from AO967 (SIS)			
						Supplement 1 Northside Development		FY 10/11	1,600,000.00	1,600,000.00	1,600,000.00			3,200,000.00	1,600,000.00		6/1/2013		1,600,000.00				
			42590219401	AQI77		Future Mega Cruise Ship Terminal		FY 11/12	1,350,000.00	1,350,000.00	1,350,000.00			2,700,000.00	1,350,000.00	11/23/2011	10/1/2012	0.00	1,350,000.00				
			43176819401	AQN37		Container North Cargo 5 & 6		FY 11/12	700,000.00	700,000.00	700,000.00		PORB	1,400,000.00	700,000.00	5/21/2012	6/1/2013		700,000.00				
Total Port Canaveral									15,600,000.00	15,600,000.00	15,600,000.00			31,200,000.00	15,600,000.00			8,209,573.80	7,390,426.20		0.00	0.00	0.00
TOTAL D-5									15,600,000.00	15,600,000.00	15,600,000.00			31,200,000.00	15,600,000.00			8,209,573.80	7,390,426.20		0.00	0.00	0.00
6	Port Key West	062020629	41368319401	AM950		Security Cost Capital Improvements		FY 02/03	128,000.00	128,000.00	128,000.00			256,000.00	128,000.00	6/17/2003		128,000.00	0.00				
						Supplemental #1		FY 02/03	54,531.00	54,531.00	54,531.00			109,062.00	54,531.00			54,531.00	0.00				
						Supplemental #2		FY 04/05	300,000.00	300,000.00	300,000.00			600,000.00	300,000.00		9/30/2006	122,187.97	177,812.03				
						Moved to AOJ04			-177,812.03	-177,812.03	-177,812.03			-355,624.06	-177,812.03				-177,812.03	Transferred to AOJ04			
			41368318401	AM951		Facility Security		FY 02/03	195,469.00	195,469.00	195,469.00			390,938.00	195,469.00	4/18/2003	9/30/2004	195,469.00	0.00				
			41540519401	ANS44		Mallory Square Dock Repairs & Modification		FY 03/04	600,000.00	600,000.00	600,000.00			1,200,000.00	600,000.00	12/14/2004		600,000.00	0.00				
						Supplemental		FY 07/08	1,150,000.00	1,150,000.00	1,150,000.00			2,300,000.00	1,150,000.00		6/30/2010	1,035,970.23	114,029.77				
									-114,029.77	-114,029.77	-114,029.77			-228,059.54	-114,029.77				-114,029.77	Transferred to Port Miami FY 11/12 AQ528			
			42053519401	AOJ04		Mallory Dock Project		FY 06/07	177,812.00	177,812.00	177,812.00			355,624.00	177,812.00	11/27/2006	12/30/2010	71,077.80	106,734.20	Received from AM950			
									-106,734.20	-106,734.20	-106,734.20			-213,468.40	-106,734.20				-106,734.20	Transferred to Port St Joe AP821 FY 11/12			
Total Key West									2,207,236.00	2,207,236.00	2,207,236.00			4,414,472.00	2,207,236.00			2,207,236.00	0.00		0.00	0.00	0.00
6	Port Miami	062020627	40842115401	AI383		Container Gantry Cranes		FY 99/00	2,500,000.00	2,500,000.00	2,500,000.00			5,000,000.00	2,500,000.00	4/27/2000		2,500,000.00	0.00				
			40842115402			Supplemental #1		FY 00/01	1,575,000.00	1,575,000.00	1,575,000.00			3,150,000.00	1,575,000.00			1,575,000.00	0.00				
			40842119401			Supplemental #2		FY 03/04	200,000.00	200,000.00	200,000.00			400,000.00	200,000.00		9/29/2006	200,000.00	0.00				
		062020629	40602329401	AM278		STAR		FY 02/03	100,000.00	100,000.00					100,000.00	9/18/2002	6/30/2008	100,000.00	0.00				
			41697119401	ANT37	2003-14PR	New Terminal D & E		FY 04/05	2,250,000.00	2,250,000.00	2,250,000.00			4,500,000.00	2,250,000.00	12/6/2004	6/30/2006	2,250,000.00	0.00				
			25445215401	AB599		Port Dredging #2		FY 94/95	3,700,000.00	3,700,000.00	1,850,000.00			5,550,000.00	3,700,000.00	4/5/1995		3,700,000.00	0.00				
						Supplemental #1		FY95/96	3,030,000.00	3,030,000.00	1,515,000.00			4,545,000.00	3,030,000.00			3,030,000.00	0.00				
						Supplemental #2		FY 96/97	2,000,000.00	2,000,000.00	1,000,000.00			3,000,000.00	2,000,000.00		6/30/2006	2,000,000.00	0.00	\$1,184,593.68 in reverse escrow			
			40390515401	AG518	99-02RP	High Profile Crane		FY 98-99	900,000.00	900,000.00	900,000.00			1,800,000.00	900,000.00	2/22/1999	1/31/2006	900,000.00	0.00				
			41259019401	AM202		Port Security Operational Costs		FY 02/03	2,168,000.00	2,168,000.00	2,168,000.00			4,336,000.00	2,168,000.00	9/11/2002	12/31/2004	2,168,000.00	0.00				
						Supplemental #1		FY 03/04	1,750,000.00	1,750,000.00	1,750,000.00			3,500,000.00	1,750,000.00		12/31/2004	1,750,000.00	0.00				
			41830819401	AO508	2005	Container Yard Improvements		FY 05/06	2,100,000.00	2,100,000.00	2,100,000.00			4,200,000.00	2,100,000.00	8/15/2005		2,100,000.00	0.00				
			42053319401			Supplemental #1		FY 06/07	500,000.00	500,000.00	500,000.00			1,000,000.00	500,000.00			500,000.00	0.00				
			42053419401			Supplemental #2		FY06/07	2,000,000.00	2,000,000.00	2,000,000.00			4,000,000.00	2,000,000.00			2,000,000.00	0.00				
			42053419401			Supplemental #3		FY 09/10	1,184,594.00	1,184,594.00	1,184,594.00			2,369,188.00	1,184,594.00			1,109,818.18	74,775.82	\$1,184,594 reserve escrow AB599			
			42053419402			Supplemental #4		FY 09/10	2,115,406.00	2,115,406.00	2,115,406.00			4,230,812.00	2,115,406.00			2,115,406.00	0.00				
			42053419402	AQ528		Cargo Container Yard & Wharf Improvements		FY 10/11	1,900,000.00	1,900,000.00	1,900,000.00			3,800,000.00	1,900,000.00	12/2/2010	6/30/2013	799,881.60	1,100,118.40				
			42053419402	AQH99		Supplemental		FY 11/12	1,687,530.00	1,687,530.00	1,687,530.00			3,375,060.00	1,687,530.00	12/14/2011	6/30/2014		1,687,530.00				
			42364419401	AP136		Construct Parking Garage D		FY 07/08	100,000.00	100,000.00	100,000.00			200,000.00	100,000.00	3/6/2008		100,000.00	0.00				
						Supplemental #1		FY 08/09	2,200,000.00	2,200,000.00	2,200,000.00			4,400,000.00	2,200,000.00			2,200,000.00	0.00				
						Supplemental #2		FY 08/09	2,125,000.00	2,125,000.00	2,125,000.00			4,250,000.00	2,125,000.00		6/30/2010	2,125,000.00	0.00				
			43112619401	AQH82		Post Panamax Cranes		FY 11/12	2,880,000.00	2,880,000.00	1,374,189.00		PORB	4,254,189.00	2,880,000.00	10/25/2011	6/30/2016	0.00	2,880,000.00				
Total Port Miami									38,965,530.00	38,965,530.00	32,994,719.00	0.00		71,860,249.00	38,965,530.00	421,342.00	438,051.00	33,223,105.78	5,742,424.22		0.00	0.00	0.00
TOTAL D-6									41,172,766.00	41,172,766.00	35,201,955.00	0.00		76,274,721.00	41,172,766.00			35,430,341.78	5,742,424.22		0.00	0.00	0.00





FDOT District	Ports	Seaport Cost Center	Financial Management Number (FM)	Contract Number	Program Project Number	Description	Allocation Date	Allocation n FY	FSTED Council Allocation	FDOT Work Program Amount	Local Match	Port	Other Funding Amount	Source(s)	FDOT Record of Allocation	Total Authorized Program Funds	Contract Execution Date	Contract Expiration Date	Total Reimbursed by FDOT	Remaining Balance	Port Comments	Boxed Funds (not assigned)	Roll Forward Funds (Prior year)	Prior-Prior Funds (several years)	
1	Port Manatee	012020129	41707719401	ANS79	SIS	Dredge Berth 12 C Supplemental	10/14/2004	FY 04/05 FY 05/06		1,250,000.00 3,881,000.00	625,000.00 1,255,618.00				1,875,000.00 5,136,618.00	1,250,000.00 3,881,000.00	12/8/2004		1,250,000.00 3,881,000.00	0.00 0.00		0.00	0.00	0.00	
			41707719403	AOE08		Supplemental #4		FY 10/11		4,725,000.00	1,575,000.00				6,300,000.00	4,725,000.00	7/12/2010	7/1/2012	4,725,000.00	0.00					
Total D-1	Total Port Manatee									9,856,000.00	3,455,618.00		0.00		13,311,618.00	9,856,000.00			9,856,000.00	0.00		0.00	0.00	0.00	
2	Port Jacksonville	022020227													0.00 0.00 0.00										
Total D-2	Total Port Jacksonville									0.00	0.00		0.00		0.00	0.00			0.00	0.00		0.00	0.00	0.00	
3	Port Panama City	032020327	41818219401	AO924	SIS	Rail service to new		FY 05/06		1,125,000.00	375,000.00				1,500,000.00	1,125,000.00	12/29/2005	3/9/2012	1,125,000.00	0.00					
			41818319401	AO930	SIS	Rail yard for multibulk		FY 05/06		699,000.00	174,750.00				873,750.00	699,000.00	12/28/2005	12/31/2008	699,000.00	0.00					
			42836429401	AQC52	SIS	Rail Yard Expansion		FY 11/12		612,000.00	612,000.00				1,224,000.00	612,000.00	7/7/2011	7/31/2016	313,016.67	298,983.33					
			42836419401	AQC51	SIS	Dredge South & West Berth		FY 11/12		450,000.00	450,000.00				900,000.00	450,000.00	7/7/2011	7/31/2016	250,319.61	199,680.39					
	Total Port Panama City									2,886,000.00	1,611,750.00		0.00		4,497,750.00	2,886,000.00			2,387,336.28	498,663.72		0.00	0.00	0.00	
	Port Pensacola	032020327	42836429401												0.00 0.00 0.00										
	Total Port Pensacola									0.00	0.00		0.00		0.00	0.00			0.00	0.00		0.00	0.00	0.00	
Total District 3										2,886,000.00	1,611,750.00		0.00		4,497,750.00	2,886,000.00			2,387,336.28	498,663.72		0.00	0.00	0.00	
4	Port Palm Beach	042010429	41843019401	AO525	SIS	So Access Gate Supplemental		FY 05/06 FY 07/08		3,325,000.00 8,421,000.00 -960,000.00	1,108,000.00 2,807,000.00 -960,000.00				4,433,000.00 11,228,000.00 -1,920,000.00	3,325,000.00 8,421,000.00 -960,000.00	8/10/2005		3,325,000.00 7,319,144.36 -960,000.00	0.00 1,101,855.64 -960,000.00					
			41702719401	ANU93	SIS	Slip #3 Development		FY 04/05		325,000.00	325,000.00				650,000.00	325,000.00		12/31/2014	325,000.00	0.00					
			42282719401	AQ829		Port Wide Slip #3 Redevelopment Supplemental Supplemental		FY 10/11 FY 11/12 FY 11/12		1,236,000.00 960,000.00 2,099,467.00	1,236,000.00 960,000.00 2,099,467.00				2,472,000.00 1,920,000.00 4,198,934.00 0.00	1,236,000.00 960,000.00 2,099,467.00	4/1/2011		433,157.80 960,000.00 2,099,467.00	802,842.20 960,000.00 2,099,467.00	Transferred from AOX32-(GR08) Transferred from AO525-(SIS) Yr 11/12				
	Total Port Palm Beach									15,406,467.00	7,575,467.00		0.00		22,981,934.00	15,406,467.00			11,402,302.16	4,004,164.84		0.00	0.00	0.00	
	Port Everglades		41843119401	AO822	SIS	New bridge FPL Canal		FY 05/06		1,035,000.00	1,378,000.00				2,413,000.00	1,035,000.00	11/14/2005	12/31/2011	1,035,000.00	0.00					
			41843219401	Deleted		2 Rail Spurs/ Eller Dr REC REDUCTION		FY 09/10		2,721,000.00 -2,721,000.00	680,250.00 -680,250.00				3,401,250.00 -3,401,250.00	2,721,000.00 -2,721,000.00				2,721,000.00 -2,721,000.00		Deleted due to REC			
	Total Port Everglades									1,035,000.00	1,378,000.00		0.00		2,413,000.00	1,035,000.00			1,035,000.00	0.00		0.00	0.00	0.00	
Total District 4										16,441,467.00	8,953,467.00		0.00		25,394,934.00	16,441,467.00			12,437,302.16	4,004,164.84		0.00	0.00	0.00	
5	Port Canaveral	052000531	41841019401	AO967	SIS	Widen West Turn Basin Supplemental #1 REC REDUCTION Moved to APU24 311		FY 05/06 FY 09/10 FY 10/11		1,163,999.00 8,751,000.00 -5,571,000.00 -1,600,000.00 -80,000.00	367,579.00 2,763,474.00 -1,711,625.00 -400,000.00 -80,000.00				1,531,578.00 11,514,474.00 -7,282,625.00 -2,000,000.00 -160,000.00	1,163,999.00 8,751,000.00 -5,571,000.00 -1,600,000.00 -80,000.00	12/23/2005		1,163,999.00 68,863.83	0.00 8,682,136.17 -5,571,000.00 -1,600,000.00 -80,000.00					
			42955319401	AQ751	SIS	Widen West Turn Basin Supplemental Supplemental		FY 10/11 FY 10/11 FY 10/11		7,000,000.00 80,000.00 425,166.00	7,000,000.00 80,000.00 425,166.00				14,000,000.00 160,000.00 850,332.00	7,000,000.00 80,000.00 425,166.00	2/28/2011		5,839,344.65 66,735.37 354,670.11	1,160,655.35 13,264.63 70,495.89					
			4228291A801	AP848	SIS	Geogr King Blvd		FY 11/12		4,983,000.00	4,983,000.00				9,966,000.00	4,983,000	7/1/2011	2/1/2014		4,983,000.00					
Total D-5	Total Port Canaveral									15,152,165.00	13,427,594.00		0.00		28,579,759.00	15,152,165.00			7,493,612.96	7,658,552.04		0.00	0.00	0.00	
6	Port Miami	062020629	41844219401	AO659	SIS	Intermodal cargo Transfer Facility (ICTF) Moved to AOB66		FY 05/06		1,035,000.00	1,035,000.00				2,070,000.00	1,035,000.00	11/9/2005	9/30/2008	0.00	1,035,000.00					
										-1,035,000.00	-1,035,000.00				-2,070,000.00	-1,035,000.00				-1,035,000.00	Project deleted/moved to AOB66 (Intermodal)				
6	Port Miami		25445229401	AO658	SIS	So Fisherman Channel		FY 05/06		1,009,000.00	1,009,000.00				2,018,000.00 0.00	1,009,000.00	11/9/2005	6/1/2013	1,009,000.00	0.00					
Total D-6	Total Port Miami									1,009,000.00	1,009,000.00		0.00		2,018,000.00	1,009,000.00			1,009,000.00	0.00		0.00	0.00	0.00	
7	Port Tampa	072020727													0.00 0.00										
Total D-7	Total Port Tampa									0.00	0.00		0.00		0.00	0.00			0.00	0.00		0.00	0.00	0.00	
TOTAL ALL DISTRICTS										45,344,632.00	28,457,429.00		0.00		73,802,061.00	45,344,632.00			33,183,251.40	12,161,380.60		0.00	0.00	0.00	

Transferred to Slip #3 Development

In \$3,740,091  
\$347,592 from ANU93 (i) for FY 13)

Port St Joe needed \$80K in FY09/10 Canavaeral loan them DPTO funds and wanted DPTO funds back. PSJ only had port funds, So Panama city gave Canaveral\$80K DPTO funds and PSJ paid Panama back in FY 10/11 AQ228

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### Intermodal Projects as of May 31, 2012

FDOT District	Ports	Seaport Cost Center	Financial Management Number (FM)	Contract Number	Program Project Number	Description	Allocation Date	Allocation FY	Category	FDOT Work Program Amount	Local	Port Match	Other Funding Amount	Source(s)	FDOT Record of Allocation	Total Authorized Program Funds	Contract Execution Date	Contract Expiration Date	Total Reimbursed by FDOT	Remaining Balance	Submitted Requests not yet Reimbursed	Expended Funds not yet Requisitioned	Port Balance	Port Comments	Boxed Funds (not assigned)	Roll Forward Funds (Prior year)	Prior-Prior Funds (several years)		
1	Port Manatee	012020129	40544719401	ANK80		Truck Queing & Crane Supplemental #1		FY03/04	088809	\$750,000.00		\$750,000.00			1,500,000.00	750,000.00	5/14/2004	7/1/2011	750,000.00	0.00					0.00	0.00	0.00		
						Supplemental #2		FY 04/05		700,000.00		700,000.00			1,400,000.00	700,000.00			700,000.00	0.00									
						Supplemental #3		FY 05/06		1,000,000.00		1,000,000.00			2,000,000.00	1,000,000.00			1,000,000.00	0.00									
								FY 08/09		300,000.00		300,000.00			600,000.00	300,000.00		7/1/2014	178,894.73	121,105.27									
				40818819401	AP534		Intermodal Container Terminal		FY08/09		700,000.00		700,000.00			1,400,000.00	700,000.00	6/26/2008	7/1/2014	405,276.23	294,723.77								
				41066519401	AP535		Four Lane South Dock Street		FY 08/09		1,000,000.00		1,000,000.00			2,000,000.00	1,000,000.00	6/26/2008	7/12/2012	0.00	1,000,000.00								
											-1,000,000.00		-1,000,000.00			-200,000.00	-1,000,000.00				-1,000,000.00				Deleted due to REC				
				41088019401	AK167		Expand RR Interchange Trackage Supplemental #1		FY 00/01		292,342.00		1,433,000.00			1,725,342.00	292,342.00	6/4/2001		292,342.00	0.00								
									FY 06/07		532,658.00					532,658.00	532,658.00	6/26/2008	7/1/2012	459,313.67	73,344.33								
				41440219401	AOW56		Intermodal Container Termnal		FY 07/08		1,000,000.00		1,250,000.00			2,250,000.00	1,000,000.00	9/21/2007	7/1/2013	2,126.75	997,873.25								
				41798819401	AOD47		Acquire Harbor Crane Supplemental #1		FY 05/06		487,500.00		487,500.00			975,000.00	487,500.00	6/6/2006		487,500.00	0.00								
							Supplemental #2		FY 06/07		509,013.00		509,013.00			1,018,026.00	509,013.00			509,013.00	0.00								
							Supplemental #3		FY 08/09		2,000,000.00		2,000,000.00			4,000,000.00	2,000,000.00			2,000,000.00	0.00								
									FY 09/10		1,000,000.00		1,000,000.00			2,000,000.00	1,000,000.00		7/1/2015	108,297.00	891,703.00								
				42189519401	AOM61		Master Plan & Economic Study Supplemental #1		FY 06/07		71,585.00		71,585.00			143,170.00	71,585.00	11/29/2006	7/1/2012	71,585.00	0.00								
									FY 07/08		303,415.00		303,415.00			606,830.00	303,415.00	11/29/2006	7/1/2012	303,415.00	0.00								
				42259019401	AQ416		Cold Storage Warehouse Supplemental		FY 10/11		735,660.00		735,660.00			1,471,320.00	735,660.00	12/17/2010			735,660.00								
							FY 11/12		922,308.00		922,308.00		DDR	1,844,616.00	922,308.00		7/1/2016		922,308.00										
		42061919401	AQK77		Intermodal Container		FY 11/12		2,049,243.00		2,049,243.00		DDR	4,098,486.00	2,049,243.00	6/26/2008	7/1/2017		2,049,243.00										
		41707719401	ANS79		South Channel Access Dredging		FY 11/12		330,207.00		330,207.00			330,207.00	330,207.00	12/8/2004	7/1/2013		330,207.00										
Total D-1 Total Port Manatee										13,683,931.00	14,541,931.00	0.00	0.00		29,695,655.00	13,683,931.00			7,267,763.38	6,416,167.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
2	Port Jacksonville														0.00														
															0.00														
															0.00														
Total D-2 Total Port Jacksonville										0.00	0.00	0.00			0.00	0.00			0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
3	Port Panama City	032020329	42031829401	AOQ21	Container Yard Expansion #2	FY 06/07				215,000.00	215,000.00				430,000.00	215,000.00	3/13/2007	6/30/2012	215,000.00	0.00									
																				0.00									
Total Port Panama City										215,000.00	215,000.00	0.00	0.00		430,000.00	215,000.00			215,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
	Port Pensacola	032020329	41377519401	AN883		Warehouse Improvement		FY 07/08	088809	11,545.00			1,913.00	DIOH	11,545.00	11,545.00		12/31/2007	11,545.00	\$0.00				extra inhouse \$					
															0.00														
Total Port Pensacola										11,545.00	0.00	1,913.00			11,545.00	11,545.00			11,545.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
3	Port St Joe	032020329	42589519401	APL09		Access Road		FY 09/10	088809	420,644.00		420,644.00		DDR	841,288.00	420,644.00	7/13/2009	6/30/2014	420,644.00	\$0.00									
Total Port St Joe										420,644.00	420,644.00	0.00			841,288.00	420,644.00			420,644.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Total District 3										647,189.00	635,644.00	1,913.00	0.00		1,282,833.00	647,189.00	0.00		647,189.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Intermodal Projects as of May 31, 2012

FDOT District	Ports	Seaport Cost Center	Financial Management Number (FM)	Contract Number	Program Project Number	Description	Allocation Date	Allocation FY	Category	FDOT Work Program Amount	Local	Port Match	Other Funding Amount	Source(s)	FDOT Record of Allocation	Total Authorized Program Funds	Contract Execution Date	Contract Expiration Date	Total Reimbursed by FDOT	Remaining Balance	Submitted Requests not yet Reimbursed	Expended Funds not yet Requisitioned	Port Balance	Port Comments	Boxed Funds (not assigned)	Roll Forward Funds (Prior year)	Prior-Prior Funds (several years)
4	Port Palm Beach	042010429	41702719401	ANU93		Slip #3 Development		FY 09/10		347,592.00		347,592.00			695,184.00	347,592.00	5/20/2010	12/31/2014		\$347,592.00							
										-347,592.00		-347,592.00			-695,184.00	-347,592.00				-347,592.00				Will be moved to AQ829 Yr 12/13 SIS			
			42952719401	AQD16		Master Plan Update Supplemental		FY 11/12 FY 11/12	088794	75,000.00 50,000.00		75,000.00 50,000.00			150,000.00 100,000.00	75,000.00 50,000.00	7/19/2011		8,207.13	\$66,792.87 \$50,000.00							
Total Port Palm Beach										125,000.00		125,000.00	0.00		250,000.00	125,000.00			8,207.13	116,792.87	0.00	0.00	0.00		0.00	0.00	0.00
4	Port Everglades	042010429	42034119401	AOF51		Midpoint roadway exp Supplemental		FY 07/08 FY 08/09	088809	449,000.00 201,000.00		449,000.00 \$201,000.00			898,000.00 402,000.00	449,000.00 201,000.00	1/9/2008		86,564.72 0.00	\$362,435.28 \$201,000.00							
										-563,141.22		-563,141.22			-1,126,282.44	-563,141.22		12/31/2010		-563,435.28				Transferred to AOB04			McIntosh Rd
			42054519401	AOO09		McIntosh Rd Realignment Supplemental		FY 07/08 FY 11/12	088809	1,265,000.00 -1,156,080.61		1,265,000.00 -1,156,080.61			2,530,000.00 -2,312,161.22	1,265,000.00 -1,156,080.61	1/18/2007	1/31/2011	108,919.39	\$1,156,080.61 -\$1,156,080.61				Transferred to AQB04 FY 10/11			Contract expired, project
	Port Everglades		42054519401	AQB04	GM	McIntosh Rd Realignment Supplemental #1		FY 10/11 FY 10/11		1,863,000.00 1,156,081.00		1,509,541.00			3,372,541.00 1,156,081.00	1,863,000.00 1,156,081.00	6/23/2011		15,417.17 9,567.10	1,847,582.83 1,146,513.90				Transferred from AOO09 (GM) Transferred from AOO09 (I)			
			41843119401	AO822		New Bridge over FPL Canal Supplemental Supplemental		FY 07/08 FY 08/09 FY 09/10	088809 088809 088809	454,090.00 189,160.00 1,900,000.00		454,090.00 189,160.00 0.00		088809 088809	908,180.00 378,320.00 1,900,000.00	454,090.00 189,160.00 1,900,000.00	1/16/2008		454,090.00 189,160.00 1,899,999.99	\$0.00 0.00 0.00							
Total Port Everglades										8,058,792.17		4,649,252.17			8,106,678.34	5,758,109.17			2,763,718.37	2,994,096.73	0.00	0.00	0.00		0.00	0.00	0.00
	Port Ft Pierce	042010429	23689715401	AF262		New North Entrance		FY 04/05		\$1,200,000.00					1,200,000.00	\$1,200,000.00	10/6/1997		\$1,183,535.39	16,464.61							
										-\$16,464.61					-16,464.61	-\$16,464.61				-16,464.61				Reduced to balance commitments			
			23689719401	AQK84		New North Entrance		FY 11/12		1,200,000.00				088809	\$1,200,000.00	\$1,200,000.00		12/31/2016	0.00	1,200,000.00							
Total Ft Pierce										2,383,535.39		0.00	0.00		2,383,535.39	2,383,535.39			1,183,535.39	1,200,000.00					0.00	0.00	0.00
Total District 4										10,567,327.56		4,774,252.17	0.00	0.00	10,740,213.73	8,266,644.56			3,955,460.89	4,310,889.60	0.00	0.00	0.00		0.00	0.00	0.00
	Port Canaveral														0.00					0.00							
Total D-5 Total Port Canaveral										0.00		0.00	0.00		0.00	0.00			0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00
6	Port Miami	062020629	42053429401	AOI99		Cargo Gateway Complex Supplemental		FY 06/07 FY 10/11	088809	3,398,116.00 1,393,685.00		3,398,116.00 1,393,685.00		District Intermodal Discretionary	6,796,232.00 2,787,370.00	3,398,116.00 1,393,685.00	10/25/2006		2,884,941.13	513,174.87 1,393,685.00							
		064010612	42048119401	AOB66		Eastern Port Blvd		FY 06/07	088572	0.00		1,550,000.00	1,550,000.00	County Incentive Grant Pgrrm	3,100,000.00	1,550,000.00	6/16/2006		1,550,000.00	0.00							
		062020629				Moved from AO659 SIS Moved to FY 11/12 SIS			088809	1,035,000.00 -321,784.28		1,035,000.00 -321,784.28			2,070,000.00 -643,568.56	1,035,000.00 -321,784.28		6/30/2009	713,215.72	321,784.28 -321,784.28				From AO659 (SIS) Moved to FY 11/12 (2544522)AQF69			SIS 2544522 FY 11/12
			42967619401	AQH11		Inbound/Outbound Cargo Gate		FY 11/12		113,174.00		113,174.00			226,348.00	113,174.00	10/5/2011	6/30/2014		113,174.00							
			25445229401	AQF69		South Fisherman Channel		FY 11/12		55,831,244.00		18,610,414.00			74,441,658.00	55,831,244.00	9/16/2011	6/30/2015		55,831,244.00				FROM AOB66 (321,784)			
Total D-6 Total Port Miami										61,449,434.72		25,778,604.72	1,550,000.00		88,778,039.44	62,999,434.72			5,148,156.85	57,851,277.87	0.00	0.00	0.00		0.00	0.00	0.00
7	Port Tampa	072020727 072020729	41274619401 41274619401	ANR27		Portwide Improvements Supplemental Supplemental		FY 06/07 FY 04/05 FY 05/06	088809	3,822,633.00 1,170,322.00 2,239,415.00		968,750.00 350,000.00 571,250.00		DDR DS DS	4,791,383.00 1,520,322.00 2,810,665.00	3,822,633.00 1,170,322.00 2,239,415.00	3/29/2005		3,822,633.00	0.00 0.00 0.00							
			41274619408 41274619409			Supplemental Intermodal Cargo Handling		FY 07/08 FY 08/09		2,500,000.00 2,389,550.00		833,333.00 800,000.00		DDR DPTO	3,333,333.00 2,389,550.00	2,500,000.00 2,389,550.00			2,500,000.00 2,389,550.00	0.00 0.00							
			41274619410 41274619411 41274619412			Intermodal Cargo Handling Supplemental Supplemental		FY 09/10 FY 10/11 FY 11/12		2,330,892.00 3,300,090.00 2,946,072.00		833,334.00 778,620.00 667,213.00		DDR, DPTO DDR, DPTO	3,164,226.00 4,078,710.00 3,613,285.00	2,330,892.00 3,300,090.00 2,946,072.00			791,661.02	1,539,230.98 3,300,090.00 2,946,072.00							
		072020729	41274719401	AO529		Intermodal Access		FY 05/06	088809	225,000.00				DS		225,000.00	5/5/2006	6/30/2011	225,000.00	0.00							
Total Port Tampa										26,925,952.00		5,802,500.00	0.00		31,703,452.00	26,925,952.00			13,431,890.11	13,494,061.89	0.00	0.00	0.00		0.00	0.00	0.00
7	Port St Pete		42224519401	AOO00		Research Center Supplemental		FY 06/07 FY 07/08	088794	150,000.00 4,850,000.00				State DDR	150,000.00 4,850,000.00	150,000.00 4,850,000.00	1/31/2007 1/3/2007		150,000.00 4,850,000.00	0.00 0.00							
Total Port St Pete										5,000,000.00		0.00	0.00		5,000,000.00	5,000,000.00			5,000,000.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Total D-7										31,925,952.00		5,802,500.00	0.00		36,703,452.00	31,925,952.00			18,431,890.11	13,494,061.89	0.00	0.00	0.00		0.00	0.00	0.00
TOTAL ALL DISTRICTS										118,273,834.28		51,532,931.89	1,551,913.00		167,200,193.17	117,523,151.28			35,450,460.23	82,072,396.98	0.00	0.00	0.00		0.00	0.00	0.00

GROWTH MANAGEMENT PROJECTS as of May 31, 2012

FDOT District	Ports	Seaport Cost Center	Financial Management Number (FM)	Contract Number	Program Project Number	Description	FSTED Council Allocation Date	Allocation FY	FSTED Council Allocation	FDOT Work Program Amount	Local	Port Match	Other Funding Amount	Source(s)	FDOT Record of Allocation	Total Authorized Program Funds	Contract Execution Date	Contract Expiration Date	Total Reimbursed by FDOT	Remaining Balance	Submitted Requests not yet Reimbursed	Expended Funds not yet Requisitioned	Port Balance	Port Comments	Boxed Funds (not assigned)	Roll Forward Funds (Prior year)	Prior-Prior Funds (several years)
1	Port Manatee	012020129	41707719402	AOE08	GM	South Channel Access Supplemental		FY 05/06 FY 09/10		4,994,000.00 4,070,000.00 -4,070,000.00	1,664,667.00 1,017,500.00 -1,017,500.00				6,658,667.00 5,087,500.00 -5,087,500.00	4,994,000.00 4,070,000.00 -4,070,000.00	6/6/2006	7/1/2011	4,994,000.00	0.00 4,070,000.00 -4,070,000.00				4,070,000 from Pensacola AOE24, AP126, AP128 Deleted due to REC			Transferred from Pensacola AOE24, AP126, AP128
			42061919401	AOQ65	GM	Intermodal Container		FY 07/08		5,000,000.00	5,000,000.00				10,000,000.00	5,000,000.00	6/26/2008	7/1/2013	23,060.62	4,976,939.38							
Total D-1 Total Port Manatee									0.00	9,994,000.00	6,664,667.00	0.00			16,658,667.00	9,994,000.00			4,976,939.38	0.00	0.00	0.00		0.00	0.00		
2	Port Jacksonville	022020227	42063419401	AOB37	GM	Rail Improvements Supplemental #1		FY 05/06 FY 06/07		500,000.00 1,000,000.00	500,000.00 1,000,000.00				0.00 2,000,000.00	500,000.00 1,000,000.00	2/21/2006	12/31/2008 12/31/2008	500,000.00 1,000,000.00	0.00 0.00							
			42063499401	AOH46	GM	New Berlin Port Access		FY 06/07		5,400,000.00	1,800,000.00				7,200,000.00	5,400,000.00	7/21/2006	12/31/2010	5,400,000.00	0.00							
		022020229	42063469401	APB98	GM	Portwide Dredging Supplemental #1		FY 08/09 FY 08/09		1,500,000.00 3,397,000.00	1,500,000.00 3,397,000.00				3,000,000.00 6,794,000.00	1,500,000.00 3,397,000.00	12/16/2008	6/30/2010	1,500,000.00 3,397,000.00	0.00 0.00				(29,600)transferred from AM896 (311) & other fund			Prior year funds 03/04
			22222239401	AQD86	GM	Blount Island E& Wharf Recon		FY 11/12		10,000,000.00	10,000,000.00				20,000,000.00	10,000,000.00	9/5/2011	12/31/2012	0.00	10,000,000.00							
			43113419401	AQJ83	GM	Dredge Material Mgmt		FY 11/12		15,000,000.00					15,000,000.00	15,000,000.00	1/10/2012	3/31/2014	0.00	15,000,000.00							
Total D-2 Total Port Jacksonville									0.00	36,797,000.00	18,197,000.00				53,994,000.00	36,797,000.00			11,797,000.00	25,000,000.00	0.00	0.00	0.00		0.00	0.00	0.00
3	Port Panama City	032020329	42059029401	AO989	GM	Seaport HUB		FY 05/06		350,000.00	350,000.00				700,000.00	350,000.00	1/17/2006	6/30/2008	350,000.00	0.00							
			42059019401	AO990	GM	Seaport HUB		FY 05/06		500,000.00	500,000.00				1,000,000.00	500,000.00	1/17/2006	6/30/2008	500,000.00	0.00							
			42059069401	AOU51	GM	Seaport HUB		FY 07/08		400,000.00	400,000.00				800,000.00	400,000.00	7/19/2007	6/30/2012	400,000.00	0.00							
			42059039401	AOU91	GM	Railyard Expansion		FY 07/08		350,000.00	350,000.00				700,000.00	350,000.00	8/1/2007	6/30/2012	350,000.00	0.00							
			42059059401	APQ60	GM	Dredge S & W Berths		FY 09/10		450,000.00	450,000.00				900,000.00	450,000.00	11/4/2009	10/31/2014	450,000.00	0.00							
			42059049401	AQ228	GM	Seaport Hub		FY 10/11		320,000.00	320,000.00				640,000.00	320,000.00	9/23/2010	9/30/2015	320,000.00	0.00							
			4283642		GM	Rail Yard Expansion		FY 11/12		1,500,000.00	1,500,000.00													Transferred from Port Pensacola 4231515			
Total Port Panama City									0.00	3,870,000.00	3,870,000.00	0.00	0.00		4,740,000.00	2,370,000.00			2,370,000.00	0.00	0.00	0.00		0.00	0.00	0.00	
	Port Pensacola	032020327	42058819401	AOE24	GM	Internal roadway		FY 05/06		1,000,000.00	1,000,000.00				2,000,000.00	1,000,000.00	5/15/2006	5/15/2010	0.00	1,000,000.00							
						TRANSF TO MANATEE AOE08				-1,000,000.00	-1,000,000.00				-2,000,000.00	-1,000,000.00				-1,000,000.00				Transferred to Manatee (AOE08)			At the request of FSTED funds moved to South Channel Dredging
			42058839401	AP126	GM	Waterway Connector		FY 07/08		2,570,000.00	2,570,000.00				5,140,000.00	2,570,000.00	1/23/2008	1/31/2013	0.00	2,570,000.00							
						TRANSF TO MANATEE AOE08				-2,570,000.00	-2,570,000.00				-5,140,000.00	-2,570,000.00				-2,570,000.00				Transferred to Manatee (AOE08)			
			42058829401	AP128	GM	Rail Loop Track Ext		FY 07/08		500,000.00	500,000.00				1,000,000.00	500,000.00	1/26/2008	1/31/2013	0.00	500,000.00							
			4231515			TRANSF TO MANATEE AOE08				-500,000.00	-500,000.00				-1,000,000.00	-500,000.00				-500,000.00				Transferred to Manatee (AOE08)			
			4231515		GM	Marine Hwy Terminal Development		FY 11/12		1,500,000.00	1,500,000.00				3,000,000.00									Transferred to Port Panama City -SIS AQC52			
Total Port Pensacola									0.00	0.00	0.00				3,000,000.00	0.00			0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00
	Port St Joe	032020329	42294129401	APL08	DDR-TRIP	Rail Spur		FY 09/10		912,000.00				DDR	912,000.00	912,000.00	7/13/2009	6/30/2014	828,481.83	83,518.17							
Total Port St Joe									0.00	912,000.00	0.00	0.00			912,000.00	912,000.00			828,481.83	83,518.17	0.00	0.00	0.00		0.00	0.00	0.00
Total District 3									0.00	4,782,000.00	3,870,000.00	0.00			8,652,000.00	3,282,000.00			3,198,481.83	83,518.17	0.00	0.00	0.00		0.00	0.00	0.00
4	Port Palm Beach	42010429	42034919401	AOW76	GM	On-Port Rail Improvement		FY 07/08		3,338,000.00	3,338,000.00				6,676,000.00	3,338,000.00	9/12/2007	12/31/2010	0.00	3,338,000.00							
						REC DELETION				-3,338,000.00	-3,338,000.00				-6,676,000.00	-3,338,000.00				-3,338,000.00				Deleted due to REC			
			42036019401	DELETE		RO/RO Facility @ Slip 3		FY 08/09		2,001,000.00	2,001,000.00				4,002,000.00	2,001,000.00			0.00	2,001,000.00				Project deleted - due to GMR Reduction			
Total Port Palm Beach									0.00	0.00	0.00	0.00			0.00	0.00			0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00
	Port Everglades	42010429	42034119401	AOF51	GM	Midport roadway exp		FY 05/06		500,000.00	500,000.00				1,000,000.00	500,000.00	6/15/2006	6/30/2010	500,000.00	0.00							
			41843119401	AO822	GM	New Bridge over FPL Canal		FY 07/08		100,000.00	100,000.00				200,000.00	100,000.00	1/16/2008		100,000.00	0.00							
						Supplemental		FY 08/09		1,025,000.00	1,025,000.00				2,050,000.00	1,025,000.00			1,025,000.00	0.00							
						Supplemental		FY 08/09		355,286.00	0.00				355,286.00	355,286.00		12/31/2010	355,286.00	0.00							
			42054519401	AOO09	GM	McIntosh Rd Realignment		FY 07/08		863,000.00	863,000.00				1,726,000.00	863,000.00	1/18/2007		0.00	863,000.00							contract expired, reestablished in FY 10/11 contract AQB04
						Supplemental		FY 08/09		1,000,000.00	1,000,000.00				2,000,000.00	1,000,000.00		1/31/2011	0.00	1,000,000.00							

GROWTH MANAGEMENT PROJECTS as of May 31, 2012

FDOT District	Ports	Seaport Cost Center	Financial Management Number (FM)	Contract Number	Program Project Number	Description	FSTED Council Allocation Date	Allocation FY	FSTED Council Allocation	FDOT Work Program Amount	Local	Port Match	Other Funding Amount	Source(s)	FDOT Record of Allocation	Total Authorized Program Funds	Contract Execution Date	Contract Expiration Date	Total Reimbursed by FDOT	Remaining Balance	Submitted Requests not yet Reimbursed	Expended Funds not yet Requisitioned	Port Balance	Port Comments	Boxed Funds (not assigned)	Roll Forward Funds (Prior year)	Prior-Prior Funds (several years)
6	Port Miami	062020629																									
Total D-6 Total Port Miami									0.00	0.00	0.00	0.00			0.00	0.00			0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00
7	Port Tampa	072020727	41979119401	AQ856	GM	Sparkman Channel		FY 05/06		5,625,000.00	1,875,000.00				7,500,000.00	5,625,000.00	12/1/2005	12/31/2009	5,625,000.00	0.00							
			41979219401	AOA30	GM	Raise levees on dredge		FY 05/06		6,750,000.00	2,250,000.00				9,000,000.00	6,750,000.00	6/7/2006	6/30/2010	6,750,000.00	0.00							
			42061119401	AOW75	GM	Container Yard Improvement		FY 07/08		3,828,000.00	3,828,000.00				7,656,000.00	3,828,000.00	1/17/2008	6/30/2012	2,504,113.01	1,323,886.99							
			42059419401	AP125	GM	Port Redwing		FY 07/08		5,024,250.00	1,674,750.00				6,699,000.00	5,024,250.00	4/23/2008	6/30/2012	5,024,250.00	0.00							
			42059719401	APD12	GM	Rail Improvement Phase 1		FY 08/09		1,840,000.00	1,840,000.00				3,680,000.00	1,840,000.00			0.00	1,840,000.00							
						REC DELETION				-1,840,000.00	-1,840,000.00				-3,680,000.00	-1,840,000.00				-1,840,000.00				Deleted due to REC			
		72020727	42061019401	AQ564	GM	Rail Improvements		FY 10/11		1,254,972.00	1,254,972.00				2,509,944.00	1,254,972.00	12/17/2010	6/30/2015	0.00	1,254,972.00							
			42282619401	AQF24	GM	Container Yard Improvement Phase II		FY 11/12		6,255,519.00	6,255,519.00				12,511,038.00	6,255,519.00	10/12/2011			6,255,519.00							
						Supplemental		FY 11/12		15,000,000.00	15,000,000.00				30,000,000.00	15,000,000.00	6/30/2015			15,000,000.00							
Total D-7 Total Port Tampa									0.00	43,737,741.00	32,138,241.00	0.00			75,875,982.00	43,737,741.00			19,903,363.01	23,834,377.99	0.00	0.00	0.00		0.00	0.00	0.00
TOTAL ALL DISTRICTS									0.00	105,639,710.00	68,542,908.00	0.00			173,182,618.00	104,139,710.00			36,879,130.84	62,243,518.54	0.00	0.00	0.00		0.00	0.00	0.00

FDOT District	Ports	Seaport Cost Center	Financial Management Number (FM)	Contract Number	FSTED Program Project Number	Description	FSTED Council Allocation Date	FSTED Council Allocation FY	75% FSTED Council Allocation	FDOT Work Program Amount	25% Match	Port	Other Funding Amount	Source(s)	FDOT Record of Allocation	Total FSTED Program Funds	Contract Execution Date	Contract Expiration Date	Total Reimbursed by FDOT	Remaining Balance	Submitted Requests not yet Reimbursed	Expended Funds not yet Requisitioned	Port Balance	Comments	Boxed Funds (not assigned)	Roll Forward Funds (Prior year)	Prior-Prior Funds (several years)	
3	Port St Joe	032020329	42294119401	AOY85		Dredging		FY 07/08	2,135,000.00	2,135,000.00	\$711,667				\$2,846,666.67	2,135,000.00	11/2/2007	10/31/2012	2,135,000.00	0.00								
			42294139401	AP767		Dredging		FY 08/09	1,050,000.00	1,050,000.00	350,000.00				\$1,400,000.00	1,050,000.00	7/9/2008	6/30/2013	1,050,000.00	0.00								
Total Port St Joe									3,185,000.00	3,185,000.00	1,061,666.67	\$0			\$4,246,667	3,185,000.00			\$3,185,000.00	0.00	\$0	\$0	\$0		\$0	\$0	\$0	
TOTAL D-3									3,185,000.00	3,185,000.00	1,061,666.67	\$0			\$4,246,667	3,185,000.00			\$3,185,000	0.00	\$0	\$0	\$0		\$0	\$0	\$0	
4	Port Ft Pierce	042010429	42294319401	AOX96		Dredging		FY 07/08	975,000.00	975,000.00	355,000.00				\$1,330,000.00	975,000.00	10/11/2007	6/30/2009	975,000.00	0.00								
			42294319402	APE25		Dredging		FY 08/09	1,050,000.00	1,050,000.00	\$355,000				\$1,405,000.00	1,050,000.00	1/5/2009	12/31/2012	770,407.50	279,592.50								
			42424819401	AP328		Spoil Site Study		FY 07/08	90,000.00	90,000.00	30,000.00				\$120,000.00	90,000.00	3/18/2008		90,000.00	0.00								
						Supplemental		FY 08/09	137,000.00	137,000.00	49,538.00				\$186,538.00	137,000.00		12/31/2012	56,405.96	80,594.04				\$5,807 from PB ANU92 (part of \$10,077)				
			42596919401	APQ24		Taylor Creek Dredging		FY 09/10	315,604.00	315,604.00	\$157,802				\$473,406.00	315,604.00	12/15/2009		0.00	315,604.00					Transferred from AND42 (311)			
								FY 09/10	139,300.00	139,300.00	\$69,650				\$208,950.00	139,300.00		12/31/2013	0.00	139,300.00					Transferred from ANC00 (311)			
Total Port Ft Pierce									2,706,904.00	2,706,904.00	1,016,990.00	0.00			3,723,894.00	2,706,904.00			1,891,813.46	815,090.54	0.00	0.00	0.00		0.00	0.00	0.00	
OTAL D-4									2,706,904.00	2,706,904.00	1,016,990.00	0.00			3,723,894.00	2,706,904.00			1,891,813.46	815,090.54	0.00	0.00	0.00		0.00	0.00	0.00	
7	Hernando	072020728	42294219401	AP019		Dredging		FY 07/08	6,000,000.00	6,000,000.00	3,000,000.00				\$9,000,000.00	6,000,000.00	5/28/2008	6/30/2012	6,000,000.00	0.00				Project complete, waiting invoice				
Total Port Hernando									6,000,000.00	6,000,000.00	3,000,000.00	0.00			9,000,000.00	6,000,000.00			6,000,000.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	
OTAL D-7									6,000,000.00	6,000,000.00	3,000,000.00	0.00	0.00		9,000,000.00	6,000,000.00			6,000,000.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	
Grand Total Small County Dredging									\$11,891,904	\$11,891,904	\$5,078,657	\$0			\$16,970,561	11,891,904.00			\$11,076,813	815,090.54	\$0	\$0	\$0		\$0	\$0	\$0	

FY 04/05  
FY 02/03

FDOT District	Ports	Seaport Cost Center	Financial Management Number (FM)	Contract Number	FSTED Program Project Number	Description	FSTED Council Allocation Date	FSTED Council Allocation FY	FSTED Council Allocation	FDOT Work Program Amount	Port Match	Other Funding Amount	Source(s)	FDOT Record of Allocation	Total FSTED Program Funds	Contract Execution Date	Contract Expiration Date	Total Reimbursed by FDOT	Remaining Balance	Submitted Requests not yet Reimbursed	Expended Funds not yet Requisitioned	Port Balance	Comments	Boxed Funds (not assigned )	Roll Forward Funds (Prior year)	Prior-Prior Funds (several years)
1	Port Manatee	012020129				NONE RECEIVED													0.00							
TOTAL D- 1									0.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00	\$0	\$0	\$0		\$0	\$0	\$0
2	Port Fernandina	022020227				NONE RECEIVED												0.00	0.00							
	Total Port Fernandina								0.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00	\$0	\$0	\$0		\$0	\$0	\$0
2	Port Jacksonville	022020227	4.1265E+10	AOX84		MOL/TraPac & Talleyrand Infrastructure Improvement		FY 07/08	17,600,000.00	17,600,000.00	17,600,000.00			35,200,000.00	17,600,000.00	10/15/2007	12/31/2011	17,600,000.00	0.00							
	Total Port Jacksonville								17,600,000.00	17,600,000.00	17,600,000.00	0.00	0.00	35,200,000.00	17,600,000.00			17,600,000.00	0.00	\$0	\$0	\$0		\$0	\$0	\$0
TOTAL D- 2									17,600,000.00	17,600,000.00	17,600,000.00	0.00	0.00	35,200,000.00	17,600,000.00			17,600,000.00	0.00	\$0	\$0	\$0		\$0	\$0	\$0
3	Port Pensacola	032020327				Warehouse Freezer Expansion		FY 0708	400,000.00										0.00				Transferred to PC (AOY20)			
	Total Port Pensacola								-400,000.00										0.00	0.00						
									0.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00	\$0	\$0	\$0		\$0	\$0	\$0
3	Port Panama City	032020329	4.2315E+10	AOY20		Bulk Warehouse Expansion		FY 07/08	1,500,000.00	1,500,000.00	1,500,000.00			3,000,000.00	1,500,000.00	10/12/2007	10/31/2012	1,500,000.00	0.00							
						Supplemental (from Pensacola)		FY 07/08	400,000.00	400,000.00	400,000.00			800,000.00	400,000.00		10/31/2012	400,000.00	0.00				From Pensacola			
	Total Panama City								1,900,000.00	1,900,000.00	1,900,000.00	0.00	0.00	3,800,000.00	1,900,000.00			1,900,000.00	0.00	\$0	\$0	\$0		\$0	\$0	\$0
3	Port St Joe	032020327				NONE RECEIVED													0.00							
	Total Port St Joe								0.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00	\$0	\$0	\$0		\$0	\$0	\$0
TOTAL D-3									1,900,000.00	1,900,000.00	1,900,000.00	0.00	0.00	3,800,000.00	1,900,000.00			1,900,000.00	0.00	\$0	\$0	\$0		\$0	\$0	\$0
4	Port Everglades	042010427	4.2309E+10	AP024		Phase 1 Terminal 18 Improvements		FY 07/08	2,450,000.00	2,450,000.00	2,450,000.00			4,900,000.00	2,450,000.00	12/11/2007	12/31/2009	2,450,000.00	0.00							
		042010429	4.1825E+10	AO823		Southport Phase VIII Container Terminal		FY 07/08	5,650,000.00	5,650,000.00	5,650,000.00			11,300,000.00	5,650,000.00	11/29/2007	1/31/2011	5,650,000.00	0.00							
	Total Port Everglades								8,100,000.00	8,100,000.00	8,100,000.00	0.00	0.00	16,200,000.00	8,100,000.00			8,100,000.00	0.00	\$0	\$0	\$0		\$0	\$0	\$0
4	Port Palm Beach	042010429	4.2309E+10	AOX32		Cargo Transfer Facility		FY 07/08	2,250,000.00	2,250,000.00	2,250,000.00			4,500,000.00	2,250,000.00	9/24/2007	12/31/2012	853,440.85	1,396,559.15							
									-1,236,000.00	-1,236,000.00	-1,236,000.00			-2,472,000.00	-1,236,000.00				-1,236,000.00				Transferred to AQ829 (311)			
	Total Port Palm Beach								1,014,000.00	1,014,000.00	1,014,000.00	0.00	0.00	2,028,000.00	1,014,000.00			853,440.85	160,559.15	\$0	\$0	\$0		\$0	\$0	\$0
4	Port Ft Pierce	042010429				NONE RECEIVED													0.00							
	Total Port Ft Pierce								0.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00	\$0	\$0	\$0		\$0	\$0	\$0
TOTAL D-4									9,114,000.00	9,114,000.00	9,114,000.00	0.00	0.00	18,228,000.00	9,114,000.00			8,953,440.85	160,559.15	\$0	\$0	\$0		\$0	\$0	\$0
5	Port Canaveral	052000531	4.2255E+10	AOX63		Cruise Terminal		FY 07/08	3,700,000.00	3,700,000.00	3,700,000.00			7,400,000.00	3,700,000.00	10/1/2007	10/1/2009	3,700,000.00	0.00				changed from Cargo Pier			
	Total Port Canaveral								3,700,000.00	3,700,000.00	3,700,000.00	0.00	0.00	7,400,000.00	3,700,000.00			3,700,000.00	0.00	\$0	\$0	\$0		\$0	\$0	\$0
TOTAL D-5									3,700,000.00	3,700,000.00	3,700,000.00	0.00	0.00	7,400,000.00	3,700,000.00			3,700,000.00	0.00	\$0	\$0	\$0		\$0	\$0	\$0
6	Port Key West	062020629				NONE RECEIVED													0.00							
	Total Key West								0.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00	\$0	\$0	\$0		\$0	\$0	\$0
6	Port Miami	062020627	4.2309E+10	AP137		Seaboard Terminal		FY 07/08	2,000,000.00	2,000,000.00	2,000,000.00			4,000,000.00	2,000,000.00	1/28/2008	6/30/2011	2,000,000.00	0.00							
		62020629	4.2309E+10	AOX66		Cruise Terminal B & C		FY 07/08	4,000,000.00	4,000,000.00	4,000,000.00			8,000,000.00	4,000,000.00	11/2/2007	10/30/2010	3,999,999.99	0.00							
	Total Port Miami								6,000,000.00	6,000,000.00	6,000,000.00	0.00	0.00	12,000,000.00	6,000,000.00			5,999,999.99	0.00	\$0	\$0	\$0		\$0	\$0	\$0
TOTAL D-6									6,000,000.00	6,000,000.00	6,000,000.00	0.00	0.00	12,000,000.00	6,000,000.00			5,999,999.99	0.00	\$0	\$0	\$0		\$0	\$0	\$0
7	Port Tampa	072020727	4.2315E+10	AOX54		Hooker Point Terminal		FY 07/08	10,450,000.00	10,450,000.00	10,450,000.00			20,900,000.00	10,450,000.00	1/16/2008	6/30/2011	10,450,000.00	0.00							
	Total Port Tampa								10,450,000.00	10,450,000.00	10,450,000.00	0.00	0.00	20,900,000.00	10,450,000.00			10,450,000.00	0.00	0.00	\$0	\$0		\$0	\$0	\$0
7	Port St Petersburg	072020727				.													0.00							
	Total St Petersburg								0.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	0.00	\$0	\$0	\$0		\$0	\$0	\$0
TOTAL D-7									10,450,000.00	10,450,000.00	10,450,000.00	0.00	0.00	20,900,000.00	10,450,000.00			10,450,000.00	0.00	0.00	\$0	\$0		\$0	\$0	\$0
Grand Total ALL Districts									48,764,000.00	48,764,000.00	48,764,000.00	0.00	0.00	97,528,000.00	48,764,000.00			48,603,440.84	160,559.15	0.00	\$0	\$0		\$0	\$0	\$0



FDOT District	Ports	Seaport Cost Center	Financial Management Number (FM)	Contract Number	FSTED Program Project Number	Description	FSTED Council Allocation Date	FSTED Council Allocation FY	FSTED Council Allocation	FDOT Work Program Amount	Port Match	FDOT Record of Allocation	Total FSTED Program Funds	Contract Execution Date	Contract Expiration Date	Total Reimbursed by FDOT	Remaining Balance	
1	Port Manatee	012020129	41707719401	ANS79		South Channel Access Dredging Supplemental		FY 11/12	2,000,000.00	2,000,000.00	2,000,000.00	4,000,000.00	2,000,000.00		7/1/2013	0.00	2,000,000.00	
			42259019401	AQ416		Cold Storage Warehouse Supplemental		FY 11/12	330,207.00	330,207.00	330,207.00	660,414.00	330,207.00	12/17/2010		0.00	330,207.00	
								FY 11/12	1,000,000.00	1,000,000.00	1,000,000.00	2,000,000.00	1,000,000.00		7/13/2016		1,000,000.00	
TOTAL PORT MANATEE (311)									3,330,207.00	3,330,207.00	3,330,207.00	6,660,414.00	3,330,207.00			0.00	3,330,207.00	
1	Port Manatee	012020129	42061919401	AOQ65	GM	Transfer Yard		FY 07/08		5,000,000.00	5,000,000.00	10,000,000.00	5,000,000.00	6/26/2008	7/1/2013	23,060.62	4,976,939.38	
TOTAL PORT MANATEE (GM)									0.00	5,000,000.00	5,000,000.00	10,000,000.00	5,000,000.00			23,060.62	4,976,939.38	
1	Port Manatee	012020129																
TOTAL PORT MANATEE (SIS)									0.00	0.00	0.00	0.00	0.00			0.00	0.00	
1	Port Manatee	012020129	40544719401	ANK80	I	Truck Queing & Crane		FY 08/09		300,000.00	300,000.00	600,000.00	300,000.00		7/1/2014	178,894.73	121,105.27	
			40818819401	AP534	I	Intermodal Container Terminal		FY08/09		700,000.00	700,000.00	1,400,000.00	700,000.00	6/26/2008	7/1/2014	405,276.23	294,723.77	
			41088019401	AK167	I	Expand RR Interchange		FY 06/07		532,658.00	532,658.00	1,065,316.00	532,658.00	6/26/2008	7/1/2012	459,313.67	73,344.33	
			41440219401	AOW56	I	Intermodal Container Termnal		FY 07/08		1,000,000.00	1,250,000.00	2,250,000.00	1,000,000.00	9/21/2007	7/1/2013	2,126.75	997,873.25	
			41798819401	AOD47	I	Supplemental #3		FY 09/10		1,000,000.00	1,000,000.00	2,000,000.00	1,000,000.00		7/1/2015	108,297.00	891,703.00	
			42259019401	AQ416	I	Cold Storage Warehouse		FY 10/11		735,660.00	735,660.00	1,471,320.00	735,660.00	12/17/2010		0.00	735,660.00	
								FY 11/12		922,308.00	922,308.00	1,844,616.00	922,308.00		7/1/2016	0.00	922,308.00	
			42061919401	AQK77	I	Transfer		FY 11/12		2,049,243.00	2,049,243.00	4,098,486.00	2,049,243.00	6/26/2008	7/1/2017	0.00	2,049,243.00	
			41707719401	ANS79	I	Dredging		FSY 11/12		330,207.00	330,207.00	660,414.00	330,207.00	12/8/2004	7/1/2013	0.00	330,207.00	
TOTAL PORT MANATEE (I)									0.00	7,570,076.00	7,820,076.00	15,390,152.00	7,570,076.00			1,153,908.38	6,416,167.62	
PORT MANATEE REMAINING BALANCES									3,330,207.00	15,900,283.00	16,150,283.00	32,050,566.00	15,900,283.00			1,176,969.00	14,723,314.00	
2	Port Fernandina	022020229	4125944901	AOL35		On Port Infrastructure Design, Rehab & Repair Container Yard		FY 07/08	225,000.00	225,000.00	225,000.00	450,000.00	225,000.00			216,844.04	8,155.96	
						Supplemental		FY09/10	350,000.00	350,000.00	350,000.00	700,000.00	350,000.00		9/30/2012	281,802.99	\$68,197.01	
			42589719401	AQ335		Future Warehouse Improvements		FY 10/11	150,000.00	150,000.00	150,000.00	300,000.00	150,000.00	12/22/2010	9/30/2012	0.00	\$150,000.00	
				AQD84		Supplemental		FY 11/12	200,000.00	200,000.00	200,000.00	400,000.00	200,000.00	9/5/2011	12/31/2012	0.00	\$200,000.00	
Total Port Fernandina (311)									925,000.00	925,000.00	925,000.00	1,850,000.00	925,000.00			498,647.03	426,352.97	
PORT FERNANDINA REMAINING BALANCES									925,000.00	925,000.00	925,000.00	1,850,000.00	925,000.00			498,647.03	426,352.97	
2	Port Jacksonville	022020229	41264849401	APB99		Portwide Dredging		FY 09/10	2,800,000.00	2,800,000.00	2,800,000.00	5,600,000.00	2,800,000.00	12/16/2008	3/31/2013	1,045,597.74	1,754,402.26	
			41264849401	AQ336		Port Development Project		FY 10/11	1,900,000.00	1,900,000.00	1,900,000.00	3,800,000.00	1,900,000.00	11/1/2010	6/30/2012	24,847.78	1,875,152.22	
			41264889401	AQD85		Blount Island & Talleyrand Terminal		FY 11/12	2,687,500.00	2,687,500.00	779,167.00	3,466,667.00	2,687,500.00	9/5/2011		1,586,771.82	1,100,728.18	
						Supplemental		FY 11/12	1,865,295.00	1,865,295.00	1,865,295.00	3,730,590.00	1,865,295.00		12/31/2012	0.00	1,865,295.00	
Total Port Jacksonville (311)									9,252,795.00	9,252,795.00	7,344,462.00	16,597,257.00	9,252,795.00			2,657,217.34	6,595,577.66	
2	Port Jacksonville	022020227	22222239401	AQD86	GM	Blount Island E& Wharf Recon		FY 11/12		10,000,000.00	10,000,000.00	10,000,000.00	10,000,000.00	9/5/2011	12/31/2012	0.00	10,000,000.00	
			43113419401	AQJ83	GM	Dredge Material Mgmt		FY 11/12		15,000,000.00		15,000,000.00	15,000,000.00	1/10/2012	3/31/2014	0.00	15,000,000.00	
Total Port Jacksonville (GM)									0.00	25,000,000.00	10,000,000.00	25,000,000.00	25,000,000.00			0.00	25,000,000.00	
2	Port Jacksonville	022020227																
Total Port Jacksonville (\$50M)									0.00	0.00	0.00	0.00	0.00			0.00	0.00	
PORT JACKSONVILLE REMAINING BALANCES									9,252,795.00	34,252,795.00	17,344,462.00	41,597,257.00	34,252,795.00			2,657,217.34	31,595,577.66	
3	Port Pensacola	032020329	42235419401	AP127		Emergency Dredging & Warehouse Improvement		FY 07/08	250,000.00	250,000.00	250,000.00	500,000.00	250,000.00	1/23/2008		26,974.00	223,026.00	
						Supplemental		FY 11/12	5,783.00	5,783.00		5,783.00	5,783.00		1/31/2013		5,783.00	
			42315149401	AQ782		Port Infrastructure		FY 10/11	230,000.00	230,000.00	230,000.00	460,000.00	230,000.00	3/9/2011			230,000.00	
									-155,000.00	-155,000.00	-155,000.00	-310,000.00	-155,000.00		3/31/2015		-155,000.00	
Total Port Pensacola (311)									330,783.00	330,783.00	325,000.00	655,783.00	330,783.00			26,974.00	303,809.00	
	Port Pensacola	032020327																
Total Port Pensacola (GM)									0.00	0.00	0.00	0.00	0.00			0.00	0.00	
PORT PENSACOLA REMAINING BALANCES									330,783.00	330,783.00	325,000.00	655,783.00	330,783.00			26,974.00	303,809.00	

FDOT District	Ports	Seaport Cost Center	Financial Management Number (FM)	Contract Number	FSTED Program Project Number	Description	FSTED Council Allocation Date	FSTED Council Allocation FY	FSTED Council Allocation	FDOT Work Program Amount	Port Match	FDOT Record of Allocation	Total FSTED Program Funds	Contract Execution Date	Contract Expiration Date	Total Reimbursed by FDOT	Remaining Balance	
3	Port Panama City	032020329	42235719401	AQ075		Port Infrastructure		FY 10/11	500,000.00	500,000.00	500,000.00	1,000,000.00	500,000.00	8/11/2010	8/30/2015	472,234.84	27,765.16	
			42235819401	AQC53		Port Panama City Port Infrastructure		FY 11/12	750,000.00	750,000.00	750,000.00	1,500,000.00	750,000.00	7/7/2011	7/31/2016	609,688.00	140,312.00	
Total Panama City (311)									1,250,000.00	1,250,000.00	1,250,000.00	2,500,000.00	1,250,000.00			1,081,922.84	168,077.16	
3	Port Panama City	032020329																
Total Port Panama City (GM)									0.00	0.00	0.00	0.00	0.00			0.00	0.00	
3	Port Panama City	032020327	42836429401	AQC52	SIS	Rail Yard Expansion		FY 11/12		612,000.00	612,000.00	1,224,000.00	612,000.00	7/7/2011	7/31/2016	313,016.67	298,983.33	
			42836419401	AQC51		Dredge South & West Berth		FY 11/12	450,000.00	450,000.00	450,000.00	900,000.00	450,000.00	7/7/2011	7/31/2016	250,319.61	199,680.39	
Total Port Panama City (SIS)									450,000.00	1,062,000.00	1,062,000.00	2,124,000.00	1,062,000.00			563,336.28	498,663.72	
PORT PANAMA CITY REMAINING BALANCES									1,700,000.00	2,312,000.00	2,312,000.00	4,624,000.00	2,312,000.00			1,645,259.12	666,740.88	
3	Port St Joe	032020329	42294149401	AP821		Bulkheading & Upland Supplemental		FY 08/09 FY 11/12	680,000.00 106,735.00	680,000.00 106,735.00	680,000.00 106,735.00	1,360,000.00 106,735.00	680,000.00 106,735.00	7/28/2008		554,127.93 0.00	125,872.07 106,735.00	
			42294159401	APG36		Landside Port Development		FY 09/10	270,000.00	270,000.00	270,000.00	540,000.00	270,000.00	3/31/2009	6/30/2014	6,489.36	263,510.64	
3	Port St Joe	032020329	42589519401	APL09		Access Road		FY 09/10	\$80,000.00	80,000.00		80,000.00	80,000.00	7/13/2009	6/30/2014	78,981.93	\$1,018.07	
Total Port St Joe (311)									1,136,735.00	1,136,735.00	1,056,735.00	1,980,000.00	1,136,735.00			639,599.22	497,135.78	
	Port St Joe	032020329	42294129401	APL08	GM	Rail Spur		FY 09/10		912,000.00		912,000.00	912,000.00	7/13/2009	6/30/2014	828,481.83	83,518.17	
Total Port St Joe (GM)									0.00	912,000.00	0.00	912,000.00	912,000.00			828,481.83	83,518.17	
PORT PORT ST JOE REMAINING BALANCES									1,136,735.00	2,048,735.00	1,056,735.00	2,892,000.00	2,048,735.00			1,468,081.05	580,653.95	
4	Port Everglades		41825219401	AO823	2005	Southport Phase VIII		FY 05/06	2,100,000.00	2,100,000.00	2,100,000.00	4,200,000.00	2,100,000.00	11/15/2005	1/31/2011	215,786.09	1,884,213.91	
									-1,450,000.00	-1,450,000.00	-1,450,000.00	2,900,000.00	-1,450,000.00				-1,450,000.00	
			42590119401	AQ025		Expand Cruise Terminal 19		FY 10/11 FY 10/11	1,900,000.00 -126,165.00	1,900,000.00 -126,165.00	1,900,000.00 -126,195.00	3,800,000.00 -252,330.00	1,900,000.00 -126,165.00	8/27/2010		443,270.09	1,456,729.91 -126,165.00	
						Supplemental		FY 11/12	126,165.00	126,165.00	126,165.00	252,330.00	126,165.00			0.00	126,165.00	
			42597019401			Cruise Terminal Expansion		FY 11/12	2,687,500.00	2,687,500.00	2,687,500.00	2,687,500.00	2,687,500.00			0.00	2,687,500.00	
						Supplemental		FY 11/12	1,300,000.00	1,300,000.00	1,300,000.00	2,600,000.00	1,300,000.00			0.00	1,300,000.00	
			42590119401			Cruise Terminal Expansion	PORB	FY 11/12	3,020,000.00	3,020,000.00	3,020,000.00	6,040,000.00	3,020,000.00		12/31/2014	0.00	3,020,000.00	
Total Port Everglades (311)									9,557,500.00	9,557,500.00	6,869,970.00	22,227,500.00	9,557,500.00			659,056.18	8,898,443.82	
			42054519401	AQB04	GM	McIntosh Rd Realignment		FY 11//12		287,248.00		287,248.00	287,248.00			0.00	287,248.00	
						Supplemental		FY 11/12		563,435.00		563,435.00	563,435.00			0.00	563,435.00	
						Supplemental		FY 11//12		1,450,000.00		1,450,000.00	1,450,000.00		12/31/2013	0.00	1,450,000.00	
			4203581	AQL24	I	Onport Rail and ICTF		FY 11/12		6,048,000.00	6,048,000.00	12,096,000.00	6,048,000.00	2/24/2012	12/31/2014	0.00	6,048,000.00	
Total Port Everglades (GM)									0.00	8,348,683.00	6,048,000.00	14,396,683.00	8,348,683.00			0.00	8,348,683.00	
	Port Everglades	42010429	42054519401	AQB04	GM	McIntosh Rd Realignment Supplemental #1		FY 10/11 FY 10/11		1,863,000.00 1,156,081.00	1,509,541.00	3,372,541.00 1,156,081.00	1,863,000.00 1,156,081.00	6/23/2011	12/31/2013	15,417.17 9,567.10	1,847,582.83 1,146,513.90	
Total Port Everglades (I)									0.00	3,019,081.00	1,509,541.00	4,528,622.00	3,019,081.00			24,984.27	2,994,096.73	
4	Port Everglades	042010429																
Total Port Everglades (\$50M)									0.00	0.00	0.00	0.00	0.00			0.00	0.00	
PORT EVERGLADES REMAINING BALANCES									9,557,500.00	20,925,264.00	14,427,511.00	41,152,805.00	20,925,264.00			684,040.45	20,241,223.55	
4	Port Palm Beach	042010429	41825119401	AO483	2005	Harborside/Waterside		FY 05/06	1,000,000.00	1,000,000.00	1,000,000.00	2,000,000.00	1,000,000.00	7/19/2005	12/31/2013	\$408,551.69	591,448.31	
									-500,000.00	-500,000.00	-500,000.00	-1,000,000.00	-500,000.00				-500,000.00	
			42282719401	AQ829		Slip #3 Development		FY 11/12	500,000.00	500,000.00	500,000.00	1,000,000.00	500,000.00	4/1/2011	12/31/2015	0.00	500,000.00	
Total Port Palm Beach (311)									1,000,000.00	1,000,000.00	1,000,000.00	2,000,000.00	1,000,000.00			408,551.69	591,448.31	

SUMMARY OF PORTS REMAINING BALANCES  
AS Of May 31, 2012

FDOT District	Ports	Seaport Cost Center	Financial Management Number (FM)	Contract Number	FSTED Program Project Number	Description	FSTED Council Allocation Date	FSTED Council Allocation FY	FSTED Council Allocation	FDOT Work Program Amount	Port Match	FDOT Record of Allocation	Total FSTED Program Funds	Contract Execution Date	Contract Expiration Date	Total Reimbursed by FDOT	Remaining Balance	
4	Port Palm Beach	042010429	41843019401	AO525	SIS	So Access Gate		FY 07/08		8,421,000.00	2,807,000.00	11,228,000.00	8,421,000.00		12/31/2012	7,319,144.36	1,101,855.64	
										-960,000.00	-960,000.00	-1,920,000.00	-960,000.00				-960,000.00	
			42282719401	AQ829		Port Wide Slip #3 Redevelopment		FY 10/11		1,236,000.00	1,236,000.00	2,472,000.00	1,236,000.00	4/1/2011	12/31/2015	433,157.80	802,842.20	
								FY 11/12		960,000.00	960,000.00	1,920,000.00	960,000.00			0.00	960,000.00	
								FY 11/12		2,099,467.00	2,099,467.00	4,198,934.00	2,099,467.00			0.00	2,099,467.00	
Total Port Palm Beach (SIS)									0.00	11,756,467.00	6,142,467.00	17,898,934.00	11,756,467.00			7,752,302.16	4,004,164.84	
			42952719401	AQD16		Master Plan Update Supplemental		FY 11/12	75,000.00	75,000.00	75,000.00	150,000.00	75,000.00	7/19/2011		8,207.13	\$66,792.87	
								FY 11/12	50,000.00	50,000.00	50,000.00	100,000.00	50,000.00		12/31/2015	0.00	\$50,000.00	
Total Port Palm Beach (I)									125,000.00	125,000.00	125,000.00	250,000.00	125,000.00			8,207.13	116,792.87	
4	Port Palm Beach	042010429	42309219401	AOX32	\$50M	Cargo Transfer Facility		FY 07/08	2,250,000.00	2,250,000.00	2,250,000.00	4,500,000.00	2,250,000.00	9/24/2007	12/31/2012	853,440.85	1,396,559.15	
									-1,236,000.00	-1,236,000.00	-1,236,000.00	-2,472,000.00	-1,236,000.00				-1,236,000.00	
Total Port Palm Beach (\$50M)									1,014,000.00	1,014,000.00	1,014,000.00	2,028,000.00	1,014,000.00			853,440.85	160,559.15	
PORT PALM BEACH REMAINING BALANCES									2,139,000.00	13,895,467.00	8,281,467.00	22,176,934.00	13,895,467.00			9,022,501.83	4,872,965.17	
4	Port Ft Pierce	042010429	42590019401	APQ25		Taylor Creek Improvement		FY 09/10	\$760,000.00	760,000.00	760,000.00	1,520,000.00	760,000.00	1/5/2010	12/31/2013	21,405.00	738,595.00	
Total Port Ft Pierce (311)									760,000.00	760,000.00	760,000.00	1,520,000.00	760,000.00			21,405.00	738,595.00	
4	Port Ft Pierce	042010429	42294319402	APE25	SCD	Dredging		FY 08/09	1,050,000.00	1,050,000.00	\$355,000	\$1,405,000.00	1,050,000.00	1/5/2009	12/31/2012	770,407.50	279,592.50	
			42424819401	AP328	SCD	Spoil Site Study		FY 08/09	137,000.00	137,000.00	49,538.00	\$186,538.00	137,000.00		12/31/2012	56,405.96	80,594.04	
			42596919401	APQ24	SCD	Taylor Creek Dredging		FY 09/10	315,604.00	315,604.00	\$157,802	\$473,406.00	315,604.00	12/15/2009		0.00	315,604.00	
								FY 09/10	139,300.00	139,300.00	\$69,650	\$208,950.00	139,300.00		12/31/2013	0.00	139,300.00	
Total Port Ft Pierce (SCD)									1,641,904.00	1,641,904.00	631,990.00	2,273,894.00	1,641,904.00			826,813.46	815,090.54	
4	Port Ft Pierce	042010429	23689715401	AF262	I	New North Entrance		FY 04/05	1,200,000.00	1,200,000.00	1,200,000.00	\$2,400,000.00	1,200,000.00	10/6/1997		1,183,535.39	16,464.61	
									-16,464.61	-16,464.61	-16,464.61	-\$32,929.22	-16,464.61				-16,464.61	
			23689719401	AQK84				FY 11/12	1,200,000.00	1,200,000.00	1,200,000.00	\$2,400,000.00	1,200,000.00		12/31/2012	0.00	1,200,000.00	
Total Port Ft Pierce (I)									2,383,535.39	2,383,535.39	2,383,535.39	4,767,070.78	2,383,535.39			1,183,535.39	1,200,000.00	
PORT FT PIERCE REMAINING BALANCES									4,785,439.39	4,785,439.39	3,775,525.39	8,560,964.78	4,785,439.39			2,031,753.85	2,753,685.54	
5	Port Canaveral	052000531	42254519401	AOX63		Cruise Terminal		FY 07/08	1,800,000.00	1,800,000.00	1,800,000.00	3,600,000.00	1,800,000.00	10/1/2007	6/1/2012	1,638,598.15	161,401.85	
			42384119401	APE36		Cruise Terminal 10 Improvements		FY 08/09	1,800,000.00	1,800,000.00	1,800,000.00	3,600,000.00	1,800,000.00	12/30/2008	10/1/2012	1,700,808.19	99,191.81	
			42253319401	APU24		Maintenance Dredging		FY 09/10	2,000,000.00	2,000,000.00	2,000,000.00	4,000,000.00	2,000,000.00	1/29/2010		66,759.70	1,933,240.30	
						Transferred from AO967 SIS		FY 09/10	1,600,000.00	1,600,000.00	1,600,000.00	3,200,000.00	1,600,000.00			53,407.76	1,546,592.24	
						Supplement 1 Northside Development		FY 10/11	1,600,000.00	1,600,000.00	1,600,000.00	3,200,000.00	1,600,000.00		6/1/2013	0.00	1,600,000.00	
			42590219401	AQI77		Future Mega Cruise Ship Terminal		FY 11/12	1,350,000.00	1,350,000.00	1,350,000.00	2,700,000.00	1,350,000.00	11/23/2011	10/1/2012		1,350,000.00	
			43176819401	AQN37		Container North Cargo 5 & 6		FY 11/12	700,000.00	700,000.00	700,000.00	1,400,000.00	700,000.00	5/21/2012	6/1/2013		700,000.00	
Total Port Canaveral (311)									10,850,000.00	10,850,000.00	10,850,000.00	21,700,000.00	10,850,000.00			3,459,573.80	7,390,426.20	
5	Port Canaveral	052000531	41841019401	AO967	SIS	Widen West Turn Basin		FY 09/10		8,751,000.00	2,763,474.00	11,514,474.00	8,751,000.00			68,863.83	8,682,136.17	
						REC REDUCTION		FY 10/11		-5,571,000.00	-1,711,625.00	-7,282,625.00	-5,571,000.00				-5,571,000.00	
						Moved to APU24 311				-1,600,000.00	-400,000.00	-2,000,000.00	-1,600,000.00				-1,600,000.00	
										-80,000.00	-80,000.00	-160,000.00	-80,000.00		10/1/2012		-80,000.00	
			42955319401	AQ751	SIS	Widen West Turn Basin		FY 10/11		7,000,000.00	7,000,000.00	14,000,000.00	7,000,000.00	2/28/2011		5,839,344.65	1,160,655.35	
								FY 10/11		80,000.00	80,000.00	160,000.00	80,000.00			66,735.37	13,264.63	
								FY 10/11		425,166.00	425,166.00	850,332.00	425,166.00		6/1/2013	354,670.11	70,495.89	
	Port Canaveral		422829A8011	AP848	I	George King Blvd Rd Improv		FY 11/12		4,983,000.00		4,983,000.00	4,983,000.00	7/1/2011	2/1/2014	0.00	4,983,000.00	
Total Port Canaveral (SIS)										13,988,166.00	8,077,015.00	22,065,181.00	13,988,166.00			6,329,613.96	7,658,552.04	
Total Port Canaveral (I)									0.00	0.00	0.00	0.00	0.00			0.00	0.00	
PORT CANAVERAL REMAINING BALANCES									10,850,000.00	24,838,166.00	18,927,015.00	43,765,181.00	24,838,166.00	0.00	0.00	9,789,187.76	15,048,978.24	

SUMMARY OF PORTS REMAINING BALANCES  
AS Of May 31, 2012

FDOT District	Ports	Seaport Cost Center	Financial Management Number (FM)	Contract Number	FSTED Program Project Number	Description	FSTED Council Allocation Date	FSTED Council Allocation FY	FSTED Council Allocation	FDOT Work Program Amount	Port Match	FDOT Record of Allocation	Total FSTED Program Funds	Contract Execution Date	Contract Expiration Date	Total Reimbursed by FDOT	Remaining Balance	
6	Port Miami		42053419401	AO508		Container Yard Improvements		FY 09/10	1,184,594.00	1,184,594.00	1,184,594.00	2,369,188.00	1,184,594.00	5/27/2011		1,109,818.18	74,775.82	
			42053419401	AQH99				FY 11/12	1,687,530.00	1,687,530.00	1,687,530.00	3,375,060.00	1,687,530.00		6/30/2014	0.00	1,687,530.00	
			42053419402	AQ528		Cargo Container Yard Improvements		FY 10/11	1,900,000.00	1,900,000.00	1,900,000.00	3,800,000.00	1,900,000.00	12/2/2010	6/30/2013	799,881.60	1,100,118.40	
			43112619401	AQH82		Post Panamax Cranes		FY 11/12	2,880,000.00	2,880,000.00	1,374,189.00	4,254,189.00	2,880,000.00	10/25/2011	6/30/2016	0.00	2,880,000.00	
Total Port Miami (311)									7,652,124.00	7,652,124.00	6,146,313.00	13,798,437.00	7,652,124.00			1,909,699.78	5,742,424.22	
6	Port Miami	062020629																
Total Port Miami (GM)									0.00	0.00	0.00	0.00	0.00			0.00	0.00	
6	Port Miami		25445229401	AO658	SIS	So Fisherman Channel		FY 05/06		1,009,000.00	1,009,000.00	2,018,000.00	1,009,000.00	11/9/2005	6/1/2013	1,009,000.00	0.00	
Total Port Miami (SIS)									0.00	1,009,000.00	1,009,000.00	2,018,000.00	1,009,000.00			1,009,000.00	0.00	
6	Port Miami	062020629	42053429401	AOI99	I	Cargo Gateway Complex Supplemental		FY 06/07 FY 10/11		3,398,116.00 1,393,685.00	3,398,116.00 1,393,685.00	6,796,232.00 2,787,370.00	3,398,116.00 1,393,685.00	10/25/2006		2,884,941.13 0.00	513,174.87 1,393,685.00	
			42967619401	AQH11		Inbound/Outbound cargo Gate		FY 11/12		113,174.00	113,174.00	226,348.00	113,174.00	10/5/2011	6/30/2014	0.00	113,174.00	
			25445229401	AQF69		South Fisherman's Channel		FY 11/12		55,831,244.00	18,610,414.00	74,441,658.00	55,831,244.00	9/16/2011	6/30/2015	0.00	55,831,244.00	
Total Port Miami (I)									0.00	60,736,219.00	23,515,389.00	84,251,608.00	60,736,219.00			2,884,941.13	57,851,277.87	
PORT MIAMI REMAINING BALANCES									7,652,124.00	69,397,343.00	30,670,702.00	100,068,045.00	69,397,343.00			5,803,640.91	63,593,702.09	
7	Port Tampa	072020729	42250019401	APD00		Cargo Handling Improvement		FY 08/09	2,125,431.00	2,125,431.00	2,500,431.00	4,625,862.00	2,125,431.00	3/10/2009		2,125,431.00	0.00	
						Supplemental #1		FY 09/10	1,000,000.00	1,000,000.00	2,500,000.00	3,500,000.00	1,000,000.00			16,935.10	983,064.90	
						From St Pete (AOZ18 APP69)		FY 09/10	219,834.00	219,834.00		219,834.00	219,834.00			0.00	219,834.00	
						Infrastructure Improvements		FY 10/11	1,680,161.00	1,680,161.00	1,680,161.00	3,360,322.00	1,680,161.00			0.00	1,680,161.00	
						Supplemental		FY 11/12	2,637,500.00	2,637,500.00	2,637,500.00	5,275,000.00	2,637,500.00			0.00	2,637,500.00	
						Supplemental		FY 11/12	1,000,000.00	1,000,000.00	1,000,000.00	2,000,000.00	1,000,000.00		6/30/2016	0.00	1,000,000.00	
Total Port Tampa (311)									8,712,926.00	8,662,926.00	10,318,092.00	18,981,018.00	8,662,926.00	39,882.00	42,551.00	2,142,366.10	6,520,559.90	
			42061119401	AOW75	GM	Container Yard Improvement		FY 07/08		3,828,000.00	3,828,000.00	7,656,000.00	3,828,000.00	1/17/2008	6/30/2012	2,504,113.01	1,323,886.99	
7	Port Tampa	072020727																
		72020727	42061019401	AQ564		Rail Improvements		FY 10/11		1,254,972.00	1,254,972.00	2,509,944.00	1,254,972.00	12/17/2010	6/30/2015	0.00	1,254,972.00	
			42282619401	AQF24	GM	Container Yard Improvement Phase II		FY 11/12		6,255,519.00	6,255,519.00	12,511,038.00	6,255,519.00	10/12/2011		0.00	6,255,519.00	
						Supplemental		FY11/12		15,000,000.00	15,000,000.00	30,000,000.00	15,000,000.00		6/30/2015	0.00	15,000,000.00	
Total Port Tampa (GM)									0.00	26,338,491.00	26,338,491.00	52,676,982.00	26,338,491.00			2,504,113.01	23,834,377.99	
7	Port Tampa	072020727	41274619401	ANR27	I	Portwide improvements		FY 08/09		2,389,550.00	800,000.00	2,389,550.00	2,389,550.00			2,389,550.00	0.00	
			41274619410		I	Intermodal Cargo Handling		FY 09/10		2,330,892.00	833,334.00	3,164,226.00	2,330,892.00			791,661.02	1,539,230.98	
		072020728	41274619411		I	Supplemental		FY 10/11		3,300,090.00	778,620.00	4,078,710.00	3,300,090.00			0.00	3,300,090.00	
			4127461		I	Supplemental		FY 11/12		2,946,072.00	667,213.00	3,613,285.00	2,946,072.00		6/30/2016		2,946,072.00	
			42061029401	AQD09		Rail Improvement Phasell		FY 11/12		6,001,978.00	6,001,978.00	12,003,956.00	6,001,978.00	9/14/2011	6/30/2015	293,309.09	5,708,668.91	
Total Port Tampa (I)										16,968,582.00	9,081,145.00	25,249,727.00	16,968,582.00			3,474,520.11	13,494,061.89	
PORT TAMPA REMAINING BALANCES									8,712,926.00	51,969,999.00	45,737,728.00	96,907,727.00	51,969,999.00			8,120,999.22	43,848,999.78	
7	Port St Petersburg	072020727	42250119401	AOZ18		Wharf Repair		FY 07/08	750,000.00	750,000.00	750,000.00	1,500,000.00	750,000.00	1/22/2008		750,000.00	0.00	
						Supplemental #1		FY 08/09	750,000.00	750,000.00	750,000.00	1,500,000.00	750,000.00			137,397.27	612,602.73	
						Supplemental		FY 11/12	363,793.00	363,793.00	121,264.00	485,057.00	363,793.00			0.00	363,793.00	
	Port St Petersburg	072020727	42250119401	AOZ18		Port Rehabilitation		FY 10/11	819,839.00	819,839.00	273,780.00	1,093,619.00	819,839.00		6/30/2016	0.00	819,839.00	
Total St Petersburg (311)									2,683,632.00	2,683,632.00	1,895,044.00	4,578,676.00	2,683,632.00			887,397.27	1,796,234.73	
PORT ST PETERSBURG REMAINING BALANCES									2,683,632.00	2,683,632.00	1,895,044.00	4,578,676.00	2,683,632.00			887,397.27	1,796,234.73	
7	Hernando	072020728	42294219401	AP019	SCD	Dredging		FY 07/08	6,000,000.00	6,000,000.00	3,000,000.00	\$9,000,000.00	6,000,000.00	5/28/2008	6/30/2012	6,000,000.00	0.00	
Total Port Hernando (SCD)									6,000,000.00	6,000,000.00	3,000,000.00	9,000,000.00	6,000,000.00			6,000,000.00	0.00	
PORT HERNANDO REMAINING BALANCES									6,000,000.00	6,000,000.00	3,000,000.00	9,000,000.00	6,000,000.00			6,000,000.00	0.00	
7	Port Citrus		43176719401	AQJ70		Feasibility Study		FY 11/12	50,000.00	50,000.00	50,000.00	\$100,000.00	50,000.00	12/27/2011	6/30/2015	0.00	50,000.00	
Total Port Citrus (311)									50,000.00	50,000.00	50,000.00	100,000.00	50,000.00			0.00	50,000.00	
PORT CITRUS REMAINING BALANCES									50,000.00	50,000.00	50,000.00	100,000.00	50,000.00			0.00	50,000.00	
All PORTS REMAINING BALANCES																		
	311		43,049,291.75															
	GM		62,243,518.54															
	SIS		12,161,380.60															
	INTERMODAL		82,072,396.98															
	SCD		815,090.54															
	\$50M		160,559.15															
TOTAL			200,502,237.56															

**TAB 9**  
**REVIEW OF FSTED PROGRAM**  
**PROJECT APPLICATION REVISIONS**  
**AND SUBMITTAL SCHEDULE**

20121998e2

407 s. 163.3178(2)(k) or other provisions of the Community Planning  
408 Act, part II of chapter 163.

409 ~~(4) A port eligible for matching funds under the program~~  
410 ~~may receive a distribution of not more than \$7 million during~~  
411 ~~any 1 calendar year and a distribution of not more than \$30~~  
412 ~~million during any 5-calendar-year period.~~

413 ~~(4)(5)~~ Any port which receives funding under the program  
414 shall institute procedures to ensure that jobs created as a  
415 result of the state funding shall be subject to equal  
416 opportunity hiring practices in the manner provided in s.  
417 110.112.

418 ~~(5)(6)~~ The Department of Transportation may ~~shall~~ subject  
419 any project that receives funds pursuant to this section and s.  
420 320.20 to a final audit. The department may adopt rules and  
421 perform such other acts as are necessary or convenient to ensure  
422 that the final audits are conducted and that any deficiency or  
423 questioned costs noted by the audit are resolved.

424 Section 5. Subsections (4) through (13) of section 311.09,  
425 Florida Statutes, are amended to read:

426 311.09 Florida Seaport Transportation and Economic  
427 Development Council.—

428 (4) The council shall adopt rules for evaluating projects  
429 which may be funded under ss. 311.07 and 320.20. The rules shall  
430 provide criteria for evaluating the potential project,  
431 including, but not limited to, such factors as consistency with  
432 appropriate plans, economic benefit, readiness for construction,  
433 noncompetition with other Florida ports, and capacity within the  
434 seaport system ~~economic benefit of the project, measured by the~~  
135 ~~potential for the proposed project to maintain or increase cargo~~



# Application



All questions within this application should be completed in order to submit this application for agency review and consideration of funding.

Planning Review: [Consistent/Complete](#) Economic Review: [Consistent/Complete](#) Transportation Review: [Consistent/Complete](#)

General Planning Economic Transportation

1. Provide a detailed description of the project. Include location, size/dimensions and purpose of construction or facility, any required mitigation, and all other information needed to gain a comprehensive understanding of the project. The project description must correspond to the current year funding request; that is, if the funding request is part of a larger project, the project description must identify the specific element to be funded in the current year.

2. Please characterize the project as ☐ Capacity ☐ Maintenance ☐ Operations

If new capacity, please describe the market this project with attract/serve.

3. Florida's Seaport Mission Plan – Check the specific goals and objectives this project supports:

- ☐ Goal 1: Develop world-class cargo and cruise facilities to enhance Florida's Competitiveness in the Global Marketplace
- ☐ Goal 2: Build the system-wide, seamless intermodal facilities Florida's seaports need to move their goods and passengers efficiently and cost effectively
- ☐ Goal 3: Capitalize on increased north-south trade and the opportunities presented by the panama canal expansion to capture more direct all-water service and feeder calls
- ☐ Goal 4: Substantially increase the state's strategic funding partnership with Florida's seaports and develop other funding alternatives so that the seaports can implement vital improvements in a timely manner and meet revenue projections
- ☐ Goal 5: Advocate a statewide economic development program that includes investment in Florida's seaports, major drivers of the state's economic growth and generators of jobs for Florida residents
- ☐ Educate state leaders regarding the positive benefits of infrastructure investments in the seaport transportation systems needed to attract and maintain market share.
- ☐ Implement the findings of the Florida Chamber Foundation's December 2010 Florida Trade and Logistics Study that confirms the job-creating impact of maximizing trade flows through Florida's seaports.
- ☐ Educate state leaders regarding the need to keep landside transportation costs competitive.  
Continue to develop state policies that help seaports lower land-based transportation service costs.

4. For the current funding request, as defined in question #1, please provide the following:

Estimated Design & Permit Completion Date:

Estimated Construction Start Date:

Estimated Completion Date:

5. How will this project achieve the state's, the region's and/or the port's economic development goals?

6. Provide a map that identifies the project location.

 [Link Documents](#)

If Capacity is checked, then display 'If new capacity..... w/text box'

If Goal is checked, then open associated objectives (see page 5 for complete listing of Goal and Objectives)



All questions within this application should be completed in order to submit this application for agency review and consideration of funding.

Planning Review: [Consistent/Complete](#) Economic Review: [Consistent/Complete](#) Transportation Review: [Consistent/Complete](#)

General Planning **Economic** Transportation

1. Is the project consistent with the following:

☐ Current Port Master Plan

Please describe how the project is consistent:

☐ Current Five-Year Schedule of Capital Improvements

Identify where the project can be found in the CIP:

Please attach current CIP.

 [Link Documents](#)

2. What is the number of the comprehensive plan amendment (as assigned by the State Land Planning Agency) that incorporated the current port master plan into the applicable local government comprehensive plan?

Optional Additional Comments:

3. Were there port-related amendments resulting from the most recent evaluation of the comprehensive plan pursuant to Section 163.3191, F.S. (2011)? ☐ Yes ☐ No

Briefly describe those amendments:

If checked', display questions w/text boxes below

If 'Yes', display 'Briefly describe those amendments' with text box

Add an information (i) icon that when scrolled over pops up 'Maintenance cost may include asset depreciation or periodic maintenance activities necessary over the life of the project. For example, a harbor deepening project's maintenance cost shall include fendering, bollards, and dredging cost within its lifecycle translated into an annualized number.'

Request Information Funding Application History

Steve Voss | [My Account](#) | [Logout](#) | [Help](#)  
System Version 2.0.2

All questions within this application should be completed in order to submit this application for agency review and consideration of funding.

Planning Review: [Consistent/Complete](#) Economic Review: [Consistent/Complete](#) Transportation Review: [Consistent/Complete](#)

General Planning Economic Transportation

1. Total Capital Financial Investment:

Federal: \$ xxx,xxx  
State: \$ xxx,xxx  
Local: \$ xxx,xxx  
Private: \$ xxx,xxx

Total Investment: <AutoSUM (Federal, State, Local, Private)

2. Project Lifecycle:

Useful Life years

Annualized Maintenance Cost \$ xxx,xxx

Describe Methodology Used to Estimate Maintenance Costs (please include list of factors included)

3. Cost Breakdown:

Planning/Design/Permitting: \$ xxx,xxx  
Land Acquisition: \$ xxx,xxx  
Equipment: \$ xxx,xxx  
Construction: \$ xxx,xxx

Total: <AutoSUM (Planning/Design/Permitting, Land Acquisition, Equipment and Construction)

4. Economic Impact of Project (beyond Jobs and Wages)

In-State Impact: \$ xxx,xxx  
Total Impact: \$ xxx,xxx  
Source/Calculation Methodology:

5. Employment/Job Creation:

Number of Jobs  
Direct and Induced (New):  
Direct and Induced (Retained):  
Indirect:  
Construction:

Estimated Annualized Average Wages (excluding benefits) of new jobs: \$ xxx,xxx

Source/Calculation Methodology:

System Version 2.0.2

1. CARGO

- a. TEU's
- b. Vehicles
- c. Dry Bulk Tons
- d. Liquid Bulk Tons
- e. Break Bulk Tons

Current Annual Volume

xxx  
xxx  
xxx  
xxx  
xxx

Additional Volume Anticipated Due to Project


CRUISE

- f. Number of Revenue Passengers
- g. Number of Ship Calls
- h. Percentage Share of Multi-Day Cruises

Current Annual Volume

xxx  
xxx  
xxx

Additional Volume Anticipated Due to Project


Project Impacts Realized: ☐ Within One Year

☐ Phased over Time

Describe anticipated growth in volume over time (number of years to achieve full capacity and percent of capacity achieved per year.)

2. TRANSPORTATION IMPACTS

IMPORTS (Domestic & Foreign)

Percentage of Cargo Leaving the Port by Mode

- a. Short Distance Truck
- b. Long Distance Truck
- c. Rail
- d. Barge

Current Traffic Mode Split

xxx  
xxx  
xxx  
xxx

Anticipated Project Traffic Mode Split


EXPORTS (Domestic & Foreign)

Percentage of Cargo Entering the Port By Mode

- a. Short Distance Truck
- b. Long Distance Truck
- c. Rail
- d. Barge/Vessel

xxx  
xxx  
xxx  
xxx


3. TRAVEL EFFICIENCY IMPACT

Does this project impact the travel time or transportation costs of seaport related activities (Impacts in this category are most typically due to roadway or rail improvements to internal or connector facilities)? ☐ Yes ☐ No

Travel Time Impacts

Please provide an estimate of travel time savings by mode:

Number of Trips:   
 Travel Time Savings per Trip:   
 Percent Share of Trucks:   
 Percent Share of Buses:

Other Potential Impacts

Number of Trucks Diverted to Rail:   
 Other Cost Savings:

Describe Methodology Used to Estimate Other Cost Savings (please include list of factors included)

Add an information (i) icon, when moused over should pop up 'This increase should reflect the full capacity associated with the project.'

Current data (xxx) would be entered on the Statistics Page once and then displayed on the project application to prevent the port from having to enter the same data multiple times for individual projects

If 'Phased over Time' is checked, then display 'Describe anticipated growth....' w/text box

If 'Yes' is checked then display Travel Time Impacts and Other Potential Impacts sections

Goal 1: Develop world-class cargo and cruise facilities to enhance Florida's Competitiveness in the Global Marketplace

- Build/expand cargo facilities to meet current and future demand.
- Build/expand cruise facilities to meet current and future demand.
- Improve infrastructure as required at all deepwater seaports.
- Implement maintenance and new dredging in programs and identify appropriate dredged material management sites.
- Acquire land for seaport expansion and development of complementary activities.
- Implement environmental protection/mitigation and man-made/natural hazard mitigation programs as required.
- Encourage timely permitting programs through state and local agencies.

Goal 2: Build the system-wide, seamless intermodal facilities Florida's seaports need to move their goods and passengers efficiently and cost effectively

- Provide/improve direct seaport access to roadway networks.
- Work with governmental agencies to plan and fund strategic intermodal transportation system improvements.
- Enhance seaport-rail connectivity.
- Partner with other modal interests to achieve common goals.

Goal 3: Capitalize on increased north-south trade and the opportunities presented by the panama canal expansion to capture more direct all-water service and feeder calls.

- Continue individual as well as regional promotional efforts in establishing markets.
- Provide leadership through the Florida Seaport Transportation and Economic Development Council, the Florida Ports Council, and other agencies to develop competitive trade policies, including educational efforts at state and national levels.
- Capitalize on opportunities presented by the North American Free Trade Agreement, the Dominican Republic-Central America Free Trade Agreement, and other such agreements with Florida's major trading partners.
- Ensure that Florida's seaports are positioned to capture a sizeable share of trade generated by an open Cuban market.

Goal 4: Substantially increase the state's strategic funding partnership with Florida's seaports and develop other funding alternatives so that the seaports can implement vital improvements in a timely manner and meet revenue projections.

- Increase seaport revenue streams by expanding port potentials and diversifying into profitable complementary activities where appropriate.
- Develop and maintain an adequate source of state and federal matching funds for seaport projects.
- Develop and maintain adequate sources of local government financing for seaport projects.

Goal 5: Advocate a statewide economic development program that includes investment in Florida's seaports, major drivers of the state's economic growth and generators of jobs for Florida residents.

- Educate state leaders regarding the positive benefits of infrastructure investments in the seaport transportation systems needed to attract and maintain market share.
- Implement the findings of the Florida Chamber Foundation's December 2010 Florida Trade and Logistics Study that confirms the job-creating impact of maximizing trade flows through Florida's seaports.
- Educate state leaders regarding the need to keep landside transportation costs competitive.
- Continue to develop state policies that help seaports lower land-based transportation service costs.

**TAB 10**  
**ELECTION OF OFFICERS**

**FLORIDA SEAPORT TRANSPORTATION AND  
ECONOMIC DEVELOPMENT COUNCIL**

**ELECTION OF OFFICERS**

FSTED COUNCIL OFFICERS

CURRENT

CHAIRMAN:	Richard Wainio	_____
VICE CHAIRMAN:	David McDonald	_____
SECRETARY/ TREASURER/CHAIRMAN WAYS AND MEANS COMMITTEE:	Wayne Stubbs	_____

FSTED COUNCIL COMMITTEE CHAIRS (appointed by Chairman)

CHAIRMAN PROJECT REVIEW GROUP	Tommy Pitts
CHAIRMAN SECURITY COMMITTEE	Glenn Wiltshire
CHAIRMAN SEAPORT ENVIRONMENTAL MANAGEMENT COMMITTEE	David Kaufman

**TAB 11**  
**OTHER ISSUES**

# NEW TRAINING OPPORTUNITY

## *PROJECT SEAMIST*

### SAFETY TRAINING & EDUCATION FOR HAZARDOUS MATERIALS WORKERS



For: Workers In the Maritime Industry including: Port and Dock Personnel, Law Enforcement, and Off-Shore Workers

Contact: Jason Cohen, Project Administrator

Ph: (954) 262-1623 Fax: (954) 262-3806

Email: [cohejaso@nova.edu](mailto:cohejaso@nova.edu) [www.nova.edu/idep](http://www.nova.edu/idep)

✓ *Training is offered several times per year*

✓ *Call now to guarantee enrollment.*

---

### **Southeast Area Maritime Industry Safety Training (SEAMIST)**

The primary focus of Project SEAMIST is to provide innovative and current health and safety training for workers in the Maritime Industry, including law enforcement, dock and port personnel, off-shore workers, and to those who may have exposure to weapons of mass destruction and/or duties which may involve the clean-up of hazardous waste. This training is timely, invaluable and provided at no direct cost to the participants.

***Project SEAMIST  
offers  
3 Levels of  
Training***



3434 S. University Dr. Fort Lauderdale, FL 33325 (954) 262-1850



## **Hazardous Materials Safety and Security - Awareness (Level 1)**

*(8 hours of classroom instruction and tabletop activities)*

*The Awareness course is designed to provide the student with the skills and knowledge to identify and notify appropriate personnel and authorities upon the discovery of a hazardous materials/WMD incident. After completing the Awareness Level Course, the student will be able to:*

- Describe the role of the awareness level personnel in a hazardous materials/WMD incident and identify related training requirements.*
- Identify and describe the important laws, standards and regulations that apply to hazardous materials/WMD initial response.*
- Identify the hazard class and, if possible, the product name of hazardous materials/WMD found at an emergency scene.*
- Apply principles and define terminology to ensure personal safety.*
- Identify the characteristics which may involve hazardous materials/WMD in terrorist activities.*

## **Hazardous Materials Safety and Security - Operations (Level 2)**

*(24 hours of classroom instruction including hands-on exercises and activities)*

*The Operations course is the second in a series of courses designed to provide personnel the knowledge and skills they will need to work safely in an environment which includes hazardous materials. The primary focus of the course is to provide personnel with the knowledge and skills to take defensive actions at a scene involving hazardous materials or hazardous waste and in doing so protect themselves, the public, property, and the environment. Upon successful completion of the Operations Level course, the student will be able to:*

- Analyze a hazardous materials/WMD incident to determine the scope of the problem and potential outcomes.*
- Plan an initial response to a hazardous materials/WMD incident within the capabilities and competencies of available personnel and personal protective equipment.*
- Implement the planned response for a hazardous materials/WMD incident to favorably change the outcomes consistent with the emergency plan and/or standard operating procedures*
- Evaluate the progress of the actions taken at a hazardous materials/WMD incident to ensure that the response actions are being met safely, effectively, and efficiently.*

## **Hazardous Materials Safety and Security - Technician (Level 3)**

*(40 hours of classroom instruction including hands-on exercises and activities)*

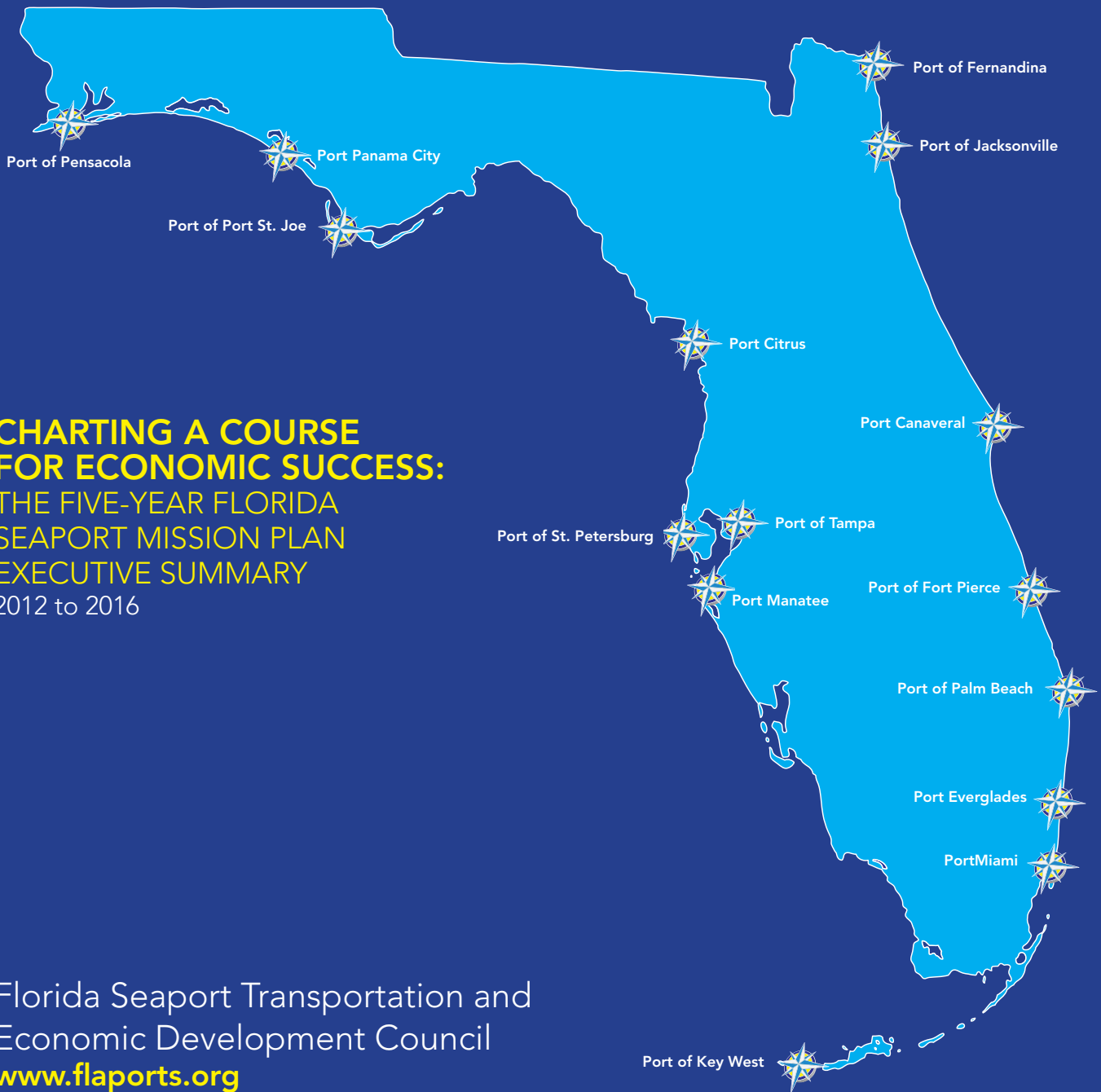
*After the completion of this third course in the series, the student will be able to safely and effectively operate in a hazardous materials environment. This course will focus on developing skills to:*

- Analyze a hazardous materials incident and integrate it into a NIMS system*
- Plan a response within the capabilities of available personnel and equipment*
- Implement the planned response to favorably change the outcomes*
- Evaluate the progress of the planned response to ensure response actions are being met safely, effectively, and efficiently*
- Terminate the incident*



# FLORIDA SEAPORTS

## CHARTING OUR FUTURE



**CHARTING A COURSE  
FOR ECONOMIC SUCCESS:**  
THE FIVE-YEAR FLORIDA  
SEAPORT MISSION PLAN  
EXECUTIVE SUMMARY  
2012 to 2016

Florida Seaport Transportation and  
Economic Development Council  
[www.flaports.org](http://www.flaports.org)

# Florida's Ports Can Harness Trade's Job-Creating Power

*by Secretary Ananth Prasad*

*As excerpted from The Journal of the James Madison Institute, Winter 2012*

In today's global economy, trade and logistics are critical components of our nation's economy and quality of life. Florida, with 14 deepwater ports, three major railroads, and more than 12,000 miles of highways, stands to be at the center of the growing business in trade and freight movement.

Our state's ports are economic engines not just for their respective cities and counties but, indeed, the entire region and state. For example, JAXPORT supports and diversifies the economy in Jacksonville and throughout Northeast Florida with nearly 65,000 direct and indirect jobs. And in Tampa, the port is responsible for almost 100,000 private sector jobs. Both ports generate billions of dollars of economic activity across their regions.

In August 2011, I unveiled the Florida Transportation Vision for the 21st Century, the state's bold, innovative roadmap for the future. This vision highlights several avenues that the department will explore to advance transportation projects and create the conditions for the private sector to make investments which will create new, high-paying jobs. Using this blueprint, Florida will continue to make investments based on market and private sector demand to create the most advanced and effective transportation system in the country.

Governor Scott's 2012 Job Creation and Economic Growth Agenda highlights the need to invest in Florida's 14 deepwater seaports to prepare for the expansion of the Panama Canal, the recently ratified free trade agreements, and the growing economies of Central and South America. There is also a need for potential private investment opportunities to improve transportation connections to and from Florida's ports, including supporting innovative concepts like integrated logistics centers (ILCs) and inland ports. By working together, we can make a positive impact on Florida's future by capitalizing on the immeasurable potential of our seaport system.

Florida is making the investments in our ports in order to create long lasting economic opportunities for our state. By making these investments and improving access to our ports, we will make it more efficient and attractive for shipping companies to invest in Florida, grow our state's imports and exports, and improve our state's economy.

Just as the Governor is focusing on our seaports in his plan to get Florida back to work, our seaport system is a key element in my vision for the Florida Department of Transportation (FDOT). Under my leadership, the department will continue to work in partnership with Florida's seaports in order to aggressively pursue new private sector investment and more freight and cargo to, from and through Florida.

First, here's a little background on the state's relationship with the seaports. While Florida's ports are public entities, they are not governed by a state port authority, but are independently and individually governed. However, Florida's ports are also partners with the state in a unique organization called the Florida Seaport Transportation and Economic Development (FSTED) Council. This program gives the seaports a regular source of state matching funding, while preserving their ability to choose projects based on market demand.

The market is the key driver of port investment needs, and the state acts to facilitate and leverage those investments. The ports benefit from additional resources, and the state benefits by achieving substantial returns on its investments, including jobs and economic growth. The department has a performance-based framework in place to measure and track these benefits and to ensure the soundness of state investments. Florida's transportation system must be ready to support private sector generated growth in an efficient and interconnected fashion. The department will continue to invest in Florida's transportation facilities, including seaports, using this market driven approach and maximizing Florida's return on investment.

In order to unleash the power of the free market and private capital, we must make investments in our state's ports and reduce the barriers for shippers and logistics firms to move freight and cargo through our state. By increasing imports and exports, the state's economy will grow and Florida will be the economic engine for the entire country.

Florida, under the leadership of Governor Scott, is determined and focused on being a major player in trade flow and logistics and I am committed to make sure that the transportation infrastructure is the strongest link.

*Ananth Prasad is Secretary of the Florida Department of Transportation*

# FLORIDA'S SEAPORTS: Charting a Course for Economic Success



## Our Course

Florida is at a critical point in time, when improving transportation infrastructure and expanding capacity to move goods will define our future economy. Strategic investments in seaports can transform Florida into a top global hub in the U.S., bringing thousands of high paying jobs to our shores. If these investments are not made, economic damage such as slower freight delivery, unpredictability in supply chains, diminished competitiveness of businesses, and increased cost of consumer goods can occur – all caused by overstressed or neglected transportation infrastructure.

Economists have repeatedly pointed to international trade as a leading growth sector for Florida and our most attainable opportunity to enhance our state's economy. Approximately 90 percent of world trade is carried by the international shipping industry. If Florida can enhance its existing relationships with South American countries and capture a fraction of the new business prospects in Asian markets via the Suez and Panama Canals, our economy could see immense economic benefits.

Fortunately, Florida's seaports and their leadership have the shared focus of seizing these opportunities. Funding for Florida seaports and other transportation infrastructure increased for the past two years, due to the governor and state legislature understanding the considerable benefits that can be gained by these investments. High-quality infrastructure will be critical to boosting Florida's ability to attract jobs and increase investments by global companies.



## Connecting to Critical Global Markets

Florida's location at the center of the hemisphere places it squarely at the crossroads of international commerce. The state's trade with more than 220 global partners encompasses the world. In particular, Florida's distinctive role as the Gateway to Latin America brings two-way trade, transportation, and jobs together – strengthening both the state's economy and the developing economies of the state's partners.

In addition, the opening of the Panama Canal's larger locks in 2014 and the expanded commodity flows from Southeast Asia through the Suez Canal are impacting trade patterns, which offer new global opportunities through Florida's sea and air gateways.

Florida seaports have built on their natural advantages, and, as a result, the value and volume of goods and passengers moving through Florida's seaports and transportation systems is growing. Florida's international trade totaled more than \$149 billion in 2011 and that number is up by more than 18 percent over the previous year.

Florida is not alone in seeking to take advantage of these new global opportunities. Florida must be ready for this new era of global competition in order to attract, retain, and grow the dynamic jobs of companies around the world. These companies have a wide range of choices of where to locate and transportation efficiencies are a major consideration. Not improving Florida's infrastructure could mean the loss of future investments and jobs to other states and other countries. Florida cannot simply rely upon location and climate to attract and retain these companies.

Seaports supply thousands of construction jobs and, more importantly, permanent jobs. This is important because port jobs are good jobs – including all income levels – providing a rare opportunity for upward mobility for deserving workers. In fact, according to the Florida Ports Council's *2012 Priority Seaport Projects: An Economic Analysis*, the top 15 priority seaport



projects in Florida will support more than 12,000 one-time construction jobs and almost 13,000 annual jobs after project completion. Florida's seaports have \$2.7 billion in capital projects expenditures programmed over the next five years, to deepen channels and harbors, build new cargo and cruise terminals and rehabilitate berths.

Because of Florida's connection to growing economies around the world, it was able to more effectively weather the global economic downturn. However, Florida needs to leverage existing partnerships and capture new opportunities for our economy to fully rebound and achieve true growth beyond recovery.

## Leading the Cruise Industry in the U.S.

Florida's seaports serve as the face of America to the world of cruising. The cruise industry brings \$6.3 billion in spending to the state – 35 percent of the industry's 2010 direct expenditures. It also provides a total of 123,000 jobs and pays \$5.3 billion in wages. Florida cruise operations account for nearly 60 percent of all U.S. embarkations – handling 13.5 million cruise passengers in 2011. PortMiami, Port Everglades and Port Canaveral continue to lead the nation in cruises and cruise passengers.

As cruising grows in popularity, Florida can build on its historic success and increase its dominance by attracting new partners and providing best-in-class facilities. Already home to some of the newest of the cruise mega-ships, Florida's seaports are actively planning and preparing cruise facilities that will provide the necessary services, amenities and accessibility to attract more of these ships to the state, without compromising service to smaller ships and port-of-call vessels.



## Capturing Export Opportunities

Florida's seaports do something most other states can only envy: they run a trade surplus, shipping out more domestic goods than the international goods received. This is courtesy of neighbors to the south like Brazil, Florida's number one trading partner, who has a \$13 billion trade surplus. Although container volumes and values were up, with more than 100 million tons of cargo in 2011, additional opportunities abound on the import-driven east-west trade routes. Seaports are working to ensure every import container gets returned at a reasonable price brimming with Florida export goods.

The ability to export goods at a low cost will help current businesses expand their markets, allow the entry of new businesses to certain foreign markets, and help attract advanced manufacturing and other export-related industries to Florida. There are substantial opportunities to fill containers returning empty with Florida goods and greatly assist our businesses in getting their products to international markets, especially with many of Florida's seaports already oriented towards exports.

The goods that make up the state's top import and export lists are diverse, but surprisingly consistent from year to year. The large diversity among global partners helps stabilize and increase Florida's trade, even in the face of global market shifts and fluctuating economies. The consistency of imports and exports provides the goods needed for the state's growing population and regional partners. Although U.S. cargo volumes have been increasing since 2009, the value of *Florida's waterborne trade is*



*growing fast enough* to create an increase in the state's share of U.S. trade, a remarkable feat given the rapid recovery under way at most American west coast ports.

Florida's seaports will help the state emerge as a global hub for trade and investment, leveraging Florida's population growth and location on north-south *and* east-west trade lanes to become a critical point for processing, assembling, and shipping goods to markets throughout the eastern U.S., Canada, the Caribbean and Latin America. Florida's seaports accomplish these goals because they lead the nation in balanced imports and exports, and *they are expanding capacity and using that capacity in strategic ways.*

## Shifting Trade Routes

On its centennial in 2014 the Panama Canal will have re-created itself as an exceedingly influential waterway. An expanded canal will influence the diversion of cargo now arriving through West Coast ports to Gulf and East Coast ports as carriers look for less expensive ports with shorter waits and more carrier-friendly operations.

*Florida's seaports have well-crafted plans firmly in place to capitalize on the Panama Canal expansion. Some are positioned to attract additional Asian-direct waterborne services and others are determined to increase transshipments from container hubs in Central America and the Caribbean.*

Florida's seaports have well-crafted plans firmly in place to capitalize on the expansion. *Some are positioned to attract additional Asian-direct waterborne services and others are determined to increase transshipments from container hubs in Central America and the Caribbean.* Several of the largest container ports are planning and expediting dredge projects to facilitate post-Panamax vessel access, and they are purchasing super post-Panamax cranes and upgrading infrastructure. As an added benefit, the port and channel deepening will make the state more marketable to vessels plying non-Panama Canal routes, as container and bulk new builds continue to get larger.

## Growing Relationships with Emerging Economies

An important opportunity for Florida's business community is now available courtesy of federally negotiated free-trade agreements. Many of the FTA countries – including the Dominican Republic, Costa Rica, and Chile – are already showing multi-billion increases to their merchandise trade with Florida since the onset of their agreements. Cutting tariff and non-tariff barriers to trade will increase the competitiveness of many goods.

Florida's seaports are anticipating market growth and are building on their successful experiences with current partners (working closely with private interests, economic development entities and others) to ensure vessel services and facilities are in place to handle newly attractive commodities from prospective free trade partner countries such as Colombia and Panama.

In 2011, Florida's trade with Cuba, exports of primarily agricultural products, totaled \$86.8 million. With possible changes in the future, trade with Cuba may be a significant opportunity for many of our ports. *Florida's seaports are anticipating a continued expansion of humanitarian and agricultural movements, and are preparing for future trade with post-Castro Cuba.*

*When the seaports succeed,  
so does the state.*



## Expanding Distribution Efficiencies

Seaports have always been challenged by the need for efficient landside access. In recent years the nation's Class I railways have made such tremendous strides in increasing their efficiencies that having direct access can significantly impact a port's long-haul business. *Florida's seaports are building on-dock rail, Intermodal Container Transfer Facilities, near-port storage yards, and utilizing distribution centers to connect to more-efficient long-haul rail services.*

Seaports throughout the state are working diligently to better serve global partners as well as the state's growing population. They are improving supply chain networks – especially road and rail connectivity – to increase distribution efficiencies and accommodate growing trade volumes.

## Our Future

Seaports are an undeniably important catalyst for growing businesses, generating jobs and enhancing Florida's quality of life. The state economy relies on the efficiency and capacity of Florida's seaports. *When the seaports succeed, so does the state.* The growth opportunities on the horizon reinforce the urgency of expanding Florida's trade infrastructure capacity so that it can sharpen its competitive edge.

With dedicated leadership, innovative port management, and expeditious investment geared toward capturing new business and regaining cargo moving through other states, Florida's seaports will be a strong link in the logistics chain. Leadership in the Sunshine State is committed to expanding private sector jobs and is investing in innovative and critical infrastructure to safeguard the future of the state seaports and economy.

Florida seaports are committed to partnering to attain diversified funding sources, to ensure an efficient system that provides consumers and businesses the choices they demand at prices they can afford, and to affirm Florida's competitiveness in the global economy.

With Florida's leadership, seaports, and business community focused on the future, we are charting a course to economic success that will benefit all Floridians.



# FLORIDA SEAPORTS

## CHARTING OUR FUTURE

**Florida Ports Council**

**Florida Seaport Transportation and Economic Development Council**

502 East Jefferson Street, Tallahassee, Florida 32301

850.222.8028 [www.flaports.org](http://www.flaports.org)

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**TAB 12**  
**NEXT STEPS**



# October 2012

October 2012							November 2012						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
7	1	2	3	4	5	6	4	5	6	7	1	2	3
14	8	9	10	11	12	13	11	12	13	14	15	16	17
21	15	16	17	18	19	20	18	19	20	21	22	23	24
28	22	23	24	25	26	27	25	26	27	28	29	30	

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Sep 30 - Oct 6	Sep 30	Oct 1	2	3	4	5	6
Oct 7 - 13	7	8	9	10	11	12	13
		Future of Florida Forum (Orlando) Columbus Day					
Oct 14 - 20	14	15	16	17	18	19	20
Oct 21 - 27	21	22	23	24	25	26	27
Oct 28 - Nov 3	28	29	30	31	Nov 1	2	3

**TAB 13**  
**ADJOURNMENT**