

**FLORIDA SEAPORT TRANSPORTATION  
AND ECONOMIC DEVELOPMENT  
COUNCIL**

**THURSDAY, APRIL 10, 2014**

**2:15 P.M. - 4:30 P.M.**

**Hotel Duval  
415 N. Monroe Street  
Tallahassee, FL 32301  
850) 224-6000**

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

# Florida Seaport Transportation and Economic Development Council

Canaveral Port Authority • Port 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 •  
Florida Department of Transportation • Florida Department of Economic Opportunity

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

April 10, 2014  
2:15 p.m. – 4:30 p.m.  
Hotel Duval  
415 N Monroe St, Tallahassee, FL 32301  
(850) 224-6000

1. Call to Order, Chairman's Welcome and Opening Comments
2. Roll Call
3. Approval of October 2, 2013 Meeting Summary and January 14, 2014 Teleconference Summary
4. Administrative Issues
  - A. FSTED Seaport Environmental Management Committee (SEMC)
  - B. Port Citrus Feasibility Report
5. Update on Global Opportunities Study
6. Agency Reports
  - A. Department of Economic Opportunity
  - B. Department of Transportation
7. Update on FY 13/14 FSTED Program Funding Initiatives and Project Spenddowns
  - A. Strategic Port Investment Initiative
  - B. Seaport Investment Program - \$10M Bond Funds
  - C. Project Spenddowns
8. Recommendation and Approval of Additional FY 13/14, 14/15 FSTED Program Fund Allocations
9. Other Issues
10. Adjournment

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

**FLORIDA SEAPORT TRANSPORTATION AND ECONOMIC DEVELOPMENT COUNCIL**

**ROLL CALL**

**MEMBER:**

JOHN WALSH, CANAVERAL

BRAD THORPE, CITRUS

STEVE CERNAK, EVERGLADES

VAL SCHWEC, FERNANDINA

DON WEST, FT. PIERCE

BRIAN TAYLOR, JACKSONVILLE

DOUG BRADSHAW, KEY WEST

CARLOS BUQUERAS, MANATEE

BILL JOHNSON, MIAMI

MANNY ALMIRA, PALM BEACH

WAYNE STUBBS, PANAMA CITY

AMY MILLER, PENSACOLA

GUERRY MAGIDSON, PORT ST. JOE

WALTER MILLER, ST. PETERSBURG

PAUL ANDERSON, TAMPA

JESSE PANUCCIO, DEPARTMENT OF ECONOMIC OPPORTUNITY

ANANTH PRASAD, DEPARTMENT OF TRANSPORTATION

**DESIGNEE:**

CISSY PROCTOR

RICH BITER

**TAB 3**  
**APPROVAL OF OCTOBER 2, 2013 AND**  
**JANUARY 14, 2014 MEETING SUMMARY**

## MEETING SUMMARY

### FLORIDA SEAPORT TRANSPORTATION AND ECONOMIC DEVELOPMENT COUNCIL

October 2, 2013  
Hyatt Regency Orlando International Airport  
Orlando, Florida

A meeting of the Florida Seaport Transportation and Economic Development (FSTED) Council was held on October 2, 2013 in Orlando, Florida. Chairman Manny Almira called the meeting to order. The Assistant Secretary called the roll. Members present were:

John Walsh, Canaveral  
Brad Thorpe, Citrus County  
Steve Cernak, Everglades  
Val Schwec, Fernandina  
Don West, Ft. Pierce  
Brian Taylor, Jacksonville  
Bill Johnson, Miami  
Manny Almira, Palm Beach  
Wayne Stubbs, Panama City  
Clyde Mathis, Pensacola  
Tommy Pitts, Port St. Joe  
Walt Miller, St. Petersburg  
Paul Anderson, Tampa.  
Annette Lapkowski for Secretary Ananth Prasad, Florida Department of Transportation  
Cissy Proctor for Director Jesse Panuccio, Florida Department of Economic Opportunity

A quorum was present. Also in attendance were:

Michael Poole, Jacksonville	David Anderton, Everglades
Ram Kancharla, Tampa	David Kaufman, Jacksonville
Ed Lee, FDOT	Jimmy McDonald, FDOT
Julie Conn, FDOT	David McDonald
Doug Wheeler, FPC	Jennifer Davis, FPC
Toy Keller, FPC	Michael Rubin, FPC

**Agenda Item 3, Approval of the Minutes of June 14, 2013, FSTED Council Meeting** was taken up. A motion was made by Mr. Schwec, seconded by Mr. Cernak, 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 informed the members that the SEMC met in the morning with SEMC agency partners from the Department of Environmental Protection (DEP), Florida Inland Navigation District (FIND) and the Fish and Wildlife Commission. All of the agencies provided briefings on their current activities. In particular, DEP provided a report on agency cost-cutting and realignment activities. DEP has been working diligently to become more responsive to the public and other stakeholders, and wanted to assure SEMC members that they would be responsive to port issues and requests. Mr. Kaufman also noted that he had served as Chair of the SEMC for some time, and asked for FSTED members to consider taking over the role as Chair.

**Agenda Item 5, Status Update on Port Citrus Feasibility Report** was taken up. Mr. Thorpe provided the members with the update. Mr. Thorpe thanked all of the members of the FSTED Council and staff for their support and assistance over the past two years and informed members that TranSystems had been selected by the Citrus County Port Authority to conduct the feasibility study. The first half of the study was presented to the Port Authority a few months ago, and the full study should be completed by October 30<sup>th</sup>. The report will be submitted to the Port Authority at that time, and then to the FSTED Council for their review. Mr. Thorpe pointed out that the Port Authority was looking forward to the final report. The Port is blessed with a lot of land capacity around potential sites, and various landowners like CEMEX and U.S. Gypsum have expressed some interest in operations.

Council members asked questions about the study. Mr. Stubbs asked about the current private sector owners of potential sites and how the Port Authority would handle that issue. Mr. Thorpe stated that once a potential site was selected the Port Authority would take the first step of discussing long-term leases of such property. Mr. Almira asked about the current draft of water access. Mr. Thorpe stated that they are looking at two different channels – one at 20 feet and the other at 14 feet. Mr. Anderson thanked Mr. Thorpe, his Commission for their efforts. Mr. Anderson stated that the FSTED Council should take a long-term mindset into development of infrastructure in this State. Mr. Anderson noted that it was exciting to look at the development of a new port in Florida, and said he was committed to helping Mr. Thorpe and his port develop their infrastructure. Mr. Almira thanked Mr. Thorpe for his presentation, and stated that the Council looked forward to the final report.

**Agenda Item 6, Agency Reports** was taken up. Ms. Proctor provided the members with a report from the Department of Economic Opportunity (DEO), saying that the state's economy under Governor Scott's administration had enjoyed a turnaround in two and a half years. She reported that the state now has had 34 consecutive months of a decline in the unemployment rate, and 37 months of job growth, adding more than 365,000 jobs. A record number of 90 million tourists have visited the state, just a year after the oil spill. Consumer confidence is up and the state has a AAA bond rating. Ms. Proctor noted that DEO also is proud of its investments in Florida's seaports and Director Panuccio continues to visit our seaports in support of this investment. Mr. Almira thanked Ms. Proctor for the report.

Mr. Wheeler stated that Director Panuccio and DEO staff have been fantastic in their engagement with the FSTED Council and the FPC – including participating in the recent D.C. fly-in. Mr. Stubbs thanked the Department for the work with the seaports, and noted that DEO and the ports needed to continue to work



together to attract manufacturers to the state using port assets. Mr. Johnson stated that the interaction between the FPC, DEO and the Governor's Office was stronger than ever, and thanked DEO and staff for

their efforts to strengthen this bond. Mr. Johnson noted that additional communication efforts by the ports were paying off.

Ms. Lapkowski provided the members with the report from the Department of Transportation. Ms. Lapkowski thanked everyone for attending the concessionaire workshop held yesterday, and stated that it was only a first step; the department will look forward to additional discussions. Ms. Lapkowski introduced Mr. Ed Lee, the project manager for the Freight Mobility and Trade Plan, to give an update on the Department's freight planning efforts.

Mr. Lee provided the members with background information on the issue, and stated that the planning was being done in two different segments – a policy element and an investment element. The policy element was completed last June, and the investment element should be done by next summer. The investment element will take the policies developed in the first element and translate them into investment decisions. The final step will be to prioritize those identified needs based on the strategies in the plan. Mr. Lee noted that this effort was taking into account the good planning efforts by ports, railroads, trucking companies, MPOs, etc. Mr. Lee informed the members of upcoming events – November 18<sup>th</sup> and 19<sup>th</sup> FDOT will be having a second leadership forum, and in January they will be holding a webinar to check on the progress of the needs identification and prioritization. By March the draft investment element should be out for circulation, with public review sometime in April.

Ms. Lapkowski informed the members about the statewide cruise study. The study has been sent out for comments, and if members had any additional comments they should send those to Ms. Dahlrose. The study covers both historical highlights and current economic impacts of the cruise industry. Ms. Keller asked if the study was available on the FDOT website, and Mr. McDonald stated that a draft copy was available on the website. Ms. Lapkowski stated that the Department also was working on a Tampa Bay cruise study. Vessels are too large to fit under the Sunshine Skyway Bridge, and a pre-feasibility examination of the market was being conducted by Bermello Ajamil. A second webex meeting on this issue will be held on October 4<sup>th</sup>.

Ms. Lapkowski provided the members with an update on the funding of intermodal logistics centers pursuant to state law. Under the annual \$5 million program, FDOT was able to fund four projects – the Port of Pensacola intermodal distribution center project, the Keystone ILC terminal in Jacksonville, the Port Manatee commerce center, and the South Florida logistics center in Miami. The Department will be hosting a forum on January 27<sup>th</sup> and 28<sup>th</sup> in Jacksonville to discuss intermodal logistics centers.

Ms. Lapkowski's final topic was an update on the maritime consultant contract. FDOT was negotiating with two different consultants – Moffat/Nichol and CH2M Hill. She said the department would continue discussions with the seaports as they finalized these negotiations.

**Agenda Item 7, Update on FY 13/14 FSTED Program Funding Initiatives** was taken up. Ms. Lapkowski noted that section 311.10, F.S. required a public hearing with DEO and the seaports prior to making any allocations under the Strategic Port Investment Initiatives (SPII), and stated that the Department would call that workshop to order during this public FSTED meeting. Ms. Lapkowski asked the ports with projects identified for SPII funding to present and discuss their projects.

Mr. Anderton provided information on the project at Port Everglades. The project would expand berthing capacity at the port – taking an existing berth facility that has 900 linear feet, and expanding it to a 2,400 linear foot facility. This will create additional capacity of about 730,000 TEUs. The project has several components, including environmental mitigation impacting about 8.7 acres of mangroves. He said the port was working closely with the Department of Environmental Protection to construct 16.5 acres of mangroves to offset the 8.7 acres being developed. The construction and planting of the new mangrove area would begin in February, and the actual construction of the turning notch facility will start in 2016 with anticipated completion in 2017. Mr. Stubbs asked about funding for the project. Mr. Anderton noted that the project involved several years of funding from the state, matched on a 75/25 basis by the port. The total project cost is \$181 million. Mr. Stubbs noted the importance of this scale of investment by the state in these big projects. Mr. Anderton noted it was a significant capacity-expanding project at the seaport.

Mr. Walsh provided information on the project at Port Canaveral. The project would create a north side container yard at the port and expand the turning basin capacity. The port actually lost about 15 acres of land on the north side but constructed two new deepwater cargo berths on the redeveloped corner with 2,400 feet of total length. The port will begin work in November on a 77 acre cargo area, and has already purchased two new post-Panamax cranes for the area. The port has already invested \$70 million in the container yard, with another \$100 million identified. The total capacity at the yard would be about 640,000 TEUs, and provides a healthy diversification at the port.

Mr. Anderson provided information on the project at the Port of Tampa. The project would improve the Hookers Point container yard. The state investment of \$10.4 million would be matched with port revenues for a total \$20.8 million investment. The project is part of a multi-phase container intermodal strategy at the 43 foot deep water container terminal at Hookers Point, which is a 26 acre terminal directly adjacent to an existing 40 acre terminal and on-dock unit train facility. He said the project was anticipated to be completed by the fall of 2015.

Ms. Lapkowski informed the members that the last item on the SPII spread sheet was labeled “boxed funds,” also available for strategic projects. Mr. Almira noted that the funds represented \$13.9 million, and Mr. Cernak asked if this would be included in the recommendation to the Legislature for FY 14/15 funding. Ms. Lapkowski stated that the funds were currently available in the work program and represented a shift in growth management funds. The funds were a reserve for potentially identified priority projects.

Ms. Keller then provided the members with an update on the \$10 million bond financing being developed by the Division of Bond Finance (DBF), and directed them to the materials in their books. Ms. Keller reminded members that a small Financial Advisory Subcommittee of the Florida Ports Finance Commission

was established by Commission Chair, Mr. Anderson. That subcommittee was chaired by Mr. Poole, who proceeded to provide the members with an update on the subcommittee's activities. Mr. Poole stated that because these new bonds would be issued by DBF, they would be using different procedures and rules than the Commission had used to issue its bonds. This would involve some different auditing procedures, remove the necessity for TEFRA hearings, and the use of separate JPA agreements with FDOT. The Department also would be authorizing ports to go ahead with projects even though DBF has not issued bonds yet. Under this new procedure, once your board and FDOT have approved the JPA, you can commence the project. FDOT would be requiring a separate design engineer to be hired, but would allow ports to use the two firms being hired as maritime consultants as the engineer. Mr. Poole thanked FDOT for working with the ports to address concerns with the program, and for coming up with ways to improve the allocation of potential bond funds.

There was a discussion by members concerning the potential amount of funds that would be generated from this bond issuance. Ms. Lapkowski stated that currently the work program has \$150 million in it for this program, but FDOT is not sure how much the bond issuance will actually generate. She stated that it was possible that the issuance would equate to the use of \$9.5 million of the allocation, and then another potential \$500 thousand that DBF could use for another issuance if they saw fit later on.

**Agenda Item 8, Agency Reports on Consistency Reviews of FY 14/15 FSTED Program Project Applications** was taken up. Ms. Keller directed the members to a chart of applications for potential funding in their materials. Ms. Keller stated that most of the projects on the list recently went through the SeaCIP process for agency review, with the exception of several projects that had previously been approved for funding under the bond issuance discussed earlier, when the potential revenue generated was expected to be \$200 million. Since that potential revenue was reduced, these several ports wanted to include those projects from the earlier review, in this list of applications to be considered for FSTED funding instead. A motion was made by Mr. Anderson, seconded by Mr. Mathis and approved to include those projects in the list of projects to be considered by the FSTED Council. With that, Ms. Proctor and Ms. Lapkowski, on behalf of DEO and FDOT respectively, found the list of projects consistent and eligible for funding under the FSTED Program.

**Agenda Item 9, Recommendation and Approval of FY 14/15 FSTED Program Project Allocations** was taken up. Ms. Keller directed the members to the recommended allocation chart in their materials. Ms. Keller stated that the chart represents the recommendations of staff, DEO and FDOT for project allocations. A motion was made by Mr. Johnson, seconded by Mr. Anderson and approved to accept and adopt the recommendation.

**Agenda Item 10, Administrative Issues** was taken up. Mr. Cernak, Chairman of FSTED Council Nominating Committee, presented a recommended slate of officers which included Mr. Almira as Chair, Mr. Stubbs as Vice-Chair, and Mr. Miller as Secretary/Treasurer. A motion was made by Mr. Anderson and seconded by Mr. Johnson to approve the recommended slate of officers.

Mr. Rubin directed the members to the information on the new PIERS contract in their materials. Mr. Rubin informed the members that the new contract represented significant costs savings for the FSTED

Council and the seaports on the use of PIERS data. PIERS representatives were also available to provide any training or assistance needed by the ports.

Mr. Cernak updated the members concerning the RFP issued for the development of a comprehensive Seaport Analysis of Global Opportunities and Challenges. He reported that six responses had been submitted, and said that the selection group will begin reviewing the proposals shortly, and then hold interviews with a few selected firms. A finalist should be selected by November 24<sup>th</sup>. Members asked about funding, and staff informed them that this was FSTED funding approved last cycle. Approximately \$200,000 is available for the completion of the study.

**Agenda Item 11, Other Issues** was taken up. Mr. Rubin provided members with an update on the FPC Washington, D.C. fly-in held in September. Mr. Rubin stated it was a successful trip and thanked Secretary Prasad and Director Panuccio for their participation in the trip. Mr. Rubin noted that the timing of the trip was excellent, and members had an opportunity to interact with Chairman Shuster and other members of staff during the passage of the WRRDA bill out of the House Transportation and Infrastructure Committee. Individual seaports and FPC staff were able to meet with members of the Florida delegation about the inclusion of language in the bill that could benefit Florida seaports. The members discussed their additional meetings with congressional members and the need to continue the dialogue and support in D.C., and within their local communities.

The meeting was adjourned at 1:05 p.m.

## MEETING SUMMARY

### FLORIDA SEAPORT TRANSPORTATION AND ECONOMIC DEVELOPMENT COUNCIL

January 14, 2014  
Teleconference

A teleconference meeting of the Florida Seaport Transportation and Economic Development (FSTED) Council was held on January 14, 2014, at 10:30 a.m. Chairman Manny Almira called the meeting to order. The Assistant Secretary called the roll. Members present were:

John Walsh, Canaveral  
David Anderton for Steve Cernak, Everglades  
Val Schwec, Fernandina  
Susan Durden for Don West, Ft. Pierce  
Mike Poole for Brian Taylor, Jacksonville  
Martha Arenciba for Doug Bradshaw, Key West  
Felix Pereira for Bill Johnson, Miami  
Manny Almira, Palm Beach  
Wayne Stubbs, Panama City  
Amy Miller, Pensacola  
Paul Anderson, Tampa.  
Rich Biter for Secretary Ananth Prasad, Florida Department of Transportation (FDOT)  
Cissy Proctor for Director Jesse Panuccio, Florida Department of Economic Opportunity (FDEO)

A quorum was present. Also in attendance were:

David Kaufman, Jacksonville	Clark Merrit, Pensacola
Jim Boxold, FDOT	Meredith Dahlrose, FDOT
Jimmy McDonald, FDOT	Julie Conn, FDOT
Doug Wheeler, FPC	Michael Rubin, FPC
Toy Keller, FPC	

**Tab 3, Update on Bond Program**, was provided by Jim Boxold. Mr. Boxold reported that the State Board of Administration (SBA) would not issue bonds until JPAs had been executed between the department and the ports for each approved project. He said the last JPA should be executed by January 17<sup>th</sup> and the bonds would be sold shortly after that date. This, however, does not prevent ports with executed JPAs from proceeding on their projects. He went on to report that the bonds were capped at \$150 million due to the statutory requirement that projects receiving bond funds must be in FDOT's work program. He said that \$150 million for specific FY 13/14 Bond Program projects had been approved and adopted into the work program.

**Tab 4, Discussion of Reallocation of Bond Program Funds from Pensacola**, was let by Meredith Dahlrose. Ms. Dahlrose reported that Amy Miller at the Port of Pensacola, recently contacted her regarding the need to use port funds for emergency repairs and maintenance, which would prevent the port from matching the \$1 million in bond program funds for its On-Port Rail Project. As a result, these funds became available to reallocate to another port. Ms. Dahlrose indicated that after considering all factors involved, it was decided by FDOT and FSTED Council staff to recommend use of the \$1 million for Port Panama City's Container Yard Improvement Project. She said the project has a sound ROI, provides needed container capacity to the region, has the local match required, and is ready to proceed.

Ms. Miller stated that she concurred with Ms. Dahlrose's description of the Port of Pensacola's need to remand the \$1 million. Wayne Stubbs spoke briefly about Port Panama City's Container Yard Project and the need for additional container handling equipment. He thanked the FDOT and the FSTED Council for their consideration.

The Council voted to approve moving \$1 million in bond program funds from the Port of Pensacola to Port Panama City.

Having no additional issues to discuss, the meeting was adjourned at approximately 10:50 a.m.

**TAB 4**  
**ADMINISTRATIVE ISSUES**

**TAB 4A**  
**FSTED SEAPORT ENVIRONMENTAL**  
**MANAGEMENT COMMITTEE (SEMC)**



**TO BE DISCUSSED**

**TAB 4B**  
**PORT CITRUS FEASIBILITY REPORT**



Port Citrus  
**Feasibility Determination**  
October, 2013



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## I. INTRODUCTION

### Task Area 2 – Purpose, Background, Components and Approach

#### **Purpose**

Task Area 2 followed Task Area 1 after the preliminary determination of port development feasibility was made in June 2013. Task Area 2 was designed to continue, in greater depth, the efforts initiated in Task area 1, in order to develop and produce a comprehensive feasibility determination. Task Area 2 was comprised of the following sub-tasks:

1. Further identification of Port Citrus' markets, specifically the trade lanes, carriers, commodities, non-cargo activity operators and recreation activities with the highest potential to become long term port customers, tenants and operators. The approach refined and further developed the preliminary market/cargo analysis with considerable specificity to identify and evaluate the highest potential port users after comprehensive consideration of commodity types, cargo characteristics, trade lanes, facility requirements, intermodal connectivity criteria, connections to and advantages provided by potential Foreign Trade Zone (FTZ) and ILC operations and the Enterprise Zone.

The competitiveness analysis performed in Task Area 1 was further developed to evaluate and prioritize potential port customers and tenants. Other non-cargo activities such as recreational marina facility operations, commercial fishing, vessel construction and repair operations were developed, analyzed and evaluated. The product of this sub task was the determination and evaluation of the business model that yields the greatest feasibility for the development of Port Citrus.

Based upon the identification of the Port's most probable tenants and customers, TranSystems evaluated potential revenue generating activities and cargo volumes as port activities initiate, diversify and increase over time.

2. Identification of the optimal Port location and the development sequence of initial operating infrastructure. The specific port infrastructure and facilities required for initial market entry. A recommended development strategy and schedule was developed to maximize port development efficiency, maximize growth potential and minimize development costs while maintaining and growing a sustainable revenue stream from port operations.

A macro level estimate of the costs and timing for land and infrastructure development was addressed. A general funding strategy based upon available funding sources was developed that accesses any available funding at local, state and federal levels as well as any opportunities for private sector investment (public-private partnerships). Specific funding strategies will be individually developed by the Port based upon the particular requirements and inclination to invest private funds of each prospective port tenant, operator or customer.

3. The final feasibility report will comply with the statutory requirements of section 311.09 (13). The report will be prepared and formatted in accordance with FSTED and FDOT requirements for inclusion in the FDOT budget request. This final report will form the basis for future state and federal funding for the port master plan, infrastructure and intermodal access development as well as federally sponsored maintenance of the Barge Canal.

## **Background**

Task Area 1 was designed and executed to determine the feasibility for the establishment of a port that could include multiple maritime-related commercial activities, is economically viable, and is feasibly located at or near the Barge Canal. The goal of the first task area was to comprehensively identify and explore, at a more macro level, the multiple commercial and operational issues and any critical environmental, financial and infrastructure-related elements that would impact and ultimately determine development feasibility. The conclusions of Task Area 1 supported the decision to proceed to Task Area 2 for the further and more detailed analysis of the commercial opportunities, funding availability and formulation of viable port infrastructure development scenarios.

TranSystems completed Task Area 1 in June 2013. The following sub-task areas comprised the effort required for completion of Task Area I:

1. Market / Cargo Analysis:
2. Analysis and Assessment of Opportunities and Competitiveness:
3. Identification of the Optimal Port Location, Needed Infrastructure and any Environmental Impacts:
4. Identification of Sources of Funding at Private, State and Federal Levels:
5. Evaluation of the Eligibility of Port Citrus for Port Funding and Grant Programs:
6. Determination of the Preliminary Feasibility Finding: The conclusions drawn by the TranSystems team from sub-tasks 1, 2, 3, 4 and 5 were presented to the Port Citrus leadership on June 25, 2013 and led to a preliminary determination of feasibility for port development but with the clear identification of constraints which must be addressed in the course of development planning, design and execution.

### *Findings and Conclusions from Task Area 1:*

#### **1. Optimal Port Location**

- 1) Three potential sites were identified and evaluated for feasibility. One potential site, the Progress Energy (now Duke Energy) intake canal and barge loading/unloading facility, is not on the Cross Florida Barge Canal. However, given the significant navigability and cargo handling capabilities of this facility as it currently exists and its current use level, Port management prudently directed TranSystems to explore the feasibility of the development of commercial

cargo operations using the intake canal and the loading/unloading facility in conjunction with nearby rail connection. Such an operation might become Port Citrus if there were the potential for the development and execution of a shared use agreement between Citrus County and Progress (Duke) Energy.

It is our conclusion that the initial establishment of Port Citrus at the Duke Energy site, with sufficient operational latitude, is not realistic given the current security-related restrictions. It is clear that the operational needs of the power plant would take precedence over commercial port operations, and the port's operating plan must accommodate that provision. Additionally, Progress (Duke) has clearly indicated that in order to consider any sort of shared use agreement, they must have more definition about the intended port operations, cargoes, shippers, carriers, the facilities development timeline and etc.

Prior to the development of the Port's master plan and identification of carriers and shippers, this information is not yet definitive enough. While the eventual expansion of Port Citrus operations onto the Duke Energy site through the development of a shared facility use agreement has tremendous potential, our recommendation is to hold this option in abeyance until the Port master plan is completed, port operations are established on another site, a more definitive schedule for future facility funding and development is available and there is the need to expand port operations.

- 2) The second potential location for establishment of Port Citrus was the Holcim Mining site. TranSystems determined, in the course of their research into the Environmental Resource Permit under which Holcim operates, future mine site development and understanding the contractual relationship between Holcim and Duke Energy, which provides for the loading and barge shipment of Holcim's lime rock from the Duke barge loading facility, there is no appreciable feasibility for development of all or part of Port Citrus, in the near term, on the Holcim Mining site. At this time, there is no reason for Holcim to exercise their option to open a new 1,000 foot access along the south bank of the Cross Florida Barge Canal given the current lime rock exportation agreement with Progress (Duke) Energy. It is our opinion that the only circumstance that would potentially justify Holcim's exercising the option to develop the barge loading facility on the Cross Florida Barge Canal would be their entrance into some other sort of commercial operation. We believe that there is scant probability of Holcim's pursuing such a course as any venture into other commercial operations would encumber portions of their property immediately south of the Cross Florida barge canal that are yet-to-be developed mine sites.
- 3) The third potential site, the Citrus Mining and Timber property, north of the Cross Florida Barge Canal, provides the most feasible location for Port Citrus. The specific tract of land, Hollinswood Harbor, is 545 acres immediately contingent to the north bank of the Barge Canal.

Hollinswood Harbor is an approved development with a subarea plan that contains commercial, industrial and water dependent uses. It is planned as a working waterfront with

marina, resort, recreational, residential, industrial and support educational/institutional uses incorporated in the Master Plan. Applications have been approved and are reflected in the Comprehensive Plan and the Future Land Use Map.

In 2009 application was filed by the Genesis Group on behalf of Citrus Mining and Timber, Inc. to create a Port District in the Citrus County Comprehensive Plan on the 545 acres. The application was approved and provides specific criteria to create a working waterfront along the Cross Florida Barge Canal adjacent to the property.

Given the current use of the property, its designation as a port district and the history of ecosystem disturbance that accompanied the construction of the Cross Florida Barge Canal in the late 1960s and early 70s, it does not appear that there are insurmountable environmental, legal, political or physical impediments or challenges to development of Port Citrus on the Hollinswood Harbor property.

Barge operations have been conducted by CEMEX, which leases approximately 1,000 acres to the west of Hollinswood Harbor, through the rudimentary barge loading facility in the key cut that projects diagonally from the Cross Florida Barge Canal. The navigable depth at MLW is 11 feet and thus restricts barge traffic to shallow draft barges. Nevertheless, shallow draft barges carry a significant payload and are capable of both cross-ocean and coastal service.

## **2. Markets**

The project team's macro market research during Task Area 1 supported preliminary market feasibility for a niche barge port serving primarily local opportunities within a reasonable truck distance of the proposed port site. This finding is based on evaluation of market trends and interviews with prospective users, in the context of the physical and operating characteristics of the Barge Canal and proposed port location. The overall market finding is qualified by the requirement to satisfy the specific needs of individual potential users. The ability of a port facility to address shippers' unique requirements is often the deciding port selection criterion.

Ports need to capitalize on geographic advantages in order to attract business. Examples of geographic advantages are a location in closest proximity to large population or manufacturing centers or areas that export large quantities of agricultural or mineral products. Ports that reduce supply chain costs or improve efficiency are favored. Other existing and developing ports on Florida's West Coast have clear advantages over Port Citrus, such as deeper port drafts or closer proximity to large population centers. Port Citrus will be evaluated by potential users using these same criteria. The characteristics of Port Citrus and the presence of established ports limit opportunities to local users and resources.

The findings of research into most viable opportunities, conducted as part of Task Area 2, must be followed by direct marketing to and negotiation with potential users by Port Citrus to move forward with initial port establishment. The following principal cargo-related opportunities for an industrial barge port were identified during interviews:



- ▶ Strategic Logistics Chains
  - Integration with the proposed Ocala inland port and its developing connection with the Port of Jacksonville.
  - Integration with the Tampa/Port Manatee port logistics system.
- ▶ Local Resources
  - Shippers or receivers of raw materials located within the service area that move in large shipment lots and can be accommodated on shallow-draft barges.
  - Manufacturing opportunities that can take advantage of locally sourced raw materials.
- ▶ Oversized or Project Cargo
  - Oversized cargo that typically moves within the service area of Port Citrus, such as pipe, bridge trusses, and large pieces of equipment.
  - Manufactures of oversize cargo that might benefit from having barge access.
- ▶ Port Feeder Operations
  - Large quantities of bulk materials moving from the Port Citrus service area to major ports, such as to the Ports of Tampa or Manatee. Contact shippers to determine if stockpiling product for later loading on larger vessels is advantageous.
  - Commodities that can be stockpiled at Port Citrus for local distribution.
- ▶ Gulf Intracostal Waterway
  - Evaluate possible cargo between Port Citrus and the Gulf Intracostal Waterway/US inland rivers, including the potential opportunities discussed above.

### **3. Funding:**

Ports have multiple sources for funding various capital development initiatives, ranging from self-funding, 3-Ps, bond financing, the federal government, the state, to local government sources. As public ports develop and become more established in various commercial operations, the different avenues for funding increase. Therefore, for a port in its early stages of establishment, the sources of funding are more limited. Self-funding from bond proceeds that are supported by established revenue streams is not feasible nor are such federal programs like navigation enhancement projects or federal channel maintenance performed by the Corps of Engineers. Nevertheless, there are still several federal programs that hold promise, most notably the EDA grant program under the Department of Commerce and the TIGER grant program under the DoT.

The most fertile ground for grant funding and loans from the infrastructure bank are at the state level. Among the states that have ocean and inland ports, Florida is an anomaly when it comes to funding its ports. Few other states have recognized the extent to which their ports act as regional economic engines and the rate of return on funds invested in port infrastructure. This realization can be readily seen in HB 599 and this year's funding level at \$284 million.

The inclusion of Port Citrus as a member of the Florida Ports Council and FSTED opened the “door” for eligibility for FDOT funding for a broad spectrum of port-related studies and infrastructure development projects. We believe that Port Citrus is in a favorable position to receive port development funding, more so than at any other period in the past decade, as the current gubernatorial administration and the State Legislature fully appreciate the importance of the State’s ports to the recovery and sustainment of Florida’s economy.

Not since 1999 has there been any new state supported bond funding for the Florida ports, and with last year’s passage of HB 599 supported by this year’s appropriation of \$284 million and the state supported bond that will soon provide the ports with approximately \$150 for capital projects and studies, this is the best of times to be requesting state funding for the development of Port Citrus. Even though these new bond funds have just been allocated, HB 599 will provide an assortment of port related funding and grant programs that Port Citrus will be able to access in future years.

FSTED committed to support this feasibility study in 2011, and there is already a \$137,500 “placeholder” in the FDOT budget and Work Program that will support a master planning effort. Clearly, FSTED and the Florida Ports Council are optimistic about the development of Port Citrus, and generally, the feeling amongst the Council members and staff is that there is a definite and viable niche for Port Citrus. We believe that Port Citrus can and will receive critical state funding for both planning and capital infrastructure development.

## Conclusion

At the conclusion of Task Area 1, preliminary feasibility for the development of Port Citrus was found evident, based upon the availability of a viable location along the Cross Florida Barge Canal for the port, the availability and applicability of some potential federal funding, albeit it limited, the significant funding for port planning and development at the State level through FSTED and FDOT and the identification of a barge market that would fit the operating parameters of a barge port on the Cross Florida Barge Canal in Citrus County.

Further market exploration, since the presentation of the conclusions drawn from Task Area 1, reveals a more expanded barge market if a deeper draft site were available. We anticipate that the initiation of shallow-draft barge operations at the site along the Cross Florida Barge Canal will act as a catalyst for the expansion of Port Citrus’ barge operations as “actual” barge operations become known within the industry. Additionally, the development of joint operating agreements with regional ports such as Tampa, Manatee and Panama City will drive expansion of barge operations. It is recognized that the limiting draft of the Cross Florida Barge Canal will hamper what we envision as potential cargo movements through Port Citrus.

As described in some detail in the previous report on Task Area 1, the Duke Energy site offers both deep draft capability and direct rail connectivity. While Duke Energy has indicated that the initiation of commercial barge operations under the auspices of Port Citrus in the near term lacks feasibility, the potential for future expansion of Port Citrus’ barge operations to the Duke Energy site exists, as the demand for deeper draft and direct rail develops.



Therefore, we strongly recommend that Port Citrus and Duke Energy keep open the option for consideration of the eventual expansion of barge cargo operations to the Duke Energy site. As shallow draft barge operations initiate at the Port Citrus site along the Cross Florida Barge Canal, additional market opportunities should arise with sufficient definition to satisfy Duke Energy and thus the opportunity to initiate more substantive discussions with Duke Energy about development of a shared use agreement with Port Citrus.

## II. MARKET IDENTIFICATION

### Introduction

The macro market research conducted for Task Area I found preliminary market feasibility for a niche barge port serving primarily local opportunities within a reasonable truck distance of the proposed port site. This principal finding was based on evaluation of market trends and interviews with prospective users, the physical and operating characteristics of the Barge Canal and proposed port location, and the criteria used by potential users to select port locations. The following broad opportunities for an industrial barge port were identified in Phase I:

- ▶ Strategic Logistics Chains
- ▶ Local Resources
- ▶ Bulk Commodity Shipments
- ▶ Oversized or Project Cargo
- ▶ Gulf Intracoastal Waterway

Some of these opportunities are defined further in this report and they are allocated to short, medium or long term facility planning horizons. Non-cargo opportunities are also considered for inclusion in the development of Port Citrus. Research of opportunities is primarily based on interviews. Emphasis is placed on the ability of a potential use to match the port opportunity evaluation criteria defined from the interviews conducted as part of Phase I. These criteria help to validate and prioritize opportunities based on how well they adhere to port advantages and contribute to development objectives. The criteria are:

- ▶ Proximity to Port Citrus – does the opportunity take advantage of close proximity to the Port?
- ▶ Shallow draft tolerance – what effect does the general 13 feet draft have on the opportunity?
- ▶ Trade Partner (Domestic or International) – does the trade location have any bearing on the viability of the opportunity?
- ▶ Transportation Infrastructure – how do port, highway, rail, or air availability or capability support the opportunity?
- ▶ Economic Impact – what is the degree of increased economic activity?
- ▶ Available Resources – are local resources, such as labor supply and utilities sufficient to support the opportunity?
- ▶ Supply Chain Cost – Will the facility reduce transportation costs?

As outlined in the Task Area I report, import, export, manufacturing or distribution sites are selected based on criteria such as proximity to vendors, suppliers, customers, trained labor, and transportation modes. The selection of locations that achieve the lowest cost operating and transportation expenses is the overarching goal. The objective of Task Area II is to provide examples of possible operations where a Port Citrus site will meet the above criteria.

The research team has identified a sample of opportunities for Port Citrus based on how well the Port's features adhere to requirements laid out by potential tenants. The currently sluggish economy, both locally and nationally, have dampened the business climate in general according to interviews; however, a phased

approach that builds on an initial small nucleus of business is the likely progression of development at Port Citrus.

Port Citrus' key differentiating feature and significant market constraint is its barge canal with a maximum depth of fourteen feet at high tide. Therefore, ventures involving light or low volume goods that are well suited to a shallow-draft operation, and operations that require commercial or public docks and facilities where a 13-foot draft is more than sufficient, are addressed in this report. Additionally, water access may only be a minor consideration for some operations, so the market identification considered manufacturing that can draw on locally sourced raw materials, yet barge access is not the primary concern.

### **Primary Hinterland**

In the Task Area I report, the Port Citrus hinterland was identified as principally up to a radius of 100 miles from the port. Further refinement of this hinterland was prepared based on feedback from additional interviews and selected development opportunities. The principal road-served hinterland is centered on potential uses that require local resources adjacent to or in close proximity to the port. This is primarily indicated by the 20-mile distance band in Figure 1, which shows road-distance bands in 20-mile increments around Port Citrus.

The deep-draft ports of Tampa and Port Manatee to the south and Jacksonville to the Northeast present shippers with substantially more attractive alternatives for the movement of cargo. An illustration of the hinterland constraints imposed on Port Citrus by the larger ports is provided in Figure 2, which shows road drive time bands around the major ports of Tampa and Jacksonville. The area around Port Citrus falls within a two-hour driving time of the Port of Tampa, and a two to three hour radius of the Port of Jacksonville. These major ports will capture the vast majority of cargo flowing in and out of the Citrus County area, and thus requires Port Citrus to concentrate on niche activities tied to its canal characteristics and local resources.

Direct rail access at the Port would permit integrated barge-rail cargo operations and likely extend the market reach of the port. However, the proposed port site (Hollinswood Harbor) on the north bank of the Cross Florida Barge Canal does not have an immediately accessible rail connection. The closest connection is at Progress (Duke) Energy, to the south of the canal. In the short to medium term, it is unlikely that rail access can be provided at the port site. In the longer term, if suitable market opportunities arise and the cost-benefit trade-off is adequate, a rail spur could be constructed from the line serving the Progress (Duke) Energy power plant.

Figure 1: Road Distance Bands Around Port Citrus

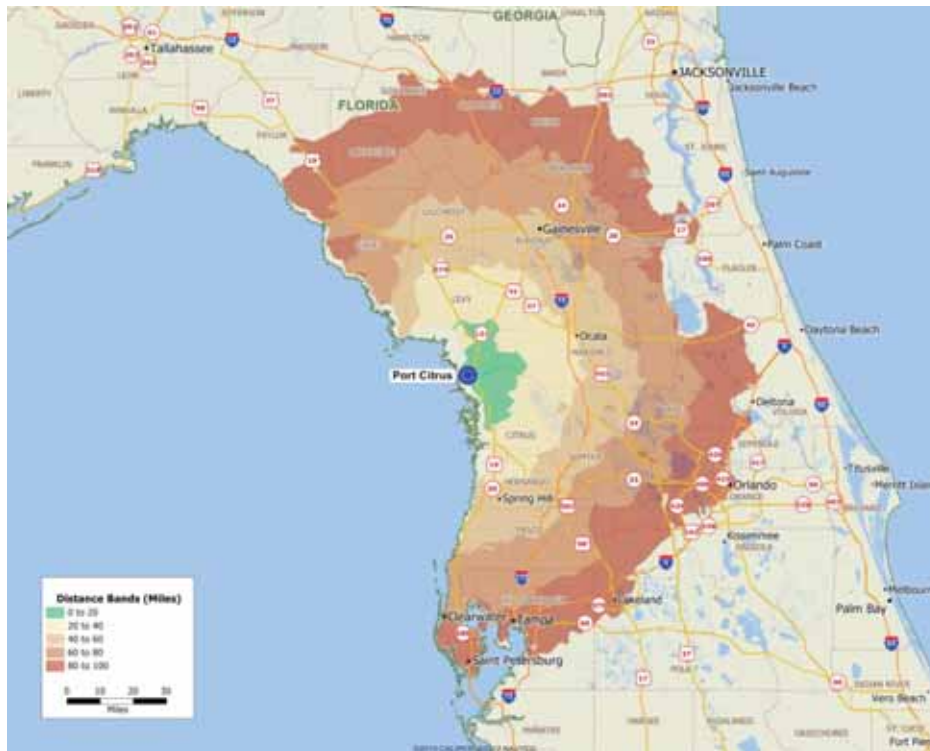
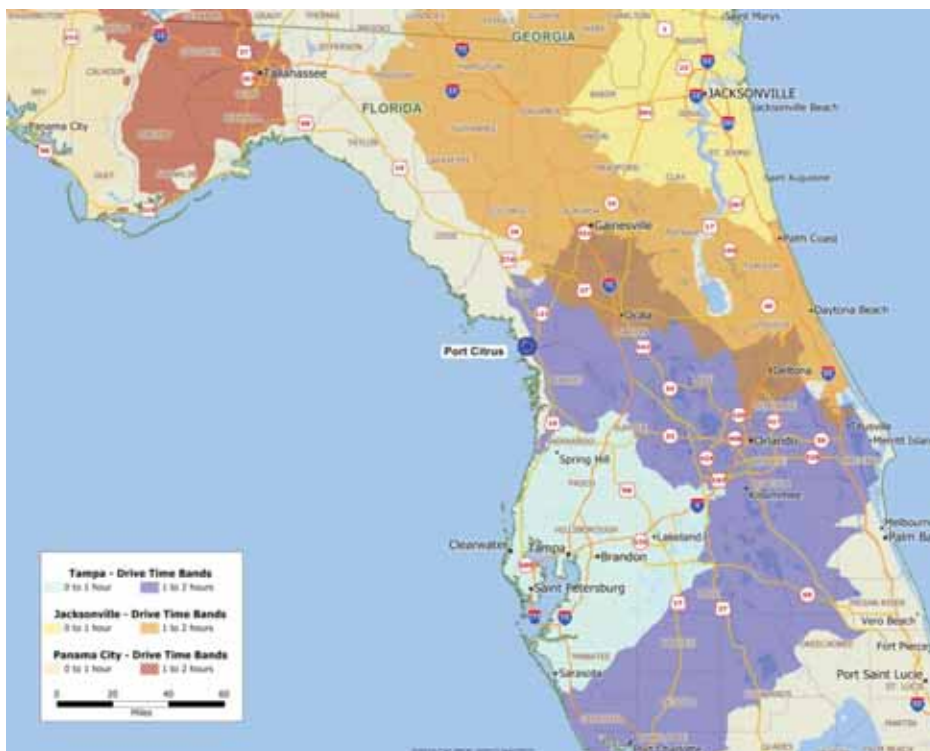


Figure 2: Drive Time Bands Around the Ports of Tampa, Jacksonville and Panama City



## Strategic Logistics Chains

The Task Area I report found that Port Citrus had limited opportunities in the warehousing and distribution sector due to its poor capabilities compared to competitors that include Tampa and Ocala. Areas for concern include greater distance from major consumer and industrial centers, the absence of intermodal rail connectivity, distance from the interstate highway network, and distance from deep-draft ports. However, as part of a long-term business and market strategy, it is advised that Port Citrus align itself with regional logistics centers – Ocala and Tampa – that may offer future opportunities for collaboration and business development.

Warehousing and distribution activity in Florida is concentrated around three ports - Miami, Tampa, and Jacksonville – and Orlando, with additional activity around other ports in the State (e.g. Port Everglades). The state's network of intermodal logistics centers (ILC) serves the consumers and industry of Florida, both domestic shipments and international trade. The development and expansion of ILCs is viewed as important for future economic growth in Florida, alongside investment in the State's port network. Important attributes for successful ILCs are proximity to market (consumers and industry), access to multiple transportation modes (state and inter-state highways, rail, airport and seaport), available land for development and competitive labor and other costs. More recently, shippers have placed greater emphasis on locating in close proximity to rail service to minimize "last-mile" trucking costs. One example is the South Florida Logistics Center, close to Miami airport, which offers a 400-acre complex with highway and rail, and rail connectivity to Port Miami and Port Everglades.

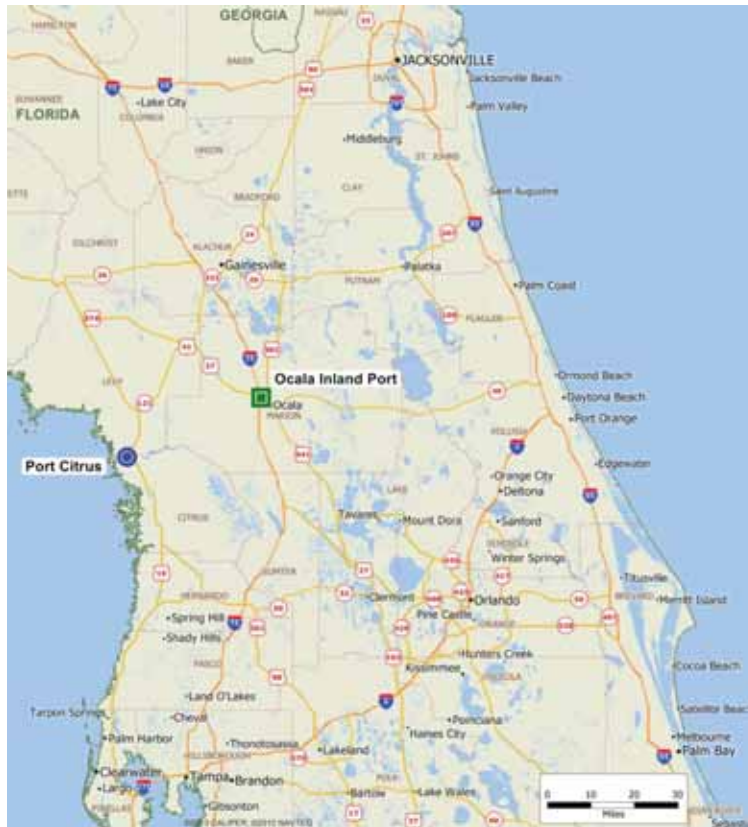
The development of logistics infrastructure is to accommodate projected growth of freight flows statewide. Review of the Freight Analysis Framework (FAF) data from the U.S. Department of Transportation illustrates the projected growth:

- ▶ Outbound freight by road and rail from the Tampa MSA is projected to grow at an annual average rate of 3.3 percent between 2011 and 2030. Inbound freight by road and rail to the Tampa MSA is projected to grow at an average rate of 1.9 percent. The higher growth for outbound is partly driven by Tampa's position as a gateway for import cargo.
- ▶ Outbound freight by road and rail from the Orlando MSA is projected to grow at an annual average rate of 0.8 percent between 2011 and 2030. Inbound freight by road and rail to the Orlando MSA is projected to grow at an average rate of 2.6 percent. The higher growth of inbound freight reflects Orlando's position as a major consumption market.

Ocala is expected to continue to develop as a logistics center due to its accessible location on the I-75, rail access, and proximity to population centers of Central and North Florida, including the Orlando and Gainesville metropolitan areas. The proposed Ocala Inland Port is a 1.5 hour drive from Port Citrus over state and interstate highways and under one hour by local roads (Figure 3). The City of Ocala is currently evaluating the feasibility of an inland freight and logistics center located at the Marion County Commerce Park, a 489-acre property adjacent to the I-75 and US-27. A new rail spur would connect to nearby Class I rail service. The inland port would offer warehousing and distribution, light manufacturing and a free trade zone. The primary market sector would be distribution of freight for Central and North Florida, and the processing of freight moving through the ports of Jacksonville and Tampa.



Figure 3: Port Citrus and Ocala Inland Port



Growth in demand for warehousing and distribution space continues in Central Florida. Demand is centered on two principal building types/sectors:

- ▶ Flex – higher end properties commonly distinguished from warehouse/distribution and manufacturing facilities by high build-out of office space. Tech space and multi-stories are also common features. They are typically used for more specialized activities; for example, technical sectors.
- ▶ Warehouse/Distribution and General Industrial/Manufacturing – typically one-story and have low internal specifications with high ceiling clearance, and various other building amenities suitable storage and manufacturing activities.

Market trends in the Orlando industrial warehouse market have continued to improve with the gradual recovery of regional and statewide economic activity. Vacancy rates have continued to decline, while lease rates have improved. The medium to long term outlook is favorable due to regional population expansion and projected growth of economic activity. The Tampa Bay industrial real estate market is facing similar trends as Orlando, with rising demand, falling vacancy rates and higher prices. Growth is partly driven by trade activity through the Port of Tampa, notably trade with Latin America. The Interstate-4 corridor from



Tampa to Orlando, notably in Polk County, continues to develop as an important location for regional distribution and industrial activity. Longer term, the Tampa-Orlando-Ocala triangle offers strong growth potential with its multimodal capabilities and access to local and regional markets. Future demand, supply and cost pressures in these logistics centers, notably Tampa and Orlando, are expected to present future opportunities for secondary locations (e.g, Citrus County).

An inland port can be used to extend the market reach of an ocean port, and Ocala is equidistant from the ports of Jacksonville and Tampa. The City of Ocala has entered into memoranda of understanding (MOU) with the two ports to explore the development of Ocala as a logistics center and how an inland port could be integrated with the two deep-water ports. This type of collaboration is similar to actions taken by other ports in the Southeast region. For example, Savannah is working with the Cordele Inland Port (south of Macon, GA) and Charleston is developing the South Carolina Inland Port at Greer, SC.

The recommended strategy for Port Citrus is to remain engaged with current and future logistics hubs – the Port of Tampa and the proposed Ocala Inland Port. Collaboration may be informal or formal, and may include exchange of information on market opportunities, joint marketing to encourage investment in the region and use of the region's logistics infrastructure, and collaboration to identify sources of funding for improvements to regional infrastructure.

### **Local Resources and Manufacturing**

The Task Area I report identified port activities based on local needs and resources, in close proximity to the proposed port site, as the central market opportunity for a niche barge port. Categories area shippers or receivers of raw materials located within the service area that can be accommodated on shallow-draft barges, and manufacturers that can take advantage of locally sourced raw materials. Certain shippers of aggregate, dolomite, wood fuel pellets and other commodities have taken occasional advantage of their close proximity to the barge canal in the past. Further interview-based research refined this opportunity to include users who can draw on locally sourced raw materials, yet barge access is not their primary concern.

An important factor in the port site selection decision is low port delivery expenses, and nearby port locations are clearly a plus. Products that originate within port boundaries, either as raw materials, or as manufactured pieces would be best positioned to take advantage of Port Citrus, as port delivery costs are eliminated. Manufactured goods that require bulk raw materials might also take advantage of inbound barge shipments for delivery of these materials, thereby eliminating off-dock delivery expenses from their supply chain.

Pre-fabricated cement items, such as pavers, roof shingles, and other cement products are examples of products that might be produced at the Port. Locally sourced raw materials consist of aggregate and dolomite, which are currently moving in the area by barge (at the Duke Energy canal in the case of aggregate), and by truck.

Clearly, cargo originating nearest to Port Citrus maximizes the port delivery cost reduction advantages. It should be noted that port delivery cost, while important, is evaluated along with other transportation modal options (i.e. truck and rail), routes, or ports that achieve the lowest overall cost of the delivery of goods.

Proximity to Port Citrus is an advantage if it fits in with shipping requirements of the entire supply chain, such as vessel draft and other requirements discussed further in this report.

The interview research in Task Area II identified two significant opportunities for Port Citrus based on how well Port features adhere to requirements laid out by potential port users (as discussed earlier in the introduction to the Market Identification section). Each was evaluated using site selection criteria identified in the Task Area I report. It should be noted that no example cited in this report constitutes or represents a commitment to develop facilities at Port Citrus. These opportunities are representative of the type of uses suitable for Port Citrus and provide guidance on the type and scale of infrastructure required during the initial phase of port development.

### Artificial Reef Manufacturer

Opportunity		Artificial Reef Manufacturing Plan	
<i>Selection Criteria Rating</i>			
Positive		Caution	Barrier
Proximity to Port Citrus		On port manufacturing facilities	
Suitable for Max 14’ Draft		Barge draft requirement 5 to 8 feet	
Trade		Gulf waters	
Transportation Infrastructure		Ocean access is the key	
Economic Impact		New labor demand	
Available Resources (Incl. labor supply)		Commonly available skills and raw materials	
Impact on Supply Chain Cost		Nearby raw materials used in production minimize costs of delivering product.	

Due to the BP Horizon oil rig explosion, and the subsequent oil spill, concerns over the health of the environment and sea life in the Gulf of Mexico have grown significantly. BP has committed resources to fund land and water clean-up operations, as well as programs that facilitate the growth of sea life in the Gulf. One recognized method of promoting sea life growth is the building of artificial reefs, which provide a foundation for sea vegetation, and sea creatures to adhere to and accumulate over time. It should be noted that while BP has allocated funds for Gulf restoration projects such as artificial reefs, no money has been paid out as of this writing. Figures 4 and 5 illustrate reef cubes and their application.

A Port Citrus site selection would be well suited to the production and distribution of artificial reef materials due to the location on the barge canal, close proximity to reef restoration projects in the Gulf of Mexico, and access to locally produced cement used in the manufacturing process. The combination of low cost delivery of raw materials needed in production, access to and use of shallow-draft barges, and close proximity to artificial reef construction areas are all very positive considerations that favor Port Citrus.

The key feature of Port Citrus is access to the Barge Canal. Barges that draw five to eight feet drafts are easily accommodated by the canal, and short transits to reef assembly sites result in competitive product delivery costs. Raw materials delivery costs are also low because of a cement manufacturer located nearby. There is a small labor force requirement; six employees would be needed to run the operation.

Reef cube manufacturing facilities may require five acres or less of land, including a barge loading area, and no extraordinary utilities are required. This manufacturing facility on a small site footprint is representative of niche activities that could be drawn to the Port Citrus location.

**Figure 4: Reef Cubes**

**Figure 5: Reef Cubes in Use**


## Processed Wood Products

Opportunity	Processed Wood Products
<i>Selection Criteria Rating</i>	
<div> <div>Positive</div> <div>Caution</div> <div>Barrier</div> </div>	
Proximity to Port Citrus	On port manufacturing facilities
Suitable for Max 14' Draft	Can "light load" barges
Trade	Tampa access is a consideration
Transportation Infrastructure	Barge access is a consideration
Economic Impact	300 to 500 employees
Available Resources (Incl. labor supply)	Commonly available skills and raw materials
Impact on Supply Chain Cost	Nearby raw materials used in production minimize costs of delivering product.

This manufacturing and export company has a high degree of confidentiality; however, information that they are willing to provide reveals that Port Citrus differentiates itself by meeting three major site selection criteria: a local supply of low cost materials needed in the manufacturing process; access to a barge port; and a large amount of competitively priced land available for development. The product itself takes advantage of green technology.

The company considers the Barge Canal to be able to accommodate their barge operating requirements. The company is also interested in Port Citrus because of nearby rail service, as well as two major international sea ports in Tampa and Jacksonville. The combination of rail, water, in addition to truck services provides ready access to both domestic and international markets.

The most attractive benefit to Citrus County is the number of jobs that are anticipated if this opportunity materializes. Initial labor estimates are in the 300 to 500 employee range; however, the company expects future growth to generate upwards of 700 or 800 future positions.

The opportunity would require an estimated 10 acres of land, with additional space for future expansion. There is a high electricity demand for this manufacturing operation.

### **Non-Cargo Uses**

The Task Area I research found that non-cargo uses (public marina, boat repair, or commercial fishing facilities) would be suitable for Port Citrus given the port's position on Florida's West Coast, available land, and channel characteristics. These non-cargo uses could be pursued in parallel with the industrial uses proposed earlier. Similar potential uses were also identified nearly thirty years ago in the 1985 "Port Citrus Feasibility Study", such as a public marina, boat repair, or commercial fishing facilities. Based on additional interview research, some of these ideas continue to hold merit for Port Citrus given the port's position on Florida's West Coast, available land, and channel characteristics. These non-cargo uses could be pursued in parallel with or independent of a barge port serving industrial uses. In order to advance these ideas for non-cargo uses, Port Citrus will have to prepare development and marketing strategies for each use, given their respective unique market sectors and characteristics.

As shown below, a commercial fishing and public marina strategy for Port Citrus achieves a favorable evaluation based on criteria established in the Task Area I report. This strategy encompasses commercial fishing berths, repair facilities and a public marina.

## Commercial Fishing Facilities / Boat Repair/ Public Marina

Opportunity		Commercial Fishing Facilities / Boat Repair / Public Marina	
<div>Selection Criteria Rating</div> <div><div>Positive</div><div>Caution</div><div>Barrier</div></div>			
Proximity to Port Citrus	On site sport fish processing facilities/boat repair facilities		
Suitable for Max 14' Draft	35'- 45' LOA fishing vessels are easily accommodated by Max 14' Draft		
Trade	Established shrimp and crap trade in the area fishing in Gulf waters		
Transportation Infrastructure	Ocean access is the key		
Economic Impact	Business growth at Port citrus would depend on market growth, or re-located from existing area locations.		
Available Resources (Incl. labor supply)	Labor force already exists in area		
Impact on Supply Chain Cost	Minimal, depending on existing location		

### *Commercial Fishing*

The most promising aspects of a dual-use commercial and public marina are Port Citrus' proximity to the Gulf, its protected harbor, and sufficient channel depth. This option most likely requires market growth, and/or incentives, and competitive pricing to attract tenants.

The commercial fishing industry around Citrus County is well established, with key centers in Homosassa, Crystal River, and Yankee Town in Levy County. Current fishing centers in Citrus County have survived efforts by coastal towns in the early 1990's to force decades old fish processing marinas out of what is considered to be prime waterfront property. Public outcry, and the renovation of fish processing buildings and docks have reversed decisions to displace fishing fleets, and these facilities now serve as commercial fishing marinas, and magnets for tourism. Once considered as blight, commercial fishing facilities now act as centerpieces for restaurants and hotels supporting the local economy. Port Citrus must provide an opportunity for the local fishing fleet to reduce costs by either re-locating from their current operations, or to expand at Port Citrus, but attracting a commercial fleet might also serve as a base for other tourist activities, such as a public marina, restaurants or hotels.

Citrus County caught 823,000 pounds of seafood in 2013 (Table 1). The two leading species for Citrus County, crab and shrimp, accounted for 8.7 percent and 4.5 percent respectively of the entire Florida State catch of these invertebrates. Grouper and mullet fish totaled about one-quarter or less of the crab and shrimp catch for the County. Port Citrus provides an ideal protected harbor with sufficient channel depth to support thirty-five to forty-five foot fishing vessels, which are typical sizes of commercial fishing vessels in the area.

Levy and Hernando Counties, directly to the north and south, respectively, of Citrus County, may also be potential beneficiaries of a commercial port development on the Citrus Barge Canal, given fishing fleets there. While not as large of a catch, these Counties' combined catch deserves consideration, as displayed in Table 2.

The total combined catch of the three adjacent counties totals over 1.7 million pounds of seafood. Citrus County leads its neighbors in 2013, with 823,000 pounds, followed by Hernando County, then Levy County, with 589,000 and 297,000 pounds, respectively. Shrimp and Crab are the leading regional species; however, finfish caught in 2013 totaled 432,000 pounds.

**Table 1: 2013 Preliminary Annual Seafood Landing, Total Florida and Citrus County (000 lbs.)**

Species	FLA 2013 Total	Citrus County 2013 Total	Citrus County % of FLA Total
Crab	3,976	345	8.7%
Shrimp	6,905	314	4.5%
Grouper	4,063	88	2.2%
Mullet	3,517	55	1.6%
Other Finfish	18,244	22	0.1%
Other Invertebrates	2,893	0	0.0%
<b>Grand Total</b>	<b>39,597</b>	<b>823</b>	<b>2.1%</b>

Source: Florida Fish and Wildlife Conservation Commission

**Table 1: 2013 Preliminary Annual Seafood Landing, Citrus, Hernando and Levy Counties (000 lbs.)**

Species	Citrus	Hernando	Levy	Total
Crab	345	44	133	523
Shrimp	314	302	45	661
Ladyfish	2	110	0	112
Grouper	88	3	15	106
Mullet	55	39	7	101
Other Finfish	20	87	6	113
Other Invertebrates	0	4	90	94
<b>Grand Total</b>	<b>823</b>	<b>589</b>	<b>297</b>	<b>1,709</b>

Source: Florida Fish and Wildlife Conservation Commission

### *Fish Processing Facilities*

Fish processing facilities examined in this study provide their own boat maintenance and repair, but require a boat ramp to put in and take out boats for service. A ramp including a 60-foot turn-around would be required to accommodate boats used in the fishing trade off the shores of Port Citrus. Similar fish processing facilities features mentioned in interviews include:

- ▶ About two acres of land, with room for a boat launch, parking, and a fish processing building
- ▶ At least a 100-foot dock, preferably a floating dock to address tidal fluctuations
- ▶ A dockside crane
- ▶ Nearby berths
- ▶ Boat repair services
- ▶ Marina "relief" tug

### *Public Marina*

A natural add-on to a commercial fishing marina is a public marina that would cater to fishing charter boats, and other private craft. Here again, a boat launch would be required, with parking for cars and trailers nearby. On-site dry boat storage would be considered a desirable feature and enhance marketability. Interviews suggest that day use recreational boaters often park boat trailers “wherever they can” in towns like Homosassa. Facilities designed to meet the needs of the recreational boater may create demand for a public marina at Port Citrus. It should be noted that restaurants and lodging are also features of existing marinas in the vicinity. Port Citrus may well be required to offer similar amenities in order to compete.

A boat ramp is currently being proposed at the US 19 Bridge where it crosses the Cross Florida Barge Canal. The boat ramp will not be accompanied by a public marina, which presents an opportunity. Land adjacent to the proposed ramp is zoned for activities and services (restaurants, lodging, etc.) that are compatible with a public marina.

### **Other Cargo Opportunities**

Other potential cargo sectors that were identified in the Task Area I report were explored for viability at Port Citrus, but specific user opportunities were not identified at this time. However, Port Citrus can continue to advertise itself as open to such opportunities as part of its market outreach process. Overall, these other cargo sectors are viewed as most likely suitable for medium to long term development.

### **Movement of Bulk Commodities**

Ideally, channel depths of 20 feet or more are desirable for bulk cargo shippers who typically aim to maximize cargo loading of a barge. Maximizing load amounts achieves economies of scale, and reduces the per ton transportation cost. The 13-foot general draft of the Cross Florida Barge Canal significantly limits the cost advantages of Port Citrus for heavy bulk cargo that requires high capacity, deep draft barges or ships. Deep water ports – Tampa, Port Manatee, Panama City and Port. St. Joe – to the north and south of Port Citrus are more desirable shipment locations for this cargo. The 20-foot channel at the Duke Energy Canal would offer more flexibility than the 13-foot Cross Florida Canal. Currently the Duke Energy Canal is used for deep water barges, carrying 15,000 metric ton loads of coal to the power plant and moving aggregates outbound.

There have been past barge shipments of locally sourced dolomite, a soil treatment additive, from the Cross Florida Barge Canal 125 miles south to Port Manatee, where it was stockpiled, and later distributed to local farmers by truck. This practice was discontinued when the price of diesel fuel increased to the point where direct trucking from the quarry near the canal directly to farmers became more economical than the barge and truck move. The increase in barge fuel cost, added to barge loading and unloading, material storage, and truck loading and unloading costs at Port Manatee, surpassed the cost of the one-step direct trucking. The operation included single barge shipments of 4,000 short tons per voyage. Overall, the sensitivity of this type of short-haul barge operation to fuel costs and competition from trucking makes it less suitable as a basis for sustainable development of a port operation. Improvements to local and regional roads, and the proposed Suncoast Parkway extension into Citrus County, further enhance the advantage of truck distribution for short-haul movement of commodities out of Citrus County.



To be competitive with other transportation modes, barge operations must capitalize on large volume movements, while minimizing the number of handoffs between supply-chain links in order to keep per-ton costs low. The quality of certain commodities, such as aggregate rock, is degraded as the number of handoffs between modes increases. The additional handling tends to damage the rock, and in some cases can cause the delivered product to miss order dimension specifications. Eligible barge feeder commodities; therefore, must be able to withstand the wear and tear of additional loading and unloading operations. An example of a barge feeder service might be one that transports large quantities of bulk product to be stockpiled at deep draft ports, where it can be loaded on larger vessels. In this case, trucks do not have the advantage of “fewer touches” of the cargo and barges have the advantage of lower per ton transportation costs due to their higher cargo carrying capacity.

In conclusion, the movement of bulk commodities by barge over Port Citrus, either inbound for local distribution or outbound for transfer to deep-draft vessels at Tampa or Manatee may offer opportunities in the future. Port Citrus should continue to monitor market trends and advertise itself as open to such opportunities while moving forward in development of joint operating agreements with regional deep water ports.

### **Oversized or Project Cargo**

Not all cargo requires deep draft and the research reveals examples of barge cargo that might be suitable for the Port. Oversized or project cargo requires special over-the-road arrangements, FDOT/DOT permitting, and specialized trailer equipment. Because of this, barging is often the preferred transportation option. These over-high, over-wide, or over-long items are typically bulkier than they are heavy, and generally they do not require deep draft vessels. Types of cargo may include pipe, bridge trusses, and large pieces of equipment. Additionally, the market includes manufactures of oversize cargo that may benefit from having barge access. However, oversized or project cargo is typically opportunistic in nature, related to one-off large scale shipments for a specific development. Opportunities may only arise on an occasional rather than sustained basis and the market requires significant ongoing monitoring to identify potential business. In conclusion, Port Citrus should continue to monitor market trends and advertise itself as open opportunities.

### **Gulf Intracoastal Waterway**

The Gulf Intracoastal Waterway (GIW) is a federally maintained canal with a channel depth of 12 feet and a width of 125 feet. The GIW extends approximately 1,109 miles from Brownsville, Texas to Apalachee Bay, Florida, and it offers a reliable connection for barge traffic moving along the Gulf Coast and provides access to the inland waterway system. The GIW is primarily used for the movement of low-value bulk commodities, including petroleum and petroleum products, chemicals and related products, crude materials (e.g. sand and gravel) and coal. The vast majority of cargo activity takes place on the western section from New Orleans to Brownsville.

Activity on the GIW between Panama City, FL and Apalachee Bay has declined over the past decade, and there is limited barge activity south of Apalachee Bay along the West Coast of Florida. Only 661,000 short tons of cargo moved along the section from Apalachee Bay, Florida to Panama City in 2011. Traffic volume has declined steadily since a peak of 2.0 million short tons in 2003. The largest commodity is gasoline, which totaled 395,000 short tons in 2011. Other commodities include other petroleum products, chemicals, and iron and steel products.

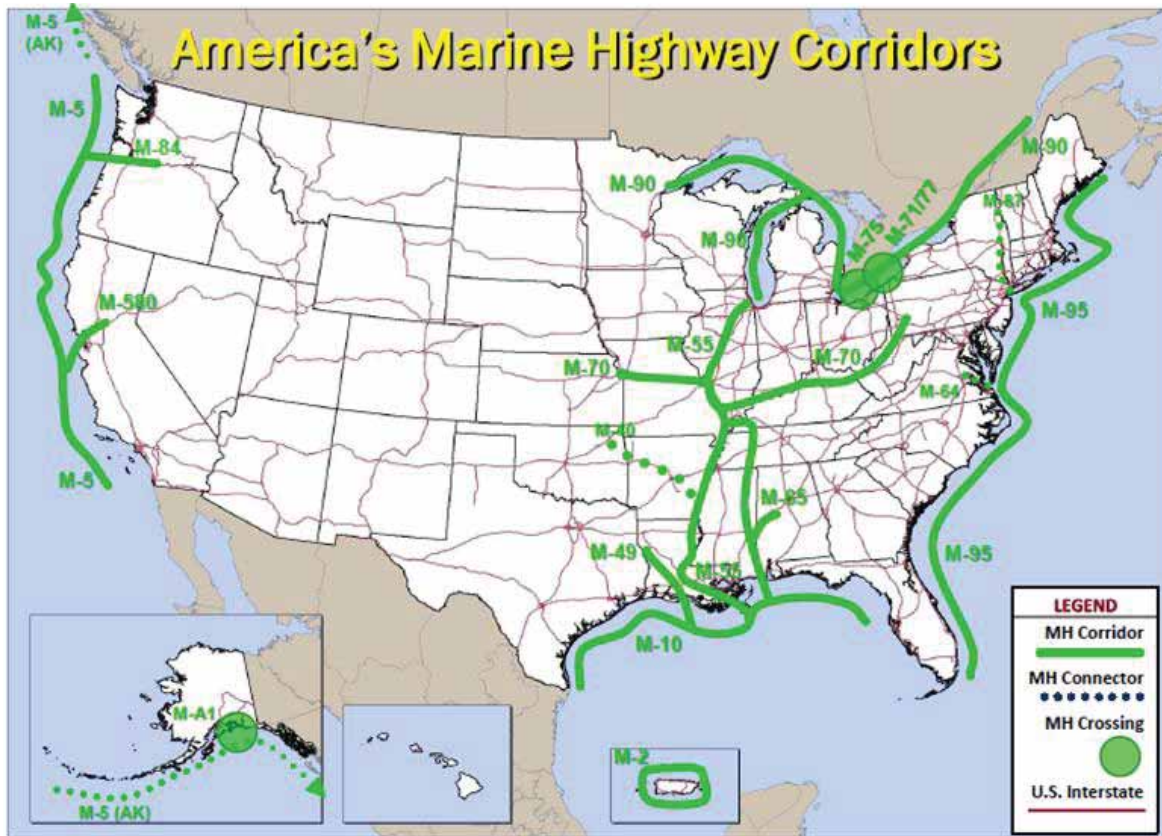


The GIW does not extend to Citrus County, but brown-water (or GIW/inland waterway) barges are allowed to navigate on open water as far south as the Crystal River. While, brown water barges are currently under consideration by the U.S. Coast Guard for passage as far south as Tampa. A commercial tug operator is currently evaluating a service between the GIW and Tampa; however, the proposed service remains on hold until equipment issues are resolved and demand arises.

The purpose of U.S. Department of Transportation's Marine Highway Program (MHP) is to "designate short sea transportation routes as extensions of the surface transportation system to focus public and private efforts to use the waterways to relieve landside congestion along coastal corridors." (Federal Register /Vol. 75, No. 68 / Friday, April 9, 2010 /Rules and Regulations, PART 393, § 393.1) The MHP covers 11 designated coastal and inland waterway corridors around the country. A Marine Highway Corridor (MHC) is defined as "A water transportation route that serves as an extension of the surface transportation system that can help mitigate congestion-related impacts along a specified land transportation route. It is identified and described in terms of the land transportation route that it supplements, and must, by transporting freight or passengers, provide measurable benefits to the surface transportation route in the form of traffic reductions, reduced emissions, energy savings, improved safety, system resiliency, and/or reduced infrastructure costs."

The M-10 corridor extends from Brownsville, Texas to the West Coast of Florida (Figure 5). The only current project on the M-10 is the Cross-Gulf Container Expansion Project, connecting Port Manatee with Brownsville. This project follows on from a similar service offered by Seabridge Freight, which was terminated in early 2011 due to financial and market challenges. The Cross-Gulf Container Expansion Project has yet to become operational. Scheduled service by ocean going barge is intended to accommodate freight moving between southern Texas/Northeast Mexico and Florida. Commodity examples in this lane are steel coils, steel wire and rods, base organic chemicals, ceramic tile, paper rolls, building products, resins, and department store merchandise. This type of liner service is not suited to the physical and other limitations of Port Citrus.

Figure 5: Marine Highway Corridors



Source: MARAD

Overall, the general 13-foot draft of Port Citrus is best suited to connections with the GIW corridor, which has a 12-foot draft requirement, rather than cross-Gulf service. Access to the GIW may present future opportunities to Port Citrus if producers of local resources secure markets along the GIW system. However, research with local companies did not reveal opportunities at this stage. Port Citrus should continue to monitor market trends and advertise itself as open GIW-related opportunities.

### Port Development Time Horizon

The Task Area I and Task Area II market research supports a conservative approach to the planning and development of infrastructure at Port Citrus. Additionally, the market research suggests that port facility planning should accommodate a mixture of cargo-related and non-cargo uses. A basic time horizon for port development is presented in Table 3 based on the market opportunities discussed above.

Initial development is centered on cargo activities that draw on local resources and on non-cargo uses. Infrastructure requirements are relatively limited in scope and scale – small sites, road access, canal access and standard utilities. Planning should accommodate the possibility for longer term opportunities that could require larger sites and/or more customized port facilities.

**Table 3: Market Opportunities and Port Development Time Horizon**

	<b>Port Development Time Horizon</b>	
<b>Market Opportunity</b>	<b>0-5 Years</b>	<b>5+ Years</b>
Local Resources – Manufacturing/Cargo	Market and facility development	
Non-Cargo Uses	Market and facility development	
Strategic Logistics Chains	Market development (e.g., MOUs, etc.)	
Bulk Cargo Operations	Market development	Facility development
Oversized or Project Cargo	Market development	Facility development
Gulf Intracoastal Waterway	Market development	Facility development

### Economic Impacts from Port Activity

A public port can have a significant economic impact on a region's economy through jobs, spending and tax generation. In addition, there are temporary economic impacts during the construction of port facilities. Economic impacts typically fall into the following categories:

- ▶ **Employment**
  - Direct jobs at companies and organizations involved in the handling of cargo and vessels. Examples are terminal operators, stevedores, trucking companies, and pilots.
  - Induced jobs generated throughout the local economy from the spending on local goods and services by those employed in direct jobs.
  - Indirect jobs generated by the local purchase of goods and services by firms active in the cargo handling and distribution process.
  - Related jobs at shippers and consignees that are users of the port.
- ▶ **Personal income impact** – the wages and salaries (excluding benefits) received by those in direct jobs. Re-spending of these earnings generates the induced jobs impact in the local economy.
- ▶ **Business revenue impact** – the revenue received by firms that provide services at the port.
- ▶ **Tax impact** – local, state and federal paid by firms and employees whose jobs are dependent upon and supported by the cargo throughput.

The level of impacts will depend on the size of a port, the type of cargo moving through the facility, and associated services. A large deep-draft port would have greater impacts than a small barge port. The overall port industry in Florida is estimated to generate 0.95 induced jobs and 0.58 indirect jobs for every direct job

related to cargo activity.<sup>1</sup> Thus a port with 100 direct jobs from cargo activity would support 95 induced jobs and 58 indirect jobs. The Port Citrus barge port, due to less-intensive operations, is likely to have lower indirect and induced impacts for every direct job. However, there would still be an important benefit to the local economy through jobs, spending and tax revenue. Manufacturing (tied to local resources) and cargo added-value activities at the port site are likely to have relatively higher job and other economic impacts.

## **Port Revenue Streams**

A public port authority generates revenue from the lease of public port facilities, user charges and miscellaneous other charges. A port's tariff will reflect its cost structures, incentive programs to attract and maintain business, nature of infrastructure and services, and competitive pressure from other ports. The structure of revenue streams at Port Citrus will be driven by the nature of the business activities at the port. For example, in the case of the two local resource based uses identified earlier, the principal revenue streams would be from lease payments for site and/or buildings. Overall, potential revenue sources may include:

- ▶ Lease of terminal and buildings (e.g., warehousing). The extent of such revenue will depend on the agreement with the user (e.g., landlord versus tenant provided infrastructure and services)
- ▶ Dockage – assessed on the vessel or barge for berthing at a wharf. Dockage is normally based on the overall length (L.O.A.) and the period of time at berth.
- ▶ Wharfage – assessed on the cargo passing over the wharf. Wharfage is normally charged per unit of cargo (per ton, etc.) and is a complex tariff due to the different rates that are applied to different types of commodities.
- ▶ Storage – charged for the storage of cargo on the terminal or in warehouses under agreements made between the Port and shipper. Free time may or may not apply.
- ▶ Recovery of security costs through a variety of different methods such as an increase in general tariffs, security fees per unit of cargo, or security fee per vessel per day.
- ▶ Berth rental at public marinas.
- ▶ Miscellaneous charges that cover the provision of electricity, fresh water, garbage removal and other services. They are often structured as the pass through of the item cost based on prevailing utility rates plus a service fee.

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<sup>1</sup> 2012 Statewide Economic Impact of Florida Seaports, Florida Seaport Transportation and Economic Development Council



### III. INFRASTRUCTURE AND FACILITIES

#### Infrastructure

The following is a presentation of the anticipated infrastructure to address probable water distribution, waste water, access and internal roadway and power distribution requirements at the proposed Port Citrus site.

#### **Water Distribution**

##### *Water Demand*

The requirements for the water infrastructure at Port Citrus are dependent on multiple factors, which include the nature of the primary business, the layout of the port and total number of employees / customers or users of the port. However, the primary factor that will drive the infrastructure and water demand is the needed fire flow, which exceeds all other water demand (average daily demand, irrigation, etc.). Needed fire flow is defined by ISO mitigation online as the amount of water that should be available for providing fire protection.

The ultimate requirements for needed fire flow within Port Citrus will eventually be set by either the County fire authorities, insurance specialists or by the mechanical requirements of individual building fire suppression systems yet to be designed. At this conceptual stage, an estimate of required fire flow can be developed using the Insurance Service Office (ISO) Guide for Determination of Needed Fire Flow. The formula contained in this guide is as follows:

$$NFF = (Ci)(Oi)[1.0 + (X+P)i]$$

where:

- NFF = needed fire flow in gallons per minute
- Ci = factor related to the type of construction
- Oi = factor related to the type of occupancy
- X = factor related to the exposure of the building
- P = factor related to the communication of the buildings

##### *Needed Fire Flow*

Based on the Market Identification section of this report, one of the potential tenants identified for Port Citrus is a Processed Wood Product manufacturing facility. It is anticipated that this facility will make use of medium size warehouses, which we estimate for purposes of this report at approximately 4,000 sq. ft. Based on the estimated square footage of the warehouse, building type/material and the distance between the structures / buildings, the estimated needed fire flow is calculated at 2,250 gpm. While the

actual requirement will undoubtedly differ, a fire flow requirement in the range of 2,000 to 3,500 gpm may be expected depending on the specific nature of the development.

A non-cargo user for Port Citrus such as a public marina or commercial fishing facilities will not necessarily have the factors of a wood manufacturing facility driving the needed fire flow; however, a marina or similar tenant will have fuel storage and distribution on Port property. In addition, a marina may have a warehouse for boat storage, which based on the structure property and number of boats it is designed to store, will have an elevated needed fire flow falling within the range of 2,000 to 3,500 gpm.

For purposes of this report, a firefighting duration of 4 hours at 2,250 gpm, for a total of 540,000 gallons will be used.

#### *Average Daily Demand*

The average daily demand is difficult to estimate since it is highly dependent on the ultimate port tenant and layout. For instance, a marina or fishing facility will require basic water demand for users of the marina. Water may be used to wash boats, of which the total quantity is contingent on the total number of boaters using / accessing the marina. In addition a marina may also be home to a restaurant type of facility. Once again, the size and type of restaurant will drive the average daily demand.

Just like a non-cargo user tenant will have a fluctuating water demand, a manufacturing facility faces the same dilemma. A pulp manufacturing facility requires 60,000 – 190,000 gallons per ton of product, while a paper manufacturing facility requires 29,000 – 38,000 gallons per ton of product (Wastewater Engineering, Metcalf & Eddy).

In order to estimate an average daily water demand, a flow of 60 gpd/employee (industrial demand) is used. The 60 gpd/employee demand number is a conservative estimate that will factor a demand for a manufacturing facility, but also for a possible non-cargo user tenant.

According to total employee count of as many as 800 employees at full build out of the processed wood products operation discussed in the previous section of this report, the demand number would be on the order of 48,000 gpd.

#### *Existing Production / Distribution Systems*

According to the Southwest Florida Water Management District (SWFWMD) website, the Citrus Mining and Timber property has 7 wells on site, 1 of which is classified as potable water well for an average permitted demand of approximately 38,000 gpd and a permitted demand capacity of approximately 118,000 gpd. The existing infrastructure on site consists of 2-inch water main piping and 510-gallon tank, however, this option is not sufficient to meet the estimated needed fire flow requirements determined in the previous section. The water distribution networks of Citrus County and the City of Crystal River, to the south, are located over 9-miles away and providing the necessary flows and pressures would be very difficult.

The City of Inglis water distribution network, located to the north at approximately 1.5 miles is a small distribution network. Per SWFWMD Water Use Permit (#8953), the City is permitted an annual average and a peak month withdrawal of 224,000 and 340,000 gpd respectively. According to the City's



2011 Public Supply Annual Report, the City averages a yearly withdrawal of 153,627 gpd. The City of Inglis could potentially provide the potable water and firefighting needs, however, the firefighting needs will require infrastructure improvements on Port Citrus property that are addressed in the following sections.

## **Proposed Water Infrastructure**

The proposed water infrastructure for Port Citrus needs to supply water to meet both the firefighting needs and the average daily demand, which have been calculated at 540,000 and 48,000 gallons respectively.

### *City of Inglis Interconnection*

In this first option, an interconnection with the City of Inglis provides the source of water for Port Citrus. However, due to the City's existing infrastructure (water storage and pump discharge capability), additional piping, storage and pumping is required. The interconnection piping from Inglis would provide the basic potable water needs to Port Citrus, however an on-site water storage tank and pumps solely devoted to fire protection would be added. Under normal demand conditions, the fire system would essentially be off-line and would activate upon a demand from a fire hydrant or building fire suppression system.

The interconnection piping from City of Inglis will require additional investigation to determine the extent of the City's distribution system piping, water main size and location of possible connection points. It is estimated that approximately 7,500 lf of piping is required to connect from Inglis to Port Citrus. Once the water main reaches Port Citrus, the design of the piping network will be based on the proposed layout. Water service connections for warehouses, boat berths, restaurants, wash down areas and other areas will be provided via a distribution network of piping. Domestic water needs will be serviced via 1"-2" piping, while larger water demand (i.e. industrial / manufacturing) with larger sized water mains and above ground backflow prevention devices.

Fire protection will be provided via a separate network of piping from a water storage tank filled via the potable water network. This is mainly due to the expected water age in the storage tank which may sit idle for a long time (subject to high seasonal temperatures). Typically, if water in a storage tank does not turn over within a matter of days, water quality deterioration becomes a concern; our assumption here is that the water stored in the tank would not be considered potable. The tank would fill automatically after each use through a connection to the system including an approved backflow prevention device. The site piping for firefighting needs will include appropriately sized water mains and hydrant / fire hose connections points located throughout the site.

The available fire flow rate, pressure and duration provided by this option are essentially limited by the installed pump and storage tank capacities and, to a lesser extent, the diameters of the fire pipelines. As an example, a fire flow availability of 3,000 gpm for a 2-hour duration can be achieved with a 3,000 gpm pump, a 360,000 gallon tank and 12-inch piping. The tank could be a round, pre-stressed concrete storage tank (which could be partially or fully buried) with a diameter of 45 feet and a height of 30 feet. Greater flow capacity can be provided by increasing these design parameters.

The estimated cost for this option is presented in the following table:

<b>Inglis Interconnection</b>	<b>Estimated Construction Cost</b>
1: Interconnection Piping	\$600,000
2: Booster Pumps	\$30,000
3: Ground Storage Tank	\$550,000
4: Site Work / Piping	\$60,000
5: Generator	\$25,000
6: Electrical	\$20,000
Sub-total	\$1,285,000
7: Contingency (30%)	\$385,500
<b>Estimated Total</b>	<b>\$1,670,500</b>

#### *On-site Water Supply and Treatment System*

A second option that is available to meet the water demand and firefighting needs is an on-site water supply and treatment system. This option is considered in the eventuality that an interconnection with the City of Inglis is not possible.

The proposed on-site water infrastructure will provide an independent, stand-alone water supply system supplied by on-site wells. For purposes of this report, the independent system would serve only Port Citrus, although it conceivably could be extended beyond the Port boundaries.

An independent water system for Port Citrus would likely consist of at least two groundwater production wells (for redundancy) supplying a 0.55 MG ground storage tank, disinfection and treatment, high service pumps and distribution piping networks for the potable and fire protection needs.

About 4 acres of the 545 acre Hollinswood Harbor would be lost to development to provide wellhead protection for the supply wells, and a water treatment plant. Water main piping and hydrants would extend throughout the Port Citrus site providing potable and firefighting needs.

The estimated cost for this option is presented in the following table:

<b>On-Site Supply / Treatment</b>	<b>Estimated Construction Cost</b>
1: Water Production Wells (2)	\$320,000
2: Pump House	\$125,000
3: High Service Pumps (2)	\$80,000
4: Ground Storage Tank	\$550,000
5: Site Piping	\$50,000
6: Electrical	\$250,000
7: Site Work	\$100,000
Sub-total	\$1,475,000
8: Contingency (30%)	\$442,500
<b>Estimated Total</b>	<b>\$1,917,500</b>



## Wastewater Infrastructure

### *Wastewater Generation*

The quantity and quality of wastewater that will need to be treated is dependent on the tenant(s) that will occupy Port Citrus.

The quantity of wastewater is dependent on two factors: (1) the total number of employees and (2) the tenant / users that will occupy Port Citrus. The processed wood products manufacturer identified within this report as a likely tenant for Port Citrus will have an ultimate work force of 800 employees. Taking into account restroom and kitchen use by the employees, an estimated 5,000 gpd of wastewater will be generated. The type of industry will also contribute to the wastewater generation. Using the average daily demand amount calculated within the water infrastructure section, 48,000 gallons of wastewater will be generated from the industry.

The quality of the wastewater will directly influence the type of treatment that will be required to treat the wastewater. Domestic wastewater from restrooms requires a specific type of treatment versus wastewater from processed wood manufacturing facility that contains high concentrations of organic and inorganic matter.

### *Existing Collection / Treatment Systems*

Currently, on property, Hollins has informed Hoyle Tanner that there is an Aerobic System with 1,500 gpd tanks for a total capacity of 3,000 gpd. This system is both undersized and inadequate to treat the quality of wastewater that would be generated by a manufacturing facility on site.

Treatment systems in the City of Inglis and Crystal River could potentially handle the quantity of wastewater, but the quality and level of treatment anticipated for the wastewater, is insufficient.

### *Proposed Wastewater Infrastructure*

The proposed wastewater infrastructure for Port Citrus needs to handle the quantity of wastewater generated and its quality. In this scenario, we assume that the wastewater will require a higher level of treatment as compared to domestic water in order to treat industrial waste.

### *On-site Wastewater Treatment*

Since the existing collection and treatment systems onsite and in the vicinity are inadequate to meet the needs of Port Citrus, an on-site wastewater treatment facility will be required.

It is anticipated that a combined method of coagulation, adsorption and nanofiltration/reverse osmosis will be required to treat the wastewater if the industrial activity requires it. A collection system composed of gravity sewers or low pressure sewers and at least one lift station will service Port Citrus and extended throughout the property. Groundwater conditions and the overall topography of the property might preclude using a sewer gravity system and therefore a low pressure sewer system with individualized grinder pumps is considered a better option. The ultimate layout of the property and how large it is will influence the collection system layout.

Wastewater will flow to the treatment facility. The treatment facility will be located somewhere on site but in a remote area of the property. The main concern here is avoiding the placement of a wastewater

treatment plant near industrial facilities or marina activity that will be unpleasant to employees or boaters. The treatment facility will be designed to treat the specific type of wastewater it is anticipated to see, after which, the treated effluent will be discharged to on-site ponds or possible surface waters depending on the level of treatment.

The estimated cost for this option is presented in the following table:

On-Site Collection / Treatment	Estimated Construction Cost
1: Collection System	\$200,000
2: Lift Station	\$140,000
3: Control Building	\$200,000
4: Treatment Process	\$1,000,000
5: Electrical	\$200,000
6: Site Work	\$150,000
Sub-total	\$1,890,000
7: Contingency (30%)	\$567,000
<b>Estimated Total</b>	<b>\$2,457,000</b>

## Roadway Infrastructure

### *Roadway Usage*

The existing roadway is sufficient to handle the current traffic of heavy trucks and machinery that access the Hollins property. However, with the potential of new manufacturing / industrial activity or boaters accessing the marina with larger sized vehicles and trailers, improvements to the existing access roadway and new parking facilities will be required.

Potential tenants have expressed interest in the location of Hollins property proximity to rail way service, which is located to the south along US19, indicating the possibility of increased traffic from the Port to the Railway. This increased traffic will require improvements on the roadway that leads to US19 from the Port to accommodate the new traffic.

One of the potential tenants has also identified the possible expansion of up to 800 employees. The site will need to be developed in order to accommodate parking for future employees.

The future Port site will be laid out according to the needs of the tenants. The location of parking, access roads, loading docks, buildings, etc., will all dictate the layout of the site.

### *W. Hollinswood Trail*

West Hollinswood Trail is the main access road from the future port site to US19. It is approximately 24-ft wide, two lanes and paved. Considering the potential of increased traffic along this road, it is recommended that the roadway be expanded to 4 lanes to accommodate the greater volume of traffic, in addition to resurfacing the existing road.

Approximately 4,000-lf of roadway will be added. The cost of fully upgrading West Hollinswood Trail to accommodate a substantial volume of heavy truck traffic is approximately \$1.4 Million; however, upgrading could be phased as demand increases to lessen the initial commitment of infrastructure capital.

#### *Port Site*

The Port site will ultimately need to accommodate:

- ▶ Parking
- ▶ Roadway Access from Hollinswood Trail
- ▶ Loading / Unloading at Facilities
- ▶ Access to Barge/Dock

As mentioned, each of these roadways and surfaced areas will be dependent on the final layout of the site and ultimate build out. A good balance will need to be achieved between overland paving and also maintaining green space. Not all areas will require asphalt or concrete paving and crusher run offers a much more economical alternative. For the initial configuration of Port Citrus, we recommend minimal paved area and greater use of crusher run for surfacing to minimize initial infrastructure development costs. Prior to the development of leases and operating agreements with the initial port tenants/operator and customers, we do not have sufficient definition of the site's dimensions or surfacing requirements to properly estimate the cost of internal roadways and improved surfaces for the broad spectrum of potential on-port operations.

### **Power Distribution**

Duke Energy owns and operates the Crystal River Energy complex located near the proposed Port Citrus site, occupying approximately 4,700 acres. The site has the capability of producing over 2,200 MW of power via its fossil fuel power plants.

Extra high voltage transmission lines leave the Energy complex and extend east into Citrus County. One mile east of US19, the extra high voltage lines tee off to possibly a high voltage line that runs northwest to southeast. This line crosses the Barge Canal and the Hollins property. The existing voltage lines are approximately 4,500 LF from the point at which they cross the W. Hollinswood Trail to the Barge Canal via W. Hollinswood Trail.

Due to the Port's proximity to the Energy Complex, electrical power is available in abundance. The most likely infrastructure required will be a substation built specifically to the needs and requirements of the tenants in order to step down the power and transmission lines to deliver the power from the substation to the Port. Preliminary design and early coordination with Duke Energy will be required in order to ensure the power distribution network can take place in the early phases of development.

### **Facilities**

The following presents a discussion of the most probable facilities in the initial configuration of Port Citrus. At this point we anticipate that the initial configuration of the Port will include barge loading facilities, cargo storage and marshaling facilities in the vicinity of the barge loading/unloading berths, recreational boating facilities to include a launching ramp and dry boat storage, limited industrial/manufacturing facilities, berthing

for commercial fishing boats and a facility for fishery operations and preparation and shipment of seafood products. This initial configuration of facilities was derived from interviews with potential port tenants and operators and is reflected in this report's section on Market Identification.

The discussion presented in this section is only intended to present an idea of what we believe the initial configuration will include. In the following section of this report, Section IV, we present the recommended port development strategy. Contained in that strategy is the negotiation and determination of specific facility requirements. As part of the negotiated development of leases and operating agreements with port tenants and operators, Port Citrus and the prospective port customer will determine the precise description and specifications of the required waterside and/or landside facilities. Additionally, the Port and the prospective port customer can negotiate development responsibility. As a landlord, non-operating port, Port Citrus would have the option of developing facilities itself or sharing some or all of the initial capital investment with the tenant/operator.

### **Barge Berths**

The perimeter of the keyway and eventually a certain distance/length along the Barge Canal will include waterfront improvements in order to provide loading/unloading berths for barges. Based on the barge cargo, landside features near the berthing points could include cranes, conveyer belts and/or truck parking to load / unload materials. The current barge berth is situated along the western side of the keyway and it has proven functional for loading dolomite, quarried lime rock and boulders.

For the purposes of initial facility development, we would recommend enhancement, strengthening and possible elongation of the existing barge berth. It might be that there is adequate initial demand for a second barge berth in the keyway; therefore it is conceivable that the initial layout would be comprised of two barge berths each approximately 200' in length. In it is anticipated that the area near the waterfront (minimum 150-200' offset from the barge canal) will be paved or crusher run surfaced to avoid unnecessary obstacles for cargo handling activities. The area will be a flat canvas to which structures (warehouses, cranes, storage sheds, etc.) can be added as needed.

Given the viability of a commercial fishery at Port Citrus, linear berthing (bow to stern) for fishing boats along the north bank of the Barge Canal should be considered for development as a component of the initial facilities. A less expensive alternative might be finger piers perpendicular to the axis of the barge Canal. This alternative would accommodate smaller commercial fishing boats while the larger vessels (>50' LOA) would be more safely berthed parallel to the Canal bank along a marginal sheet pile berth.

### **Industrial / Manufacturing Facilities and Warehouses**

Industrial and manufacturing facilities are best located parallel (adjacent) to the waterfront to provide efficient cargo movement between the barges and the buildings. The waterside of any enclosed or protected cargo storage facilities or warehouses will be constructed to accommodate cargo handling between barge and warehouse. The "backside" or landside of the warehouse will be laid out as large parking area for the loading/unloading of trucks. An industrial building that will definitely require location near the waterfront is one that provides the facility for the commercial fishery. This facility will provide for the efficient transfer of catch from the boats to the storage/processing facility and provide cold storage and possibly blast freeze capability for temporary storage and cargo preparation.

Warehouses or industrial buildings that do not need direct access to barges can be located further back (not along the water) and will be specifically planned and designed to accommodate the particular operations to be conducted. Steel-sided industrial buildings are preferred for the long term, but a less expensive alternative in the short term are fabric buildings which have been successfully used for extended periods at several Florida ports for a variety of cargo and industrial uses.

### **Recreational Marina**

The location of a proposed recreational marina will be in an area where it does not interfere with barge activity or the industrial or manufacturing facilities. The marina will require a minimum of one multi-lane boat ramp to allow boaters to load/unload their boats. The optimal location for the proposed marina would be along the north bank of the Barge Canal in close proximity to the US 19 Bridge. Pier structures or floating docks could be provided to allow boaters to dock their boats and leave them temporarily in the water if so desired. The wooden piers can be configured in such a way to maximize the number of boats docked and not congest the Barge Canal. The recreational marina will require a large paved or crusher run surfaced lot (minimum 400' x 150') for parking of cars, trucks and trailers. This area will be immediately off of the boat ramp. A dry boat storage warehouse should be in close proximity to the ramp, allowing boaters to approach the warehouse and have their boats placed directly into storage.

### **Integration of Facilities and Infrastructure Development**

Once the layout of warehouse, storage areas and piers is established, the infrastructure (water, wastewater, and power) for the Port can be laid out. Following the installation of underground infrastructure, the road network can be built to accommodate vehicular and truck traffic entering / departing the Port or moving internally within the Port. Certain areas in proximity to the industrial and manufacturing facility might see heavier truck /cargo traffic; therefore, multiple access roads will be designed to separate the cargo traffic and marina traffic. Based on the anticipated traffic and cargo types, roads will either be 2 or 4 lanes. During the ground site / civil work, construction of the waterfront improvements will commence to initially develop one or potentially two operational barge berths. The final step will be to construct the warehouses for the light industrial and manufacturing operations and facilities for cargo storage and preparation operations. The warehouses will already have the necessary infrastructure in place, including the access roads, allowing business to commence soon after facility construction is complete.

### **Cost Estimates**

The anticipated unit and lump sum costs for the various elements of infrastructure and facilities are:

- ▶ Steel sheet pile barge berths for heavy bulk and break bulk cargo operations with a reinforced concrete apron \$1,600 per lineal foot
- ▶ Industrial / manufacturing metal-sided buildings \$70 per square foot
- ▶ Asphalt paving for bulk and break bulk cargo operations \$ 95 per square yard
- ▶ Crusher run surfacing for light cargo operations, exterior cargo storage and vehicular parking \$15 per square yard

- ▶ Marginal wharf for berthing commercial fishing vessels (>50' LOA). 10' wide x 600' long dock used for estimating. Includes guide piles, assumes floating docks with one gangway, water, electric and sewer are available at near landside location, 208 or 240 volt electrical service to each berth, water to each berth, small light fixture at each berth utility pedestal and fire suppression service to dock. Cost \$1,400 per lineal foot.
- ▶ Multi-lane boat ramp for launching and retrieving pleasure craft. 2-lanes wide (15' x 2 = 30') with one string of boarding floats (1 @ 8' wide) with guide piles. Total ramp width about 38 feet; length about 100' at 15% slope. Assumes you are estimating the paved "maneuvering area" on the landside at the top of the ramp. We use 70' dimension in line with the ramp to allow a full turning circle for the vehicle and trailer. Cost \$1.05M

## IV. DEVELOPMENT AND FUNDING

### Development

The development of port and port-related infrastructure can be speculative if there is a level of property availability that is great enough that speculative development does not adversely impact immediate opportunities and property demands that might arise and there is sufficient uncommitted port funding from port revenues, ad valorem tax revenue if the port is a taxing authority or uncommitted bond or grant funding. If the previously mentioned conditions are not present, as is the case with Port Citrus' funding capability, facility development must be demand-induced. Nevertheless, in order to induce demand, a level of basic infrastructure such as road and access development, clearing and utility provision should be considered for "speculative" development. Experience in Jacksonville with the marketing and ultimate development of the TraPac container terminal and the Martin Marietta and CEMEX bulk terminals at Dames Point give clear evidence that inducing demand is greatly facilitated when the site has basic infrastructure in place and essentially it is only the specifically needed facilities that remain to be developed.

The actual facility development can then proceed on one of several funding strategies – public-private partnership with the prospective port tenant/user, with state funding from bond funds or FS 311 (SPI) funding or from port bond funding supported by a contract with the port tenant/user with a guaranteed revenue stream to service the incurred debt.

The market identification has revealed several cargo and manufacturing opportunities that offer real and significant potential in the relatively short term. While these opportunities are limited in terms of scope and property required, their expeditious establishment will act as a catalyst for the development of real interest from other potential port tenants and operators. Once others in the marketplace see infrastructure development and investment in port facilities, Port Citrus becomes a reality and the degree of industry interest will grow accordingly.

The most advisable strategy for port development would begin with the development of an extended-term agreement between the Port Citrus Board and the owner of the property that constitutes the optimal site identified in the preliminary feasibility report – Hollinswood Harbor. While the type, term, conditions and provisions of the contract will be developed between the Port Board's attorney and the land owner, the elements must provide the Port with the ability to develop long term leases for portions of the property with third party tenants and operators, establish basic infrastructure and develop facilities as required for port tenants and operators. The Port needs the latitude to develop a broad range of uses and facilities to include but not limited to:

- ▶ Industrial manufacturing facilities
- ▶ Warehousing, storage and cargo distribution facilities
- ▶ Waterside infrastructure for barge loading operations
- ▶ Internal road networks and vehicle parking
- ▶ Rail loading facilities if rail can be connected in the future
- ▶ Commercial fishing facilities
- ▶ Recreational facilities
- ▶ Vessel repair facilities



Upon completion of an agreement between the Port Board and property owner that is an extended term lease with the necessary operating and development agreements, the next step is the master planning of the property development and identification of basic infrastructure needs to include: electrical power distribution, water and sewer, access roadways and internal road networks and security requirements. The Port is advised to continue to pursue contractual commitments from the most viable potential port tenants and operators and simultaneously identify and develop the specific, albeit basic, infrastructure needs and facility requirements.

The funding for development of basic infrastructure would most feasibly come from FSTED through several funding programs contained in HB 599. Another potential source for the initial funding of basic site infrastructure might be the land owner who could amortize the investment through fees paid in the future by the Port from revenues derived from leases with port tenants and operators. Since much of the funding available through FSTED requires a local match, it is conceivable that in the absence of available port funds, the property owner or a third party, intending to commence operations at Port Citrus, could match the state funding.

Once the basic site infrastructure is developed, and assuming the Port has continued to progress towards finalization of leases and operating agreements with the initial port tenants and operators, the identification of specific facilities that will be required for commencement of operations can be concluded. It is advised that Port Citrus rely to the greatest extent possible on the tenant or operator to plan, layout and design the initially required facilities with emphasis on economy and functionality. Upon substantial completion of facility design, the Port, in collaboration with the prospective tenant/operator will prepare a development plan that might be phased to incrementally accommodate growing demand as the operation matures. Plans of sufficient detail, will allow for an engineer's estimate of construction cost for funding request purposes. As previously described, facility construction funding can be derived from several sources or combinations of sources at federal, state and private level.

Hollinswood Harbor, the optimal port site, is 545 acres immediately contingent to the north bank of the Cross Florida Barge Canal. Hollinswood Harbor is an approved development with a subarea plan that contains commercial, industrial and water dependent uses. It is planned as a working waterfront with marina, resort, recreational, residential, industrial and support educational/institutional uses incorporated in the Master Plan. Applications have been approved and are reflected in the Comprehensive Plan and the Future Land Use Map.

In 2009 application was filed by the Genesis Group on behalf of Citrus Mining and Timber, Inc. to create a Port District in the Citrus County Comprehensive Plan on the 545 acres. The application was approved and provides specific criteria to create a working waterfront along the Cross Florida Barge Canal adjacent to the property.

Given the current use of the property, its designation as a port district and the history of ecosystem disturbance that accompanied the construction of the Cross Florida Barge Canal in the late 1960s and early 70s, it does not appear that there are insurmountable environmental, legal, political or physical impediments or challenges to development of Port Citrus on the Hollinswood Harbor property. However, the designation as a port district in the Citrus County Comprehensive Plan or the property's approved and



reflected use as a working waterfront in the Comprehensive Plan and Future Land Use Map do not constitute carte blanche for waterfront and industrial development.

As with any development, additional authorization or permits may be required from federal, state or local agencies depending on the type of development activities and the environmental resources that exist on the development site. Environmental Resource Permits (ERP) will be required for the stormwater treatment system for any development through the Florida Department of Environmental Protection (FDEP) or the Southwest Florida Water Management District (SWFWMD) depending on the type of development. If the development activities are taking place within wetlands and/or surface waters, authorization for these activities from the state will be obtained through the same ERP process. Federal authorization for activities in wetlands and surface waters will also be required from the U.S. Army Corps of Engineers.

If the development site supports any protected species, permits may be required from the U.S. Fish and Wildlife Service and the Florida Fish and Wildlife Conservation Commission. FDEP may also require permits for air quality, solid and hazardous waste facilities, public water and sewer systems and National Pollution Discharge Elimination System water quality certification. If wells or groundwater withdrawals are required, permits will be issued by SWFWMD for these activities. Local approval from Citrus County may also be required for the stormwater treatment system and for building permits.

The 1985 Feasibility Study, performed by Wilbur Smith, presents an array of development strategies which are still valid. They are categorized according to the involvement level by the Port Authority range from minimal County involvement to substantial County involvement. Extensive market research, performed by the TranSystems team over the past year, indicates stronger cargo handling potential for a barge port than what was revealed in the 1985 study and the direct, indirect and induced employment generated by manufacturing and marine cargo movement is of greater impact to the region's economy than the employment associated with recreational and commercial fishing uses. The 1985 study presented two options:

- ▶ A marina and recreational orientation, which also included a commercial fishing operation and a small industrial park
- ▶ An industrial orientation which included a larger series of industrial park sites and a smaller recreational marina and commercial fisheries

In contrast to the current market analysis, the potential for commercial cargo operations from a barge port on the Cross Florida Barge Canal was minimal nearly 30 years ago. The TranSystems conclusion is that today there is identifiable potential for the development of a viable commercial barge operation to carry predominately locally sourced materials and goods from Port Citrus to other regional (Gulf) barge facility destinations or connect through the ports of Tampa or Manatee for transloading and ocean shipment on deeper draft vessels that currently provide service to those ports. Therefore, the Port Citrus development strategy needs to focus on each identified, viable orientation – cargo, recreational, industrial and commercial fisheries – as each has revealed potential.

The pursuit of each orientation differs from the others, each representing widely differing market sectors with disparate development requirements, investment capabilities, time sensitiveness, required return levels,

and risk tolerances. The inherent differences in each orientation will require that the Port pursue a tailored development strategy for each opportunity.

The 1985 report identified a “variety of stances” for the County from doing very little to doing everything. Given the often short shelf-life of port business development opportunities and the intense competition for business among the Florida ports as well as from the Alabama State Ports Authority at Mobile and the Mississippi ports at Pascagoula and Gulfport, opportunities for Port Citrus cannot languish while design, permitting, contract development and project funding are performed consecutively or by the private sector, only when all conditions perfectly align. Therefore, the Port Director and support staff must pursue these efforts concurrently, to the greatest extent possible, to compress the facility development schedule to take advantage of short duration opportunities as they arise.

We therefore recommend that with market conditions and opportunities as they are, the Port Authority assume a “stance” more closely aligned with the “doing everything except operating” posture. We do not believe that a passive role will be successful. On the contrary, the Port needs to aggressively continue what it has initiated in terms of widely publicizing its existence, development potential, and access to various government funding sources. For well over a year, the Port has been targeting and following up on numerous opportunities and, most recently, on the development of joint operating agreements with regional ports.

The dynamics of the Florida port system are in a transitional state. The larger South Florida ports - PortMiami and Port Everglades are in the midst of large expansion programs to accommodate significant increases in containerized cargoes. PortMiami’s on-dock rail Intermodal Container Transfer Facility ICTF is in construction as is Port Everglades’ ICTF, Port Miami’s tunnel that will directly connect their Dodge/Lummus Island container yards with I 395 is nearing completion and the post-Panamax harbor deepening will begin in November. Port Everglades’ capital expansion programs are equally aggressive and each is looking to become a global gateway for trade entering or leaving the Southeastern US after the opening of the Panama Canal’s new locks in 2015. Farther to the north, Tampa, Manatee, Port Canaveral and Jacksonville have and are currently pursuing aggressive capital development programs with unprecedented financial support from the state. Each port has different target trade lanes and varying cargo-type orientations.

HB 599 contains an annual allocation of \$5 Million for inland logistics center (ILC) planning and development. The City of Ocala is currently pursuing a comprehensive feasibility study and development plan for the establishment of a multimodal ILC in the Ocala area, midway between Jacksonville and Tampa and in relatively close proximity to the growing consumer base in Orlando. We believe that there is a definite window of opportunity for Port Citrus to develop as a barge port capitalizing upon the interest expressed by the Tampa Port Authority in development of a joint operating agreement and the significant probability of the development of an Ocala ILC.

Therefore, the specific recommended “stance” for the Port Authority is to aggressively pursue the establishment of Port Citrus in the role of a non-operating authority. Most of the Florida ports have found the non-operating model to be successful. In short, the port does what it does the best and the terminal operators and port tenants do what they do best.

Our recommended development strategy for Port Citrus envisions the Port accomplishing the following:

- ▶ Develop the extended-term land use and operating agreement with the owner of the optimal site with provisions to:
  - a) Sublease portions of the property to various tenants and operators
  - b) Build basic infrastructure (utilities, surface access, internal roadways and etc.)
  - c) Build required waterside and landside facilities for cargo and non-cargo operations
  - d) Enter into funding agreements with the federal or state government for infrastructure and facility development
  - e) Collaborate and negotiate with appropriate resource and regulatory bodies to permit infrastructure and facility development as required
- ▶ Identify the most probable and highest potential opportunities for cargo, recreational marina, industrial/manufacturing and commercial fisheries operations and initiate the negotiation of long term leases and operating agreements with identified future port tenants and operators.
- ▶ Refine the most probable initial Port Citrus layout to determine the infrastructure requirements (utilities, site access, internal network roadways, security and etc.) with more specificity.
- ▶ Simultaneously begin design and permitting of basic infrastructure to accommodate initial and projected needs and continue the development of binding leases and operating agreements with port tenants and joint operating agreements with regional ports.
- ▶ Identify landside and waterside facility requirements and define development responsibility division between the Port Authority and the tenant/operator.
- ▶ Develop a demand and opportunity-based, phased facility development schedule to minimize initial development costs while maximizing the growth of port operations and activities, revenue generation and marketability for new opportunities.
- ▶ Prepare preliminary engineering plans based upon the specific facility needs of identified and committed port tenants and operators. Secure comprehensive cost estimates for facility development.
- ▶ Knowing construction costs and the schedule for development, identify specific funding strategies for each separable element of the infrastructure and facility development plans. Funding may be derived from various sources (see **Funding** in the following portion of this Section).
- ▶ With a funding strategy identified and a commitment of any required matching funds (from various sources described in **Funding**), initiate the funding application process as dictated by the type(s) of funding sought.
- ▶ Upon notification of commitment of funding, complete infrastructure and facility design and permitting. Prepare construction bid documents for infrastructure and facilities.
- ▶ Award construction contracts for simultaneous development of the initial Port Citrus layout infrastructure and facilities.
- ▶ Complete construction of infrastructure and facilities, transfer facilities to tenants / operators – consummate leases and operating agreements.
- ▶ Commence port tenant operations as prescribed in leases and operating agreements.
- ▶ Continue marketing and business development efforts now enhanced by a functioning port and examples of viable port operations.

- Plan, design, permit and build new infrastructure and facilities as demand and tenant / operator commitment develops while continually reevaluating potential state and federal funding sources.

The preceding development strategy is tailored for Port Citrus' initial development as a landlord, non-operating port which is the model we recommend. As a landlord, non-operating port, Port Citrus will be the primary protagonist for the marketing and business development of the port; the Port will be represented in the Florida Ports Council and within FSTED by the Port Director; the Port will be the single entity to deal with all federal and state resource and regulatory agencies; the Port will have primary responsibility for planning, financing, designing, permitting and building port infrastructure and facilities; the port will develop and execute long term and short term leases and operating agreements with port tenants, terminal operators and customers.

The Port's tenants and operators will lease property and the improvements on their leaseholds. Normally, the Port will assign facility maintenance as a contractual responsibility of the tenant and the Port will assume responsibility for maintenance and necessary / periodic upgrading to the Port site's infrastructure (water, sewer, power, roads and security).

The port tenants or property lessees will pay the Port lease and operating fees depending upon the nature of their operation. For cargo operations, a terminal operator will normally pay the port a fixed lease payment for property and improvements on the leased property such as administrative office space, cargo yard gates and canopies, maintenance facilities, and sheds or warehouses for cargo storage or reconfiguration. Additionally they may pay the port for equipment usage when cranes, top picks and straddle carriers are port equipment but operated by the tenant. The cargo moving tenant will also pay wharfage which is a tariff charged per unit of cargo that crosses over the dock. Finally, the tenant will pay the port for berthing at the port's dock. This charge is called dockage and it is calculated on a "per foot of vessel per day basis."

The actual cargo movement, either from the ship into the terminal and then out by truck or rail or into the terminal, either for storage, reconfiguration or for direct movement to a vessel is entirely the responsibility of the tenant or terminal operator and not a port operation. This model allows the terminal operator or tenant the broadest latitude in performing cargo operations in the port with minimal port involvement. We have found that this sort of operational latitude and minimal port involvement in cargo terminal operations is a very attractive feature.

Therefore, we strongly recommend that the Port Citrus Board adopt the landlord, non- operating model for Port Citrus as we believe it will provide the Port Authority with the appropriate level of asset control and full involvement in those aspects of planning building and growing the port and its lines of business to best support, diversify and grow the economic base of Citrus County.

## **Funding**

Generally, port funding for capital (port-related infrastructure) development, freight mobility and market studies, master plans and navigation enhancement generally comes from one or a combination of the following sources. The funding strategy, referred to previously in the development strategy may access one or more of the sources described in this section.

- ▶ State funding
- ▶ Federal funding
- ▶ Local (city or county) funding
- ▶ Self-funding (port revenues or revenue supported bonding)
- ▶ Third party or public-private partnerships (3Ps)

### **State Funding**

Currently the most viable source of funding for Port Citrus is from the State of Florida. Funding for port-related projects, other than when included in special legislation, is contained in the Florida Department of Transportation (FDOT) annual budget and work plan.

House Bill 283 amended s. 311.09, F.S. to include a representative of Port Citrus as a member of the Florida Seaport Transportation and Economic Development Council (FSTED). FSTED funding for port projects is provided with the condition that state funds be matched at various levels of participation by the recipient (port). While there is a matching requirement, the match may come from several sources. In the case of Port Citrus, where port funds may not be available to provide the match, we would suggest that the match come as third party investment from the ultimate facility user (port tenant/operator). Other potential sources for the Port's match are various federal funding programs described in this section of the report.

The cost sharing "split" (state / local) is generally:

- ▶ 50/50 for new capital infrastructure
- ▶ 75/25 for rehabilitation of existing infrastructure and intermodal projects
- ▶ 75/25 for navigation enhancement (dredging)

The majority of recurring state funding was provided in H.B. 599 (2012) which established an annual funding level of \$165 million to be administered by FDOT in consultation with the FSTED Council. The distribution of the funding is as follows:

- ▶ \$15 million to FSTED to be allocated to the Florida ports
- ▶ \$35 million to strategic port infrastructure (SPI Funding)
- ▶ \$5 million to ILC planning and development
- ▶ \$10 million for debt service for new bond financing of specific port capital improvements in the Department's Work Plan (\$150 M in new bond funding)
- ▶ \$100 million for supportive infrastructure such as Intermodal Container Transfer Facilities (ICTFs), connecting roads and interchanges.

This year's legislative session (2013) fully funded the FDOT State Transportation Budget with \$284 million for the Florida ports. The budget allocation is primarily divided into three major areas: SIS, F.S. 311.07, and new bond fund that will generate approximately \$150 million for use by the ports. It is anticipated that Jacksonville, Everglades (Ft. Lauderdale), Miami and Tampa will each receive \$20 to \$30 million with the remainder available to the smaller Florida ports.

FDOT has other applicable sources of funding for port-related projects that can be appropriated at FDOT's discretion for planning, growth management and the Strategic Intermodal System (SIS) programs. The State has recognized that a multifaceted funding program is a key element to achieving the objectives of Florida's seaport system. While seaports are largely self-funding through their revenue streams, they look for funding partners, typically on a cost sharing or matching basis. This strategy would be most applicable to Port Citrus. There are a variety of funding sources available for specific categories of projects. Eligibility for these various sources is determined by application requirements, most of which focus on project purpose. At state level these sources include:

- ▶ **FSTED:** FSTED is the primary state seaport funding program for on-port investments. The program was created by statute and provides funding on an annual basis to Florida's ports. Projects must be consistent with a Port's Master Plan, the Florida Transportation Plan and the state's economic and land use goals.
- ▶ **Strategic Intermodal System (SIS):** The SIS was adopted in 2003 and allowed Florida to focus on investment in the development of a statewide network of high-priority transportation facilities vital to Florida's economy and quality of life. Eleven Florida ports are designated as SIS facilities, Emerging SIS or Planned Emerging SIS facilities. SIS funding is programmed over a five year period and is used for capital improvement projects enhancing multimodal connectivity and accessibility through highway, rail and aviation connections as well as port capacity projects. Depending upon the nature of the projects, funding is generally on a 50/50 or 75/25 basis.
- ▶ **State Infrastructure Bank (SIB):** The SIB is a revolving loan and credit enhancement program consisting of two separate accounts. The federally funded SIB account is capitalized by federal funds matched by state funds, as required by law. The state funded SIB account is capitalized by bond proceeds and state funding only. SIB participation from the state funded SIB account is limited to transportation facility projects that are on the State Highway System or that provide for increased mobility on the State's transportation system in accordance with Section 399.55, Florida Statutes or provide for intermodal connectivity with airports, seaports, rail facilities, transportation terminals and other intermodal options for increased accessibility and movement of people, cargo and freight.
- ▶ **FDOT District Intermodal Funds:** District discretionary intermodal funds are eligible for port-related incentives. Districts have used intermodal funds primarily to support intermodal connectivity projects. These funds can also be used, at the District's discretion, to match port-related planning studies, normally on a 50/50 basis. Several FL ports have made use of this program.





A detailed description of the grant funding application process for FDOT funding options for seaports can be found in Chapter 311, Florida Statutes. Generally the procedure is as follows:

1. As members of the FSTED Council, ports individually submit, through FDOT's online SeaCIP Program, project applications for which they are seeking state funding. In order to comply with FDOT's Annual Work Program cycle, applications are typically submitted by August 1. Initially, the applications are reviewed for completeness by FSTED Council staff (FL Ports Council). Once determined as complete, SeaCIP project applications are electronically submitted to FSTED partners (FDOT and both the planning and economic development divisions of DEO) for consistency reviews – a 45 day process. ( A FL Administrative Rule applies to this process)
2. In late September to early October, the FSTED Council meets to approve a list of FSTED projects that are consistent with statutory criteria and to prioritize projects for a recommended level of funding.
3. In October, FDOT incorporates the list of approved projects with specified FSTED program funding levels into its work program for budget development.
4. At the same time, FDOT includes all other seaport projects, funded from other FDOT funding sources, into the development of its work program for funding during that fiscal year. FDOT may require seaports to submit some of these projects into the online SeaCIP program, as well. However, these projects will not be reviewed by the FSTED Council.
5. Between #1 and #2 (above), FDOT, the FL ports and FSTED Council staff meet to prioritize the FSTED Program projects as well as some additional projects. They will recommend a specific funding allocation to each project based upon the seaport-related funding available in the FDOT budget.
6. The FDOT Work Program is approved by the State Legislature for funding in the current fiscal year. Funds for the work program become available after July 1, the start of the State's fiscal year.
7. Following Legislative approval, Joint Participation Agreements (JPAs) are executed between the seaports (local government) and the FDOT for capital projects that are to receive funding.

There are provisions within the FSTED process for the inclusion of emergency or much-needed port projects that did not get submitted in due course on August 1. Additionally, FDOT is requesting that FSTED member ports use the SeaCIP to create a base of unconstrained projects for several years into the future. Ports can enter ALL of their "needed" projects so that FDOT has a list to draw from as funding becomes available. The creation of this data base expedites the formal application process and assists the Department in development of planning documents for the SIS, the freight Plan and the Seaport Plan.

### **Federal Funding**

Availability of federal funding for port infrastructure and navigation projects has been steadily decreasing over the past decade as a result of several factors:

- ▶ Diversion of federal funds from infrastructure enhancement to security-related projects and equipment acquisitions,
- ▶ Continued diversion of the funds in the Harbor Maintenance Trust Fund (HMTF) to non-port related uses, though recent legislation in WRDA 13 - HMTF Act of 2013 will direct the gradual

increase of funding until full use of the HMTF is achieved in 2020, i.e. all funds collected will be used for the intended purpose of harbor maintenance,

- ▶ Greatly increased competitiveness among ports for limited federal funding and
- ▶ Stagnation in the level of appropriations for port related projects (new work).

Nevertheless, the major avenues for federal funding for port infrastructure are:

- ▶ *U.S. Army Corps of Engineers (USACE)*

The Corps of Engineers is a federal agency that develops, plans, designs and manages commercial navigation, flood control and ecosystem restoration projects. Federal funding for such projects is appropriated by Congress, based upon extensive study and economic justification, and administered by USACE. In addition to new projects USACE is responsible for the maintenance of navigable waterways and performs maintenance dredging of waterways that are designated as federal channels. Funding for such maintenance activities comes from the Corps' annual Operations and Maintenance Budget.

The FY 14 USACE Budget requests \$4.826 billion in gross discretionary funding with \$1.35 billion for construction; \$2.588 billion for Operations and Maintenance (O&M); \$90 million for investigations such as studies to determine project need, engineering feasibility, economic and environmental return, preconstruction engineering and design, data collection, interagency coordination and research. The remainder of the budget request is for flood control programs and projects, the regulatory program, cleaning up former atomic weapons development sites, and general office operating expenses.

Florida navigation projects (new work) and the maintenance of federally designated navigation channels (O&M) are performed by the Jacksonville District of the South Atlantic Division of the U.S. Army Corps of Engineers. The FY 14 O&M budget for the Jacksonville District is \$57.9 million.

The Cross Florida Barge Canal is not currently designated as a federal channel and is therefore not included in the Jacksonville District's O&M budget for periodic maintenance.

- ▶ *America's Marine Highway Program*

The Marine Highway Program was fully implemented in April 2010. In August 2010 the U.S. Department of Transportation (DoT) Secretary identified 18 marine corridors, 8 projects and 6 initiatives for further development. \$7 million was made available by the Maritime Administration (MARAD), and grants were made through a highly competitive process. Funding is obviously very limited; nevertheless, Florida is part of two marine highway corridors (M-95 and M-10), two projects (Gulf Atlantic Marine Highway Project and Cross Gulf Container Expansion Project) and one initiative (East Coast Marine Highway Initiative).



- ▶ *Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants Program I – V*  
There have been five iterations or “Rounds” of this program. Thus far \$3.1 Billion have been awarded to 218 port projects. For Round V, there are 568 applicants, and the total requested is \$9 Billion. Available grant funding is \$474 Million for 2013. The program was established to focus on funding for mobility improvements across a broad spectrum of transportation. TIGER I provided \$1.5 billion, but no Florida projects were awarded any grant funding. TIGER II provided \$600 million, again through an extremely competitive grant application and award process but differed from the shovel-ready focus of TIGER I. TIGER II concentrated on more long-term outcomes. Port Miami received \$22 million to restore and upgrade rail service between the Port’s container terminals on Dodge Island and the FEC’s Hialeah Rail Yard and Port Manatee received \$9 million to construct a 32 acre container terminal and expand the Port’s cargo storage capacity. TIGER III and TIGER IV were funded at the \$500 to \$600 million level and TIGER III allowed planning projects. The major Florida port recipient was JaxPort, receiving \$10 million on a \$20 million request for the development of an intermodal container transfer facility (ICTF). No Florida ports received funding in TIGER IV or TIGER V.

After five rounds of the TIGER grant process, the common elements of applications that received funding are: projects that have significant regional benefits, involve multiple modes of transportation and are accompanied by substantial local funding commitments.

- ▶ *Federal Transportation Bill*

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA – LU) was the legislation that authorized the Federal Transportation Program. Passed in 2005, it focused on: improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity and protecting the environment. SAFETEA-LU was reauthorized several times and has been replaced by Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP – 21). MAP-21 does have a freight component and allows for consideration of projects other than just road projects.

- ▶ *Port Security Grant Program (DHS)*

Security grants normally follow a two-step process, with step one being the initial application submission designed for the Federal Emergency Management Agency (FEMA) to determine the grant applicant’s eligibility. Step two requires the grant applicant to submit completed grant applications. In previous years, FEMA has divided eligible applicants into groups, and in 2013 FEMA delegated applicants into two groups competing for the \$93.2 million in available funds. The first group is competing for 60% of the funds and consists of eight ports that the Department of Homeland Security considers to be at highest risk and group two consists of other ports not considered in the same high risk category. As in previous years, the performance of grant funded projects will be 24 months from the time of award.



► *Department of Commerce EDA Project Program*

The Economic Development Administration administers a discretionary grant program that is designed to fund infrastructure projects in areas of the country that have regional unemployment rates that exceed the national average so long as the infrastructure funded can be shown to increase regional employment. Several Florida ports have received infrastructure funding through this program in recent years. Given the impact of the recession beginning in the 2007 – 2008 timeframe and the peak unemployment rate in Citrus County of 12.9%, it appears that the EDA Project Program might prove a viable source of federal funding for Port Citrus infrastructure.

Within the parameters of a competitive grant process, all projects are evaluated to determine if they advance global competitiveness, create jobs, leverage public and private resources, can demonstrate *readiness and ability to use funds quickly and effectively*, and link to specific and measureable outcomes. To facilitate evaluation, EDA has established the following investment priorities:

1. Collaborative Regional Innovation

Initiatives that support the development and growth of innovation clusters based on existing regional competitive strengths. Initiatives must engage stakeholders; facilitate collaboration among urban, suburban, and rural (including tribal) areas; provide stability for economic development through long-term intergovernmental and public/private collaboration; and support the growth of existing and emerging industries.

2. Public/Private Partnerships

Investments that use both public- and private-sector resources and leverage complementary investments by other government/public entities and/or nonprofits.

3. National Strategic Priorities

Initiatives that encourage job growth and business expansion related to advanced manufacturing; information technology (e.g., broadband, smart grid) infrastructure; communities severely impacted by automotive industry restructuring; urban waters; natural disaster mitigation and resiliency; access to capital for small, medium-sized, and ethnically diverse enterprises; and innovations in science and health care.

4. Global Competitiveness

Initiatives that support high-growth businesses and innovation-based entrepreneurs to expand and compete in global markets, especially investments that expand U.S. exports, encourage foreign direct investment, and promote the repatriation of jobs back to the U.S.

5. Environmentally-Sustainable Development

Investments that promote job creation and economic prosperity through projects that enhance environmental quality and develop and implement green products, processes, places, and buildings as part of the green economy. This includes support for energy-efficient green technologies.

6. Economically Distressed and Underserved Communities

Investments that strengthen diverse communities that have suffered disproportionate economic job losses and/or are rebuilding to become more competitive in the global economy.

**Other Funding Sources**

► *“Port Cash” and Revenue-backed Bond Funding*

Established ports that have significant revenue streams from existing port operations will often fund smaller infrastructure projects in their capital improvement programs or major maintenance programs out of retained earnings or “port cash.” Ports will seldom make major investments from retained earnings and instead raise capital funds by bonding a portion of their future revenue stream. Such bond funding requires very clear definition of the supporting revenue stream, strong evidence of its continuation to provide debt service throughout the life of the bond and a strong bond rating issued by the bond rating agencies - Standard & Poor’s, Moody’s and Fitch.

► *Public-Private-Partnerships*

In the past decade, public ports, nationwide, have sought private sector investment as a means of completing aggressive capital development programs to address significant market expansion opportunities when they have either approached the limit or exceeded their bonding capacity. 3-Party or public-private-partnerships follow no set pattern and will be developed individually to accommodate the specific situational conditions.

Private sector participants include major marine terminal operators like TRAPAC (Mitsui OSK), Hanjin, APM (Maersk Lines), Dubai Ports World and Ports America; major stevedoring companies; industrial suite developers like CenterPoint; cargo processors and distributors and etc. The partnership normally includes the long-term lease of the port’s property to the private sector partner to allow for amortization of the private investment in port infrastructure.

## V. CONCLUSION

Of all the many factors that influence the feasibility of the viable development of a commercial port operation in Citrus County, we believe there are three that are most influential and will ultimately determine the feasibility of this undertaking. These three factors are:

- ▶ Viable port location
- ▶ Market opportunities
- ▶ Available sources of funding

It is our final conclusion, given our findings as they pertain to the three critical factors, that there is feasibility for the development of Port Citrus and encourage the Port Board to move decisively to begin the execution of the port development strategy outlined in Section IV of this report.

### 1. Location

TranSystems investigated three potential locations for the establishment of Port Citrus and found that Hollinswood Harbor is the most feasible site. From the perspectives of availability of the site, sufficient area, proximity to the Barge Canal, availability of utilities, proximity to ground transportation infrastructure, existing port infrastructure, compatibility of use (County Comp Plan) and apparent absence of insurmountable environmental or legal impediments, we believe that there is a feasible port location on the Hollinswood Harbor property.

### 2. Market

The project team's preliminary and more in-depth market research supports preliminary market feasibility for a niche barge port serving primarily local opportunities within a reasonable truck distance of the proposed port site. This principal finding is based on evaluation of market trends and interviews with prospective users, in the context of the physical and operating characteristics of the Barge Canal and proposed port location. Additionally, the recent interest expressed by larger regional ports in the establishment of joint operating agreements gives credence to Port Citrus' viability as a niche barge port linked to deeper water ports in the region. The overall market finding is qualified by the requirement to satisfy the specific needs of individual potential users. The ability of a port facility to address shippers' unique requirements is often the deciding port selection criterion.

Ports need to capitalize on geographic advantages in order to attract business. Examples of geographic advantages are a location in closest proximity to large population or manufacturing centers or areas that export large quantities of agricultural or mineral products. Ports that reduce supply chain costs or improve efficiency are favored. Other existing and developing ports on Florida's West Coast have clear advantages over Port Citrus, such as deeper port drafts or closer proximity to large population centers. Port Citrus will be evaluated by potential users using these same criteria. The characteristics of Port Citrus and the presence of established ports limit opportunities to local users and resources

Further identification and direct marketing and negotiation with potential users by Port Citrus, will be required to move forward with the project. The following principal opportunities for an industrial barge port were identified during interviews:

- ▶ Strategic Logistics Chains
  - Integration with the proposed Ocala inland port and its developing connection with the Port of Jacksonville.
  - Integration with the Tampa/Port Manatee port logistics system.
- ▶ Local Resources
  - Shippers or receivers of raw materials located within the service area that move in large shipment lots and can be accommodated on shallow-draft barges.
  - Manufacturing opportunities that can take advantage of locally sourced raw materials.
- ▶ Oversized or Project Cargo
  - Oversized cargo that typically moves within the service area of Port Citrus, such as pipe, bridge trusses, and large pieces of equipment.
  - Manufactures of oversize cargo that might benefit from having barge access.
- ▶ Port Feeder Operations
  - Large quantities of bulk materials moving from the Port Citrus service area to major ports, such as to the Ports of Tampa or Manatee. Contact shippers to determine if stockpiling product for later loading on larger vessels is advantageous.
  - Commodities that can be stockpiled at Port Citrus for local distribution.
- ▶ Gulf Intracostal Waterway
  - Evaluate possible cargo between Port Citrus and the Gulf Intracostal Waterway/US inland rivers, including the potential opportunities discussed above.

Additional business lines that show viability for Port Citrus and discussed in greater detail in Sections II and III of this report are categorized as recreational (marina), commercial fisheries, and industrial/ manufacturing operations. These additional business lines and land uses are compatible with cargo (barge) operations and, in some cases, are directly connected to or dependent upon the availability of viable barge service.

Market research supports a conservative approach to the planning and development of infrastructure at Port Citrus. The key differentiating feature of Port Citrus is its 13-foot barge canal and this places a constraint on the types of activities suitable for the location. Limited initial development would be based on activities that use local resources and on non-cargo uses. Infrastructure requirements would relatively small in scope and scale. However, planning should accommodate the possibility for longer term opportunities that may require larger sites and/or more customized port facilities.

Market Opportunity	Port Development Time Horizon	
	0-5 Years	5+ Years
Local Resources – Manufacturing/Cargo	Market and facility development	
Non-Cargo Uses	Market and facility development	
Strategic Logistics Chains	Market development (e.g., MOUs, etc.)	
Bulk Cargo Operations	Market development	Facility development
Oversized or Project Cargo	Market development	Facility development
Gulf Intracoastal Waterway	Market development	Facility development

### 3. Funding

Ports have multiple sources for funding various capital development initiatives, ranging from self-funding, 3-Ps, bond financing, the federal government, the state, to local government sources. As public ports develop and become more established in various commercial operations, the different avenues for funding increase. Therefore, for a port in its early stages of establishment, the sources of funding are more limited. As has been previously discussed in Section IV of this report, self-funding from bond proceeds that are supported by established revenue streams is not feasible nor are such federal programs like navigation enhancement projects or federal channel maintenance performed by the Corps of Engineers. Nevertheless, there are still several federal programs that hold promise, most notably the EDA grant program under the Department of Commerce and the TIGER grant program under the DoT.

The most fertile ground for grant funding and loans from the infrastructure bank are at the state level. Among the states that have ocean and inland ports, Florida is an anomaly when it comes to funding its ports. Few other states have recognized the extent to which their ports act as regional economic engines and the rate of return on funds invested in port infrastructure. This realization can be readily seen in HB 599 and this year's funding level at \$284 million.

The inclusion of Port Citrus as a member of the Florida Ports Council and FSTED opened the "door" for eligibility for FDOT funding for a broad spectrum of port-related studies and infrastructure development projects. We believe that Port Citrus is in a favorable position to receive port development funding, more so than at any other period in the past decade, as the current gubernatorial administration and the State Legislature fully appreciate the importance of the State's ports to the recovery and sustainment of Florida's economy.

Not since 1999 has there been any new state supported bond funding for the Florida ports, and with last year's passage of HB 599 supported by this year's appropriation of \$284 million and the state supported bond that will soon provide the ports, during the next 36 months, with a total of \$150 million for capital projects and studies, this is the best of times to be requesting state funding for the development of Port Citrus.

FSTED committed to support this feasibility study in 2011, and there is already a "placeholder" in the FDOT budget and Work Program that will support a master planning effort. Clearly, FSTED and the Florida Ports Council are optimistic about the development of Port Citrus, and generally, the feeling amongst the Council members and staff is that there is a definite and viable niche for Port Citrus. With our finding of feasibility and the development of an implementable master plan, we believe that Port Citrus can and will receive critical state funding for both planning and capital infrastructure development.

## **Conclusion**

Feasibility for the development of Port Citrus is evident, based upon the availability of a viable location along the Cross Florida Barge Canal for the port, the availability and applicability of some potential federal funding, albeit it limited, the significant funding for port planning and development at the State level through FSTED and FDOT, the identification of a barge market that would fit the operating parameters of a barge port on the Cross Florida Barge Canal in Citrus County and the identification of other, viable non-cargo movement business lines for the Port's consideration.

The 1985 feasibility study established the criteria for the physical location of the port and those characteristics are valid today. What has changed in the past three decades are an improved industrial demand for barge-carried cargo service, the availability of external funding from the State, the federal government and possibly private investors and the new, more appropriate location for the port's development.

In the second phase of the feasibility study, TranSystems built upon the research and conclusions of Phase 1 to help Port Citrus identify market targets. We further explored specific market opportunities and developed a tailored development strategy. Non-cargo and recreation opportunities were further explored, identified, and evaluated.

The development strategy maps out the process for the initial development of Port Citrus and the engagement with port tenants, operators and customers. It allows for the Port to identify the most viable funding strategy from multiple available sources as detailed in Section IV of this report in response to the specific circumstances and nature of facility development. In summation, the TranSystems team finds that there is definite feasibility for the development of Port Citrus and thus advises the Port Citrus Board pursue the commitment of the optimal port site for port development and strongly encourages the Port's current and continuing efforts to identify potential port customers and develop operational and lease commitments. Additionally, we strongly endorse the progress made to strategically align Port citrus through joint operational agreements with other regional deep water ports.





**EXPERIENCE** | Transportation



**TAB 5**  
**UPDATE ON GLOBAL OPPORTUNITIES**  
**STUDY**

**TO BE DISCUSSED**

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

**TAB 6A**  
**DEPARTMENT OF ECONOMIC**  
**OPPORTUNITY**

**TAB 6B**  
**DEPARTMENT OF TRANSPORTATION**

**TAB 7**  
**UPDATE ON FY 13/14 FSTED PROGRAM**  
**FUNDING INITIATIVES AND PROJECT**  
**SPENDDOWNS**

**TAB 7A**  
**STRATEGIC PORT INVESTMENT**  
**INITIATIVE**

DISTRICT	FM #	DESCRIPTION	FUND	2015
04	4305961	PORT EVERGLADES SOUTHPORT TURNING NOTCH EXPANSION	DPTO	\$4,718,000
04	4305961	PORT EVERGLADES SOUTHPORT TURNING NOTCH EXPANSION	GMR	\$10,000,000
		<b>TOTAL</b>		<b>\$14,718,000</b>
05	4225332	PORT CANAVERAL NORTHSIDE DEVELOPMENT CONTAINER YARD	GMR	\$9,750,000
		<b>TOTAL</b>		<b>\$9,750,000</b>
07	4228262	PORT OF TAMPA CONTAINER YARD IMPROVEMENT	GMR	\$10,400,000
		<b>TOTAL</b>		<b>\$10,400,000</b>
89	4167865	STRATEGIC INTERMODAL SYSTEM BOX	GMR	\$13,964,521
		<b>TOTAL</b>		<b>\$13,964,521</b>
		SEAPORT PROGRAMMED SPII PROJECTS (AND BOXED FUNDS)		\$48,832,521



**TAB 7B**  
**SEAPORT INVESTMENT PROGRAM**  
**\$10 MILLION BOND FUNDS**



J. BEN WATKINS III  
DIRECTOR

STATE OF FLORIDA  
DIVISION OF BOND FINANCE  
OF THE STATE BOARD OF ADMINISTRATION

HERMITAGE CENTRE, SUITE 200  
1801 HERMITAGE BOULEVARD  
TALLAHASSEE, FLORIDA 32308

POST OFFICE BOX 13300  
TALLAHASSEE, FLORIDA 32317-3300  
(Address mail to P.O. Box; deliveries to street address)

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TELECOPIER: (850) 413-1315

RICK SCOTT  
GOVERNOR  
AS CHAIRMAN

PAM BONDI  
ATTORNEY GENERAL  
AS SECRETARY

JEFF ATWATER  
CHIEF FINANCIAL OFFICER  
AS TREASURER

ADAM H. PUTNAM  
COMMISSIONER OF AGRICULTURE

DATE: February 17, 2014  
TO: Persons on the attached distribution list  
FROM: Division of Bond Finance *KGN*  
RE: Delivery of \$138,145,000 State of Florida Department of Transportation,  
Seaport Investment Program Revenue Bonds, Series 2013

The Division of Bond Finance of the State Board of Administration of Florida expects to close on and deliver to JP Morgan Securities (hereinafter referred to as "JP Morgan"), the above referenced bonds on Thursday, February 20, 2014. The closing will be coordinated by Donna Biggins and Kimberley Nichols of the Division of Bond Finance, (850) 488-4782, and by Jean Clarke of U.S. Bank Trust National Association, (212) 951-6986.

The good faith deposit in the amount of \$2,900,000 was deposited by JP Morgan with the State Board of Administration on January 28, 2014.

The amount to be received from JP Morgan at closing and upon delivery of the bonds will be as follows:

Par Value .....	\$138,145,000.00
Plus: Premium .....	12,366,233.35
Less: Underwriter's Discount .....	<u>(678,759.30)</u>
Purchase Price .....	\$149,832,474.05
Less: Good Faith Deposit .....	<u>(2,900,000.00)</u>
Total Amount Due at Closing .....	<u>\$146,932,474.05</u>

**Form and Means of Payment: Distribution of Proceeds**

On Thursday, February 20, 2014, the date of closing for the bonds, as early in the morning as possible, JP Morgan will execute two federal funds wire transfers in the total amount of \$146,932,474.05 as follows:

**Wire #1:**

To Bank of America, on behalf of the State Board of Administration, the amount of ..... \$335,809.45

- 1) The wire transfer instructions are as follows:

Bank of America  
ABA # 026009593  
Credit: State Board of Administration of Florida  
Account # 003660048119

- 2) Upon receipt, these funds will be disbursed as follows in the State Board of Administration accounts:

To the Bond Fee Trust Fund for fees and expenses of the  
Division of Bond Finance (Entity 04101 G/L Code 61370) ... \$321,994.95

To the Arbitrage Compliance Trust Fund for fees and expenses  
of Arbitrage Compliance (Entity 04201 G/L Code 61370) ..... \$13,814.50

Total bond proceeds disbursed to Bank of America  
on behalf of the State Board of Administration ..... \$335,809.45

The contact person at Bank of America for confirmation of receipt of the above wire transfer is Debbie Copeland (888) 715-1000 ext. 20591.

**Wire #2:**

To Bank of America, on behalf of the Department of Transportation, the amount of ..... \$146,596,664.60

- 1) Wire transfer instructions are as follows:

Bank of America  
ABA # 026009593  
Account # 001009068974  
Chief Financial Officer of Florida  
RE: DOT - Type K 11-78

- 2) Upon receipt, these funds will be credited as follows:  
Seaport Investment Program Revenue Bond Proceeds Account  
(FLAIR account # 43-71-2-720001-43100200-00-002700-00)

The contact person at Bank of America for confirmation of receipt of the above wire transfer is Kathy Sikes, telephone number (321) 363-1850.

#### **Transfer of Good Faith Deposit by State Board of Administration**

On Thursday, February 20, 2014, the date of closing for the bonds, as early in the morning as possible, the State Board of Administration will execute a transfer in the amount of \$2,900,000.00 for the good faith deposit from the Bond Proceeds Trust Fund (Entity 04301 G/L 71175) to the 2013 Seaport Bond Proceeds Account as follows.

**SBA Wire:** To Bank of America, on behalf of the Department of Transportation,  
the amount of ..... \$2,900,000.00

- 1) Wire transfer instructions are as follows:  
Bank of America  
ABA # 026009593  
Account # 001009068974  
Chief Financial Officer of Florida  
RE: DOT - Type K 11-78
- 2) Upon receipt, these funds will be credited as follows:  
Seaport Investment Program Revenue Bond Proceeds Account  
(FLAIR account # 43-71-2-720001-43100200-00-002700-00)

The contact person at Bank of America for confirmation of receipt of the above wire transfer is Kathy Sikes, telephone number (321) 363-1850.

The Seaport Investment Program Revenue Bond Proceeds Account will have total of \$149,496,664.60 deposited in it on February 20, 2014, consisting of the wire transfer from JP Morgan of \$146,596,664.60 and the wire transfer of the good faith deposit from the SBA of \$2,900,000.

#### **Delivery of the Bonds**

The bonds will be available for delivery to DTC in book-entry-only form and held by U.S. Bank as DTC Agent #9968, on behalf of DTC under the FAST Agreement. The bonds will be credited on February 20, 2014, to JP Morgan's account, subject to the Division of Bond Finance's request and authorization to U.S. Bank to authenticate and release the certificates. DTC underwriting will release the certificates upon notification from U.S. Bank and the Division of Bond Finance that the issue is closed.

Your cooperation will be appreciated.

/kjn



### Distribution List

Honorable Jeff Atwater, CFO  
Attn: Bert Wilkerson  
Division of the Treasury  
Hermitage Centre, 4th Floor  
Tallahassee, Florida 32308  
Via E-mail

Ms. Robin Naitove, Comptroller  
Ms. Sara Liro, Revenue Administrator  
Joe Kowalski, Deputy Comptroller  
Meredith Dahlrose, State Seaport Manager  
Department of Transportation  
Via E-mail

Mr. Ash Williams  
Executive Director  
Attn: Diane Bruce  
State Board of Administration  
P.O. Box 13300  
Tallahassee, Florida 32317-3300

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Ms. Gina Etelzon  
Ms. Elizabeth Spelman  
Mr. Kenneth Avila  
JP Morgan Securities  
Phone: (212) 834-5790  
Via E-mail

Ms. Gina Ballard  
Department of Financial Services  
Via E-mail

Allen Weiner  
Auditor General's Office  
Via E-mail

**TAB 7C**  
**PROJECT SPENDDOWNS**

— Prior year funds FY 08/09

FOOT Unit	Ports	Support Cost Center	Financial Number (FNU)	Contract Number (GNI)	FOOT Project Number	FOOT Project Description	FOOT Allocation Date	FOOT Allocation Amount	FOOT Work Program	Port Match	Other Funding Amount	FOOT Record of Allocation	Total FOOT Program	Contract Expiration Date	Contract Renewal Date	Remaining Balance	Comments	Port Forward Funds Contract	Port Forward Funds (prior year)	Port/Prior Funds (prior year)				
3	Port Panama	032020327	4107419401	A2454	FOOT Panama City Port	Warehouse Improvement	FY 02/03	118,338.00	118,338.00		258,795.00	118,338.00	21/10/03	12/31/04	118,338.00	0.00	Rebuilt Wharf from prior year							
						Warehouse & Barn	FY 04/05	250,000.00	250,000.00	250,000.00		500,000.00	250,000.00	12/02/2004		250,000.00	0.00							
						Hurricane Inn	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 A2582 (11)						
						STANBROOK HOUSE - Expansion	FY 01/02	1,179,311.80	1,179,311.80	1,179,311.80		2,358,623.60	1,179,311.80	3/4/2002	7/31/2005	1,188,455.36	1,154,110	Transferred to Port Panama A2593-3111					814,444.40	
						Transferred to A2509		-11,524.10				-23,048.20		2/29/2006	6/30/2008	250,000.00	0.00							
						Harcroft Warehouse	FY 05/06	250,000.00	250,000.00	250,000.00		500,000.00	250,000.00	1/26/2006	12/31/2008	250,000.00	0.00							
						Barn 13 Enhanced	FY 06/07	250,000.00	250,000.00	250,000.00		500,000.00	250,000.00	1/26/2006	12/31/2008	250,000.00	0.00							
						Emergency drainage & warehouse improvement	FY 07/08	250,000.00	250,000.00	250,000.00		500,000.00	250,000.00	1/23/2008		238,118.41	10,881.59	Transferred from St Pete A2528					5,783.00	
						Supplemental	FY 11/12	5,783.00	5,783.00	5,783.00		5,783.00	5,783.00		1/31/2011		0.00						414,444.40	
						Freight 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	Transferred from A26013111						
						Freight Expansion	FY 09/10	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 A26013111					
						Freight Expansion	FY 09/10	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 A26013111					
						Wharf South & Frear	FY 09/10	300,000.00	300,000.00	300,000.00		600,000.00	300,000.00	8/1/2009	7/31/2014	300,000.00	0.00							
						Port Infrastructure	FY 10/11	250,000.00	250,000.00	250,000.00		400,000.00	250,000.00	3/9/2011		65,547.10	54,452.90	Transferred to Port Panama A2645 (11)						
						Port Infrastructure	FY 10/11	150,000.00	150,000.00	150,000.00		300,000.00	150,000.00	3/31/2015		65,547.10	54,452.90							
						Barn 13 Rehab	FY 12/13	1,350,000.00	1,350,000.00	650,000.00		2,800,000.00	1,580,000.00	6/6/2013	4/30/2018		1,580,000.00							
Total Port Panama																								
3	Port Panama Ch	032020328	41074219401	A2513	Port Panama City Port	Underground Utilities Port Supplemental	FY 08/09	5,685,121.90	5,685,121.90	4,356,250.70		10,018,284.40	5,684,888.10			3,706,576.61	1,978,317.49			0.00	0.00			
						Freight Expansion	FY 09/10	12,000.00	12,000.00	12,000.00		24,000.00	12,000.00	8/1/2009		12,000.00	0.00							
						Freight Expansion	FY 09/10	400,000.00	400,000.00	400,000.00		800,000.00	400,000.00	8/1/2009		400,000.00	0.00							
						Freight Expansion	FY 09/10	200,000.00	200,000.00	200,000.00		400,000.00	200,000.00	2/9/2004		200,000.00	0.00							
						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							
						Mobile Harbor Crane	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	1,024,980.20	0.80							
						Mobile Harbor Crane		-0.80		-0.80		-0.80				-0.80								
						Bulk Warehouse-relocate	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							
						Warehouse Phase II	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							
						Container Yard Expansion	FY 08/07	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							
						Mobile Ship Loader & Releaser	FY 07/08	500,000.00	500,000.00	500,000.00		1,000,000.00	500,000.00											
						Freight Expansion	FY 08/09	750,000.00	750,000.00	750,000.00		1,500,000.00	750,000.00	11/30/2008	11/30/2013	750,000.00	0.00	Transferred by Panama A2509						
						Freight Expansion	FY 08/09	400,000.00	400,000.00	400,000.00		800,000.00	400,000.00											
						Relaunch 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							
						Freight Expansion	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							
						Port Infrastructure	FY 10/11	500,000.00	500,000.00	500,000.00		1,000,000.00	500,000.00	8/1/2010	8/31/2016	500,000.00	0.00							
Storage A/B	FY 10/11	800,000.00	800,000.00	800,000.00		1,600,000.00	800,000.00	9/23/2010	9/30/2014	800,000.00	0.00													
Mobile Harbor Crane	FY 10/11	155,000.00	155,000.00	155,000.00		310,000.00	155,000.00	11/3/2011		155,000.00	0.00	Transferred from Panama A2576												
Mobile Harbor Crane	FY 10/11	155,000.00	155,000.00	155,000.00		310,000.00	155,000.00	1/31/2016		155,000.00	0.00	Transferred from Port S. Joe												
Port Panama City Port	FY 11/12	750,000.00	750,000.00	750,000.00		1,500,000.00	750,000.00																	
Freight Expansion	FY 12/13	1,000,000.00	1,000,000.00	1,000,000.00		2,000,000.00	1,000,000.00	10/2/2012	10/31/2017	1,000,000.00	0.00								81,556.47 from Panama and 1,000 from P&J FY 10/11					
Container Yard Expansion Phase II	FY 12/13	525,000.00	525,000.00	525,000.00		1,050,000.00	525,000.00	10/1/2012	10/31/2017	525,000.00	0.00													
Container Terminal Expansion	FY 13/14	1,324,400.00	1,324,400.00	1,324,400.00		2,648,800.00	1,324,400.00	8/1/2013	8/31/2018	5,819.40	1,318,980.60													
Container Terminal Expansion	FY 13/14	2,226,600.00	2,226,600.00	2,226,600.00		4,453,200.00	2,226,600.00	10/28/2013	10/31/2018		2,226,600.00													
Relaunch Warehouse West 1 & 2	FY 13/14	425,000.00	425,000.00	425,000.00		850,000.00	425,000.00	8/1/2013	8/31/2018	23,206.64	401,793.36													
Relaunch Warehouse West 1 & 2	FY 13/14	225,000.00	225,000.00	225,000.00		450,000.00	225,000.00	11/6/2013	10/31/2018	12,802.27	212,197.73													
Storage	FY 13/14	1,600,000.00	1,600,000.00	1,600,000.00		3,200,000.00	1,600,000.00	12/16/2013	12/31/2018		1,600,000.00													
Container Terminal Expansion	FY 13/14	1,000,000.00	1,000,000.00	1,000,000.00	0.00	2,000,000.00	1,000,000.00	12/16/2013	12/31/2018	9,833,827.51	3,000,000.00					0.00	0.00	0.00						
Freight Expansion	FY 04/05	575,000.00	575,000.00	575,000.00		1,150,000.00	575,000.00	12/30/2004	2/28/2008	0.00	575,000.00													
Freight Expansion	FY 04/05	575,000.00	575,000.00	575,000.00		1,150,000.00	575,000.00		6/30/2007	2,000,000.00	0.00	Transferred to Port Beach A2602 (11)												
Freight Expansion	FY 06/07	2,000,000.00	2,000,000.00	2,000,000.00		4,000,000.00	2,000,000.00	2/26/2011	6/30/2017	2,000,000.00	0.00													
Land Purchase	FY 06/07	850,000.00	850,000.00	850,000.00		1,700,000.00	850,000.00	7/22/2006	6/30/2011	850,000.00	0.00	Local purchased to port from S. Joe												
Building and Upkeep	FY 08/09	600,000.00	600,000.00	600,000.00		1,200,000.00	600,000.00	7/28/2008	6/30/2014	564,127.93	635,872.07													
Freight Expansion	FY 09/10	270,000.00	270,000.00	270,000.00		540,000.00	270,000.00	3/31/2009	6/30/2014	6,409.36	263,590.64													
Acres Road	FY 09/10	80,000.00	80,000.00	80,000.00		160,000.00	80,000.00	7/31/2009	6/30/2014	79,881.83	\$1,011.67	Direct S. Regional loan												
Port Infrastructure	FY 10/11	\$120,000.00	\$120,000.00	\$120,000.00		\$240,000.00	\$120,000.00				\$120,000.00													
Port Infrastructure		-120,000.00				-240,000.00																		
Total Port S. Joe																								



[illegible]

(FOOT Unit)	Ports	Support Cost Center	Financial Management Contract Number (FPI)	RTED Program Number	Description	RTED Allocation Date	RTED Council Allocation	FOOT Work Program Amount	Port Match	Other Funding Amount	FOOT Record of Allocation	Total RTED Program Funds	Contract Expiration Date	Contract Renewed by FOOT	Remaining Balance	Comments	Roll Forward Funds Contract (Prior Year)	Roll Prior Funds (several years)
			41834119401	A0591	Portions of Phases 1, 2, 3 of Southwest Harbor Capo Pier and Associated Breakwaters	FY 0506	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	A0443	Maintenance & Dredging South Jetty Decision Basin	FY 0607	1,000,000.00	1,000,000.00	1,000,000.00		2,000,000.00	1,000,000.00	7/1/2006	6/1/2008	1,000,000.00	0.00		
			42254519401	A0058	Cruiser Terminal	FY 0708	1,800,000.00	1,800,000.00	1,800,000.00		3,800,000.00	1,800,000.00	10/1/2007	10/1/2012	1,800,000.00	0.00		
			42984119401	A0E36	Cruiser Terminal 10 Improvements	FY 0809	1,800,000.00	1,800,000.00	1,800,000.00		3,800,000.00	1,800,000.00	12/30/2008	6/1/2014	1,701,864.14	381,116.86		
			42253119401	A0U04	Maintenance Dredging Transferred from A0067, 858 Development	FY 0913	2,000,000.00	2,000,000.00	2,000,000.00		4,000,000.00	2,000,000.00	12/30/2013		980,142.98	1,019,857.02	Transferred from A0067, 858	
						FY 0913	1,600,000.00	1,600,000.00	1,600,000.00		3,200,000.00	1,600,000.00			779,314.35	1,824,685.65		
						FY 1011	1,600,000.00	1,600,000.00	1,600,000.00		3,200,000.00	1,600,000.00		6/1/2014		1,600,000.00		
			42630119401	A0777	Pain Mugs Cruise Ship Terminal	FY 1112	1,300,000.00	1,300,000.00	1,300,000.00		2,700,000.00	1,300,000.00	11/23/2011	6/1/2013	1,363,000.00	0.00		
			43176119401	A0637	Container North Cargo S & E Supplemental	FY 1113	700,000.00	700,000.00	700,000.00		1,400,000.00	700,000.00	5/21/2012		760,000.00	0.00		
			43176119401	A0637	Container North Cargo S & E Supplemental	FY 1213	2,415,000.00	2,415,000.00	2,415,000.00		4,830,000.00	2,415,000.00	2/17/2015		2,415,000.00	0.00		
			43176119401	A0637	Container North Cargo S & E Supplemental	FY 1314	2,075,233.00	2,075,233.00	2,075,233.00		4,150,466.00					0.00		
			43176119402	A0E34	Container North Cargo S & E West Turning Basin Channel Widening	FY 1314	1,550,000.00	1,550,000.00	1,550,000.00		3,100,000.00	1,550,000.00	11/7/2014	11/6/2017		1,550,000.00		
			43120119402	A0E66	West Turning Basin Channel Widening	FY 1314	13,000,000.00	13,000,000.00	4,333,333.00		17,333,333.00	13,000,000.00	12/6/2013	12/31/2015		13,000,000.00		
			43120119401	A0E65		FY 1314	1,400,000.00	1,400,000.00	465,000.00		1,865,000.00	1,400,000.00	12/6/2013	12/31/2015		1,400,000.00		
							36,041,723.00	36,041,723.00	26,400,056.00		62,441,779.00	31,864,000.00			14,571,341.45	18,443,958.55	0.00	0.00
							36,041,723.00	36,041,723.00	26,400,056.00		62,441,779.00	31,864,000.00			14,571,341.45	18,443,958.55	0.00	0.00
			41801119401	A0030	Security Cost Capital Improvements	FY 0709	120,000.00	120,000.00	120,000.00		240,000.00	120,000.00	6/1/2003		120,000.00	0.00		
						FY 0709	54,531.00	54,531.00	54,531.00		109,062.00	54,531.00			54,531.00	0.00		
						FY 0405	300,000.00	300,000.00	300,000.00		600,000.00	300,000.00	9/30/2004	12/1/1937	177,872.00			
							-177,812.00	-177,812.00	-177,812.00		-355,624.00	-177,812.00				Transferred to A0034		
			41508119401	A0F51	Facility Security	FY 0203	195,463.00	195,463.00	195,463.00		390,926.00	195,463.00	4/1/6/2003	9/30/2004	195,463.00	0.00		
						FY 0304	600,000.00	600,000.00	600,000.00		1,200,000.00	600,000.00	12/4/2004		600,000.00	0.00		
			41616119401	A0E44	Malibu Shores Dock Repair & Modification	FY 0708	1,120,000.00	1,120,000.00	1,120,000.00		2,240,000.00	1,120,000.00	6/30/2010	12/31/2012	1,120,000.00			
						FY 0807	177,812.00	177,812.00	177,812.00		355,624.00	177,812.00	11/27/2008	12/30/2010	71,077.80			
			42055119401	A0J34	Malibu Dues Project	FY 0807	198,734.20	198,734.20	198,734.20		397,468.40	198,734.20	6/30/2010		198,734.20			
							-114,029.77	-114,029.77	-114,029.77		-228,059.54	-114,029.77				Transferred to Port Main FY 1112, A0E28		
							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		
			40842119401	A0E33	Container Quay Cranes Improvements	FY 0601	2,500,000.00	2,500,000.00	2,500,000.00		5,000,000.00	2,500,000.00	4/27/2001		2,500,000.00	0.00		
			40842119401	A0E33	Container Quay Cranes Improvements	FY 0604	2,000,000.00	2,000,000.00	2,000,000.00		4,000,000.00	2,000,000.00	12/31/2004		2,000,000.00	0.00		
			40842119401	A0E33	Container Quay Cranes Improvements	FY 0604	200,000.00	200,000.00	200,000.00		400,000.00	200,000.00	9/29/2004		200,000.00	0.00		
			40842119401	A0E33	Container Quay Cranes Improvements	FY 0603	900,000.00	900,000.00	900,000.00		1,800,000.00	900,000.00	6/30/2006		900,000.00	0.00		
			40842119401	A0E33	Container Quay Cranes Improvements	FY 0603	2,100,000.00	2,100,000.00	2,100,000.00		4,200,000.00	2,100,000.00	12/31/2004		2,100,000.00	0.00		
			40842119401	A0E33	Container Quay Cranes Improvements	FY 0604	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		
			40842119401	A0E33	Container Quay Cranes Improvements	FY 0607	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		
			40842119401	A0E33	Container Quay Cranes Improvements	FY 0611	1,184,984.00	1,184,984.00	1,184,984.00		2,369,968.00	1,184,984.00			1,184,984.00	0.00		
			40842119402	A0C28	Cargo Container Yard & Wharf Improvements	FY 0611	1,900,000.00	1,900,000.00	1,900,000.00		3,800,000.00	1,900,000.00	12/22/2010	6/30/2013	1,900,000.00	0.00		
			40842119402	A0C28	Cargo Container Yard & Wharf Improvements	FY 1113	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	0.00		
			42654119401	A0I36	Container Quay Cranes Improvements	FY 0601	150,000.00	150,000.00	150,000.00		300,000.00	150,000.00	3/6/2008		150,000.00	0.00		
			42654119401	A0I36	Container Quay Cranes Improvements	FY 0603	2,200,000.00	2,200,000.00	2,200,000.00		4,400,000.00	2,200,000.00	6/30/2010		2,200,000.00	0.00		
			42654119401	A0I36	Container Quay Cranes Improvements	FY 0603	2,100,000.00	2,100,000.00	2,100,000.00		4,200,000.00	2,100,000.00	6/30/2010		2,100,000.00	0.00		
			43112119401	A0E82	Post Panama Canal Segment	FY 1113	2,880,000.00	2,880,000.00	1,574,189.00		4,454,189.00	2,880,000.00	10/22/2011		2,880,000.00	0.00		
			25442219402	A0E96	South Fairway's Channel Deep A	FY 1314	250,000,000.00	25,000,000.00	8,333,333.00		333,333,333.00	25,000,000.00	10/28/2013	12/31/2016		250,000,000.00		
			25442219401	A0E99	South Fairway's Channel	FY 1314	76,723.00	20,868.00			97,591.00	76,723.00	6/30/2015		76,723.00			
			43330119401	A0E95	Cruiser Terminal Improvements	FY 1314	4,000,000.00	4,000,000.00	4,000,000.00		8,000,000.00	4,000,000.00	10/28/2013	12/31/2016		4,000,000.00		
							60,000,000.00	60,000,000.00	46,000,000.00	0.00	116,000,000.00	60,000,000.00			56,000,000.00	4,000,000.00	0.00	0.00
							71,394,493.99	71,394,493.99	46,011,060.00	0.00	117,405,553.99	71,394,493.99			56,000,000.00	4,000,000.00	0.00	0.00
							71,394,493.99	71,394,493.99	46,011,060.00	0.00	117,405,553.99	71,394,493.99			56,000,000.00	4,000,000.00	0.00	0.00
							71,394,493.99	71,394,493.99	46,011,060.00	0.00	117,405,553.99	71,394,493.99			56,000,000.00	4,000,000.00	0.00	0.00
							71,394,493.99	71,394,493.99	46,011,060.00	0.00	117,405,553.99	71,394,493.99			56,000,000.00	4,000,000.00	0.00	0.00
							71,394,493.99	71,394,493.99	46,011,060.00	0.00	117,405,553.99	71,394,493.99			56,000,000.00	4,000,000.00	0.00	0.00
							71,394,493.99	71,394,493.99	46,011,060.00	0.00	117,405,553.99	71,394,493.99			56,000,000.00	4,000,000.00	0.00	0.00
							71,394,493.99	71,394,493.99	46,011,060.00	0.00	117,405,553.99	71,394,493.99			56,000,000.00	4,000,000.00	0.00	0.00
							71,394,493.99	71,394,493.99	46,011,060.00	0.00	117,405,553.99	71,394,493.99			56,000,000.00	4,000,000.00	0.00	0.00
							71,394,493.99	71,394,493.99	46,011,060.00	0.00	117,405,553.99	71,394,493.99			56,000,000.00	4,000,000.00	0.00	0.00
							71,394,493.99	71,394,493.99	46,011,060.00	0.00	117,405,553.99	71,394,493.99			56,000,000.00	4,000,000.00	0.00	0.00
							71,394,493.99	71,394,493.99	46,011,060.00	0.00	117,405,553.99	71,394,493.99			56,000,000.00	4,000,000.00	0.00	0.00
							71,394,493.99	71,394,493.99	46,011,060.00	0.00	117,405,553.99	71,394,493.99			56,000,000.00	4,000,000.00	0.00	0.00
							71,394,493.99	71,394,493.99	46,011,060.00	0.00	117,405,553.99	71,394,493.99			56,000,000.00	4,000,000.00	0.00	0.00
							71,394,493.99	71,394,493.99	46,011,060.00	0.00	117,405,553.99	71,394,493.99			56,000,000.00	4,000,000.00	0.00	0.00
							71,394,493.99	71,394,493.99	46,011,060.00	0.00	117,405,553.99	71,394,493.99			56,000,000.00	4,000,000.00	0.00	0.00
							71,394,493.99	71,394,493.99	46,011,060.00	0.00	117,405,553.99	71,394,493.99			56,000,000.00	4,000,000.00	0.00	0.00
							71,394,493.99	71,394,493.99	46,011,060.00	0.00	117,405,55							

FOOT District	Ports	Support Contract Center	Financial Management Contract #	FOOT Project Number	Description	FOOT Allocation Date	FOOT Allocation FY	FOOT Work Program Acct	Port Match	Other Funding Amount	FOOT Record of Allocation	Total FYSTD Program Funds	Contract Expiration Date	Contract Expiration Date	Total Reimbursed by FOOT	Remaining Balance	Comments	Risk Factor (FOOT)	Risk Factor (FOOT)
7	Port Tampa	07260727	40330719401	A250	Utility System Upgrade	FY 06/01	2,600,000.00	2,600,000.00	2,600,000.00		4,000,000.00	2,000,000.00	5/4/2009	3/30/2011	2,000,000.00	0.00			
						FY 06/01	2,600,000.00	2,600,000.00	2,600,000.00		2,600,000.00	2,600,000.00	5/4/2009	3/30/2011	2,600,000.00	0.00			
						FY 06/01	2,600,000.00	2,600,000.00	2,600,000.00		2,600,000.00	2,600,000.00	5/4/2009	3/30/2011	2,600,000.00	0.00			
						FY 06/02	2,725,000.00	2,725,000.00	2,725,000.00		2,725,000.00	2,725,000.00	12/30/07	3/30/2011	2,725,000.00	0.00			
						FY 06/03	1,000,000.00	1,000,000.00	1,000,000.00		1,000,000.00	1,000,000.00	6/13/2002	3/30/2011	1,000,000.00	0.00			
						FY 06/03	1,000,000.00	1,000,000.00	1,000,000.00		1,000,000.00	1,000,000.00	6/13/2002	3/30/2011	1,000,000.00	0.00			
						FY 06/03	1,125,000.00	1,125,000.00	1,125,000.00		1,125,000.00	1,125,000.00	8/5/2002	3/31/2011	1,125,000.00	0.00			
						FY 06/03	2,250,000.00	2,250,000.00	2,250,000.00		2,250,000.00	2,250,000.00	1/25/2005	3/31/2011	2,250,000.00	0.00			
						FY 06/03	1,200,000.00	1,200,000.00	1,200,000.00		1,200,000.00	1,200,000.00	1/25/2005	3/31/2011	1,200,000.00	0.00			
						FY 06/03	150,000.00	150,000.00	150,000.00		150,000.00	150,000.00	1/25/2005	3/31/2011	150,000.00	0.00			
						FY 06/03	300,000.00	300,000.00	300,000.00		300,000.00	300,000.00	1/25/2005	3/31/2011	300,000.00	0.00			
						FY 06/06	800,000.00	800,000.00	800,000.00		800,000.00	800,000.00	7/2/2005	12/31/2011	800,000.00	0.00			
						FY 06/07	2,600,000.00	2,600,000.00	2,600,000.00		2,600,000.00	2,600,000.00	12/31/2011	12/31/2011	2,600,000.00	0.00			
						FY 06/09	2,125,000.00	2,125,000.00	2,125,000.00		2,125,000.00	2,125,000.00	3/19/2009		2,125,000.00	0.00			
						FY 06/10	1,000,000.00	1,000,000.00	1,000,000.00		1,000,000.00	1,000,000.00			1,000,000.00	0.00			
						FY 06/10	2,184,844.00	2,184,844.00	2,184,844.00		2,184,844.00	2,184,844.00			2,184,844.00	0.00			
						7	Port St. Petersburg	07260727	40330719401	A258	Utility System Upgrade	FY 06/01	2,600,000.00	2,600,000.00	2,600,000.00		4,000,000.00	2,000,000.00	5/4/2009
FY 06/01	2,600,000.00	2,600,000.00	2,600,000.00		2,600,000.00							2,600,000.00	5/4/2009	3/30/2011	2,600,000.00	0.00			
FY 06/01	2,600,000.00	2,600,000.00	2,600,000.00		2,600,000.00							2,600,000.00	5/4/2009	3/30/2011	2,600,000.00	0.00			
FY 06/02	2,725,000.00	2,725,000.00	2,725,000.00		2,725,000.00							2,725,000.00	12/30/07	3/30/2011	2,725,000.00	0.00			
FY 06/03	1,000,000.00	1,000,000.00	1,000,000.00		1,000,000.00							1,000,000.00	6/13/2002	3/30/2011	1,000,000.00	0.00			
FY 06/03	1,000,000.00	1,000,000.00	1,000,000.00		1,000,000.00							1,000,000.00	6/13/2002	3/30/2011	1,000,000.00	0.00			
FY 06/03	1,125,000.00	1,125,000.00	1,125,000.00		1,125,000.00							1,125,000.00	8/5/2002	3/31/2011	1,125,000.00	0.00			
FY 06/03	2,250,000.00	2,250,000.00	2,250,000.00		2,250,000.00							2,250,000.00	1/25/2005	3/31/2011	2,250,000.00	0.00			
FY 06/03	1,200,000.00	1,200,000.00	1,200,000.00		1,200,000.00							1,200,000.00	1/25/2005	3/31/2011	1,200,000.00	0.00			
FY 06/03	150,000.00	150,000.00	150,000.00		150,000.00							150,000.00	1/25/2005	3/31/2011	150,000.00	0.00			
FY 06/03	300,000.00	300,000.00	300,000.00		300,000.00							300,000.00	1/25/2005	3/31/2011	300,000.00	0.00			
FY 06/06	800,000.00	800,000.00	800,000.00		800,000.00							800,000.00	7/2/2005	12/31/2011	800,000.00	0.00			
FY 06/07	2,600,000.00	2,600,000.00	2,600,000.00		2,600,000.00							2,600,000.00	12/31/2011	12/31/2011	2,600,000.00	0.00			
FY 06/09	2,125,000.00	2,125,000.00	2,125,000.00		2,125,000.00							2,125,000.00	3/19/2009		2,125,000.00	0.00			
FY 06/10	1,000,000.00	1,000,000.00	1,000,000.00		1,000,000.00							1,000,000.00			1,000,000.00	0.00			
FY 06/10	2,184,844.00	2,184,844.00	2,184,844.00		2,184,844.00							2,184,844.00			2,184,844.00	0.00			
7	Port St. Petersburg	07260727	40330719401	A259	Utility System Upgrade	FY 06/01	2,600,000.00	2,600,000.00	2,600,000.00		4,000,000.00	2,000,000.00	5/4/2009	3/30/2011	2,000,000.00	0.00			
						FY 06/01	2,600,000.00	2,600,000.00	2,600,000.00		2,600,000.00	2,600,000.00	5/4/2009	3/30/2011	2,600,000.00	0.00			
						FY 06/01	2,600,000.00	2,600,000.00	2,600,000.00		2,600,000.00	2,600,000.00	5/4/2009	3/30/2011	2,600,000.00	0.00			
						FY 06/02	2,725,000.00	2,725,000.00	2,725,000.00		2,725,000.00	2,725,000.00	12/30/07	3/30/2011	2,725,000.00	0.00			
						FY 06/03	1,000,000.00	1,000,000.00	1,000,000.00		1,000,000.00	1,000,000.00	6/13/2002	3/30/2011	1,000,000.00	0.00			
						FY 06/03	1,000,000.00	1,000,000.00	1,000,000.00		1,000,000.00	1,000,000.00	6/13/2002	3/30/2011	1,000,000.00	0.00			
						FY 06/03	1,125,000.00	1,125,000.00	1,125,000.00		1,125,000.00	1,125,000.00	8/5/2002	3/31/2011	1,125,000.00	0.00			
						FY 06/03	2,250,000.00	2,250,000.00	2,250,000.00		2,250,000.00	2,250,000.00	1/25/2005	3/31/2011	2,250,000.00	0.00			
						FY 06/03	1,200,000.00	1,200,000.00	1,200,000.00		1,200,000.00	1,200,000.00	1/25/2005	3/31/2011	1,200,000.00	0.00			
						FY 06/03	150,000.00	150,000.00	150,000.00		150,000.00	150,000.00	1/25/2005	3/31/2011	150,000.00	0.00			
7	Port St. Petersburg	07260727	40330719401	A260	Utility System Upgrade	FY 06/01	2,600,000.00	2,600,000.00	2,600,000.00		4,000,000.00	2,000,000.00	5/4/2009	3/30/2011	2,000,000.00	0.00			
						FY 06/01	2,600,000.00	2,600,000.00	2,600,000.00		2,600,000.00	2,600,000.00	5/4/2009	3/30/2011	2,600,000.00	0.00			
						FY 06/01	2,600,000.00	2,600,000.00	2,600,000.00		2,600,000.00	2,600,000.00	5/4/2009	3/30/2011	2,600,000.00	0.00			
						FY 06/02	2,725,000.00	2,725,000.00	2,725,000.00		2,725,000.00	2,725,000.00	12/30/07	3/30/2011	2,725,000.00	0.00			
						FY 06/03	1,000,000.00	1,000,000.00	1,000,000.00		1,000,000.00	1,000,000.00	6/13/2002	3/30/2011	1,000,000.00	0.00			
						FY 06/03	1,000,000.00	1,000,000.00	1,000,000.00		1,000,000.00	1,000,000.00	6/13/2002	3/30/2011	1,000,000.00	0.00			
						FY 06/03	1,125,000.00	1,125,000.00	1,125,000.00		1,125,000.00	1,125,000.00	8/5/2002	3/31/2011	1,125,000.00	0.00			
						FY 06/03	2,250,000.00	2,250,000.00	2,250,000.00		2,250,000.00	2,250,000.00	1/25/2005	3/31/2011	2,250,000.00	0.00			
						FY 06/03	1,200,000.00	1,200,000.00	1,200,000.00		1,200,000.00	1,200,000.00	1/25/2005	3/31/2011	1,200,000.00	0.00			
						FY 06/03	150,000.00	150,000.00	150,000.00		150,000.00	150,000.00	1/25/2005	3/31/2011	150,000.00	0.00			
7	Port St. Petersburg	07260727	40330719401	A261	Utility System Upgrade	FY 06/01	2,600,000.00	2,600,000.00	2,600,000.00		4,000,000.00	2,000,000.00	5/4/2009	3/30/2011	2,000,000.00	0.00			
						FY 06/01	2,600,000.00	2,600,000.00	2,600,000.00		2,600,000.00	2,600,000.00	5/4/2009	3/30/2011	2,600,000.00	0.00			
						FY 06/01	2,600,000.00	2,600,000.00	2,600,000.00		2,600,000.00	2,600,000.00	5/4/2009	3/30/2011	2,600,000.00	0.00			
						FY 06/02	2,725,000.00	2,725,000.00	2,725,000.00		2,725,000.00	2,725,000.00	12/30/07	3/30/2011	2,725,000.00	0.00			
						FY 06/03	1,000,000.00	1,000,000.00	1,000,000.00		1,000,000.00	1,000,000.00	6/13/2002	3/30/2011	1,000,000.00	0.00			
						FY 06/03	1,000,000.00	1,000,000.00	1,000,000.00		1,000,000.00	1,000,000.00	6/13/2002	3/30/2011	1,000,000.00	0.00			
						FY 06/03	1,125,000.00	1,125,000.00	1,125,000.00		1,125,000.00	1,125,000.00	8/5/2002	3/31/2011	1,125,000.00	0.00			
						FY 06/03	2,250,000.00	2,250,000.00	2,250,000.00		2,250,000.00	2,250,000.00	1/25/2005	3/31/2011	2,250,000.00	0.00			
						FY 06/03	1,200,000.00	1,200,000.00	1,200,000.00		1,200,000.00	1,200,000.00	1/25/2005	3/31/2011	1,200,000.00	0.00			
						FY 06/03	150,000.00	150,000.00	150,000.00		150,000.00	150,000.00	1/25/2005	3/31/2011	150,000.00	0.00			
7	Port St. Petersburg	07260727	40330719401	A262	Utility System Upgrade	FY 06/01	2,600,000.00	2,600,000.00	2,600,000.00		4,000,000.00	2,000,000.00	5/4/2009	3/30/2011	2,000,000.00	0.00			
						FY 06/01	2,600,000.00	2,600,000.00	2,600,000.00		2,600,000.00	2,600,000.00	5/4/2009	3/30/2011	2,600,000.00	0.00			
						FY 06/01	2,600,000.00	2,600,000.00	2,600,000.00		2,600,000.00	2,600,000.00	5/4/2009	3/30/2011	2,600,000.00	0.00			
						FY 06/02	2,725,000.00	2,725,000.00	2,725,000.00		2,725,000.00	2,725,000.00	12/30/07	3/30/2011	2,725,000.00	0.00			
						FY 06/03	1,000,000.00	1,000,000.00	1,000,000.00		1,000,000.00	1,000,000.00	6/13/2002	3/30/2011	1,000,000.00	0.00			
						FY 06/03	1,000,000.00	1,000,000.00	1,000,000.00		1,000,000.00	1,000,000.00	6/13/2002	3/30/2011	1,000,000.00	0.00			
						FY 06/03	1,125,000.00	1,125,000.00	1,125,000.00		1,125,000.00	1,125,000.00	8/5/2002	3/31/2011	1,125,000.00	0.00			
						FY 06/03	2,250,000.00	2,250,000.00	2,250,000.00		2,250,000.00	2,250,000.00	1/25/2005	3/31/2011	2,2				

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FOOT District	Port	Support Cost Center	Financial Management Number (F#)	Contract Number	Program Project Number	Description	FSTED Allocation FY12	FSTED Council Allocation FY12	FOOT Work Program Amount	Local	Port Match Amount	Other Funding Amount	FOOT Record of Allocation	Total Authorized Program Funds	Contract Execution Date	Contract Expiration Date	Total Reimbursed by FOOT	Remaining Balance	Submitte Requests not yet Reimbursing	Expanded Funds not Reimbursing	Port Comments	Based Funds (not assigned)	Prior-Prior Funds (Prior year)
1	Port Manatee	01202129		AO208	GM	South Channel Access Supplemental	FY 05/06	FY 05/06	4,894,000.00	1,864,867.00			5,858,867.00	4,894,000.00	6/6/2006	7/1/2011	4,984,000.00	0.00	4,070,000.00		4,070,000.00 from Pensacola AOE24, AP126, AP128 Deleted due to REC		
			42061919401	AO206	GM	Transfer Yard	FY 07/08		3,372,440.00	3,372,440.00			6,744,860.00		6/06/2008	7/1/2013	3,372,440.00	0.00					
Total D-1 Total Port Manatee							0.00	0.00	8,266,440.00	5,037,077.00	0.00	13,403,547.00	0.00	8,266,440.00	22/12/2008		28,071,186.83	54,759,973.17	0.00	0.00		0.00	0.00
2	Port Jacksonville	02202027	42061419401	AO207	GM	Rail Improvements Supplemental #1	FY 05/06	FY 05/06	500,000.00	500,000.00			0.00	500,000.00	22/12/2008	12/31/2008	500,000.00	0.00					
			42061419401	FY 06/07			FY 06/07		1,020,000.00	1,020,000.00			2,040,000.00		12/31/2008	12/31/2010	1,500,000.00	0.00					
			42061419401	AO246	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					
		02202029	42061419401	AP108	GM	Periodic Dredging Supplemental #1	FY 06/09		1,500,000.00	3,000,000.00			4,500,000.00	1,500,000.00	12/16/2008	6/30/2010	3,397,000.00	0.00					
			42061419401	AP108	GM	Periodic Dredging Supplemental #1	FY 06/09		3,397,000.00	3,397,000.00			6,794,000.00	3,397,000.00	6/30/2010	6/30/2010	3,397,000.00	0.00					
			222223401	AO206	GM	Brown Island EA Wharf Recon	FY 11/12		10,000,000.00	10,000,000.00			20,000,000.00	10,000,000.00	9/4/2011	12/31/2014	3,793,766.00	6,206,234.00					
			42112419401	AO208	GM	Dredge Material Dgmn	FY 11/12		15,000,000.00				15,000,000.00	15,000,000.00	1/10/2012	3/31/2015	12,480,369.83	2,519,630.17					
			4126889401	AO203	GM	Intermodal Transfer Facility	FY 12/13		10,000,000.00	10,000,000.00			20,000,000.00	10,000,000.00	7/09/2012	9/30/2015		10,000,000.00					
			43372119401	AR172	GM	Phase II Trade PAC Container Terminal	FY 13/14		36,000,000.00	2,000,000.00			38,000,000.00	36,000,000.00	7/09/2013	9/30/2016		36,000,000.00					
Total D-2 Total Port Jacksonville							0.00	0.00	82,377,000.00	30,197,000.00	0.00	0.00	111,994,000.00	82,377,000.00	20/12/2008	3/31/2015	28,071,186.83	54,759,973.17	0.00	0.00		0.00	0.00
3	Port Panama City	03202029	42050629401	AO209	GM	Support 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					
			42050619401	AO209	GM	Support HUB	FY 05/06		600,000.00	500,000.00			1,100,000.00	600,000.00	1/17/2006	6/30/2008	500,000.00	0.00					
			42050629401	AO209	GM	Support 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					
			42050639401	AO209	GM	Support HUB	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					
			42050649401	AP206	GM	Dredge S & W Berths	FY 09/10		450,000.00	450,000.00			900,000.00	450,000.00	1/14/2009	10/31/2014	450,000.00	0.00					
			42050649401	AO228	GM	Support Hub	FY 10/11		320,000.00	320,000.00			640,000.00	320,000.00	9/30/2010	9/30/2015	320,000.00	0.00					
			42050649401	AO252	GM	Rail Yard Expansion	FY 11/12		1,500,000.00	1,500,000.00			3,000,000.00	1,500,000.00	6/7/2012	7/31/2016	1,054,455.44	441,544.56					
			42050679401	AO204	GM	Container Yard Phase II	FY 12/13		500,000.00	500,000.00			1,000,000.00	500,000.00	1/14/2012	12/31/2017	355,521.30	144,478.70					
Total Port Panama City							0.00	0.00	4,370,000.00	4,370,000.00			8,740,000.00	4,370,000.00			3,763,976.74	586,023.26	0.00	0.00		0.00	0.00
	Port Pensacola	03202027	42050819401	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					
			42050829401	AP126	GM	TRANSF TO MANATEE AOE26	FY 07/08		2,570,000.00	2,570,000.00			5,140,000.00	2,570,000.00	1/22/2008	1/31/2013	0.00	2,570,000.00					
			42050839401	AP126	GM	Waterway Connector	FY 07/08		2,570,000.00	2,570,000.00			5,140,000.00	2,570,000.00	1/22/2008	1/31/2013	0.00	2,570,000.00					
			42050849401	AP128	GM	Rail Loop Track Ext	FY 07/08		500,000.00	500,000.00			1,000,000.00	500,000.00	1/28/2008	1/31/2013	0.00	500,000.00					
			42050859401	AP128	GM	TRANSF TO MANATEE AOE28	FY 11/12		1,500,000.00	1,500,000.00			3,000,000.00	1,500,000.00				1,500,000.00					
			42051515		GM	Marine Hwy Terminal Development	FY 11/12		1,500,000.00	1,500,000.00			3,000,000.00	1,500,000.00				1,500,000.00					
			42051515		GM	Marine Hwy Terminal Development	FY 11/12		1,500,000.00	1,500,000.00			3,000,000.00	1,500,000.00				1,500,000.00					
Total Port Pensacola							0.00	0.00		0.00			0.00				0.00	0.00	0.00	0.00		0.00	0.00
	Port St. Joe	03202029	42294129401	AP108	DUR-TRF	Rail Spur	FY 08/10		912,000.00	912,000.00			1,824,000.00	912,000.00	7/13/2009	6/30/2014	826,481.83	83,518.17					
			42294129401	AP149		Dredging Study	FY 12/13		750,000.00	750,000.00			1,500,000.00	750,000.00	6/02/2013	6/30/2018	370,690.81	\$379,309.19					
Total Port St. Joe							750,000.00	750,000.00	1,662,000.00	1,662,000.00			3,324,000.00	1,662,000.00			1,191,172.64	462,827.36	0.00	0.00		0.00	0.00
Total District 3							0.00	0.00	6,032,000.00	5,120,000.00			11,152,000.00	6,032,000.00			4,963,149.38	1,648,806.62	0.00	0.00		0.00	0.00
4	Port Palm Beach	42010429	42034919401	AO206	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	12/31/2016	0.00	3,338,000.00					
			42034929401	DELE	GM	REC DELETION	FY 07/08		3,338,000.00	3,338,000.00			6,676,000.00	3,338,000.00	9/12/2007	12/31/2016	0.00	3,338,000.00					
			42034939401	DELE	GM	REC DELETION	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					
			42034949401	DELE	GM	REC DELETION	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					
			42034959401	DELE	GM	REC DELETION	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					
			42034969401	DELE	GM	REC DELETION	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					
			42034979401	DELE	GM	REC DELETION	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					
			42034989401	DELE	GM	REC DELETION	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					
			42034999401	DELE	GM	REC DELETION	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					
			42035009401	DELE	GM	REC DELETION	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					
			42035019401	DELE	GM	REC DELETION	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					
			42035029401	DELE	GM	REC DELETION	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					
			42035039401	DELE	GM	REC DELETION	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					
			42035049401	DELE	GM	REC DELETION	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					
			42035059401	DELE	GM	REC DELETION	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					
			42035069401	DELE	GM	REC DELETION	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					
			42035079401	DELE	GM	REC DELETION	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					
			42035089401	DELE	GM	REC DELETION	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					
			42035099401	DELE	GM	REC DELETION	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					
			42035109401	DELE	GM	REC DELETION	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					
			42035119401	DELE	GM	REC DELETION	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					
			42035129401	DELE	GM	REC DELETION	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					
			42035139401	DELE	GM	REC DELETION	FY 08/09																

FOOT District	Ports	Support Cost Center	Financial Management Center	Contract Management Center	Program	Project Description	FSTED Allocation FY 12-13	FSTED Allocation FY 13-14	FOOT Work Program	Local	Port Match	Other Funding	FOOT Record of Allocation	Total Authorized	Contract Execution Date	Contract Expiration Date	Total Reimbursed by	Remaining Balance	Submits Requests not yet Reimbursed	Expanded Funds not yet Reimbursed	Port Comments	Based Funds (not assigned)	Roll Forward Funds (Prior year)	Prior-Prior Funds (several years)	
						Midtash Rd Realignment	FY 11/12	FY 12/13	287,248.00	563,436.00	287,248.00		563,436.00	287,248.00	6/16/2011	12/31/2013	6,748.34	280,490.66		Transferred from ACP51 (J)					
						Supplemental	FY 12/13	FY 13/14	420,000.00	840,000.00			420,000.00				420,000.00	1,420,000.00		Transferred from ACP52 (ST)					
						On-Port Rail and ICTF	FY 11/12	FY 12/13	6,048,000.00	12,096,000.00			12,096,000.00		2/24/2012	12/31/2014	6,048,000.00	0.00		Funds assigned to FEC					
						Supplemental	FY 12/13	FY 13/14	12,000,000.00	24,000,000.00			24,000,000.00				\$4,541,262.88	7,458,737.12							
						Southport Tunneling Noth Expansion	FY 12/13	FY 13/14	12,217,920.00	3,908,488.00			15,726,408.00		12/21/2012	12/31/2017	773,948.85	11,443,972.15							
						New bulkhead @ Beth's & 10	FY 13/14		3,000,000.00	3,000,000.00			6,000,000.00		9/17/2013	12/31/2016		3,000,000.00		From ACP63					
									37,977,840.00	75,955,680.00			64,190,337.00	37,977,840.00			13,828,461.85	24,149,397.15	0.00	0.00		0.00	0.00	0.00	
									26,181,488.00	52,362,976.00			64,958,337.00	38,377,844.00			13,828,461.85	24,449,397.15	0.00	0.00		0.00	0.00	0.00	
									3,375,000.00	3,375,000.00			13,375,000.00	10,000,000.00			0.00	10,000,000.00	0.00						
									5,000,000.00	5,000,000.00			10,000,000.00	5,000,000.00			20,646,746.00	5,000,000.00	0.00	0.00		0.00	0.00	0.00	
									5,625,000.00	5,625,000.00			7,500,000.00	5,625,000.00			5,625,000.00	0.00							
									6,750,000.00	6,750,000.00			9,000,000.00	6,750,000.00			6,750,000.00	0.00							
									3,828,000.00	3,828,000.00			7,656,000.00	3,828,000.00			3,828,000.00	0.00							
									5,024,250.00	5,024,250.00			6,699,000.00	5,024,250.00			5,024,250.00	0.00							
									1,840,000.00	1,840,000.00			3,680,000.00	1,840,000.00			0.00	1,840,000.00		Dispersed due to REC					
									-1,840,000.00	-1,840,000.00			-3,680,000.00	-1,840,000.00				-1,840,000.00							
									1,254,972.00	1,254,972.00			2,509,944.00	1,254,972.00			1,254,972.00	0.00							
									6,255,519.00	6,255,519.00			12,511,038.00	6,255,519.00			6,255,519.00	0.00							
									10,000,000.00	10,000,000.00			10,000,000.00	10,000,000.00			7,777,763.77	2,222,236.23							
									43,937,741.00	87,875,482.00			73,919,968.00	43,937,741.00			36,938,504.47	7,288,236.73	0.00	0.00		0.00	0.00	0.00	
									221,663,766.00	443,327,532.00			337,341,489.00	221,663,766.00			109,238,988.33	100,138,327.67	0.00	0.00		0.00	0.00	0.00	
									117,297,653.00	234,595,306.00			117,297,653.00	117,297,653.00											
									221,663,766.00	443,327,532.00			337,341,489.00	221,663,766.00											
									117,297,653.00	234,595,306.00			117,297,653.00	117,297,653.00											
									221,663,766.00	443,327,532.00			337,341,489.00	221,663,766.00											
									117,297,653.00	234,595,306.00			117,297,653.00	117,297,653.00											
									221,663,766.00	443,327,532.00			337,341,489.00	221,663,766.00											
									117,297,653.00	234,595,306.00			117,297,653.00	117,297,653.00											
									221,663,766.00	443,327,532.00			337,341,489.00	221,663,766.00											
									117,297,653.00	234,595,306.00			117,297,653.00	117,297,653.00											
									221,663,766.00	443,327,532.00			337,341,489.00	221,663,766.00											
									117,297,653.00	234,595,306.00			117,297,653.00	117,297,653.00											
									221,663,766.00	443,327,532.00			337,341,489.00	221,663,766.00											
									117,297,653.00	234,595,306.00			117,297,653.00	117,297,653.00											
									221,663,766.00	443,327,532.00			337,341,489.00	221,663,766.00											
									117,297,653.00	234,595,306.00			117,297,653.00	117,297,653.00											
									221,663,766.00	443,327,532.00			337,341,489.00	221,663,766.00											
									117,297,653.00	234,595,306.00			117,297,653.00	117,297,653.00											
									221,663,766.00	443,327,532.00			337,341,489.00	221,663,766.00											
									117,297,653.00	234,595,306.00			117,297,653.00	117,297,653.00											
									221,663,766.00	443,327,532.00			337,341,489.00	221,663,766.00											
									117,297,653.00	234,595,306.00			117,297,653.00	117,297,653.00											
									221,663,766.00	443,327,532.00			337,341,489.00	221,663,766.00											
									117,297,653.00	234,595,306.00			117,297,653.00	117,297,653.00											
									221,663,766.00	443,327,532.00			337,341,489.00	221,663,766.00											
									117,297,653.00	234,595,306.00			117,297,653.00	117,297,653.00											
									221,663,766.00	443,327,532.00			337,341,489.00	221,663,766.00											
									117,297,653.00	234,595,306.00			117,297,653.00	117,297,653.00											
									221,663,766.00	443,327,532.00			337,341,489.00	221,663,766.00											
									117,297,653.00	234,595,306.00			117,297,653.00	117,297,653.00											
									221,663,766.00	443,327,532.00			337,341,489.00	221,663,766.00											
									117,297,653.00	234,595,306.00			117,297,653.00	117,297,653.00											
									221,663,766.00	443,327,532.00			337,341,489.00	221,663,766.00											
									117,297,653.00	234,595,306.00			117,297,653.00	117,297,653.00											
									221,663,766.00	443,327,532.00			337,341,489.00	221,663,766.00											
									117,297,653.00	234,595,306.00			117,297,653.00	117,297,653.00											
									221,663,766.00	443,327,532.00			337,341,489.00	221,663,766.00											
									117,297,653.00	234,595,306.00			117,297,653.00	117,297,653.00											
									221,663,766.00	443,327,532.00			337,341,489.00	221,663,766.00											
									117,297,653.00	234,595,306.00			117,297,653.00	117,297,653.00											
									221,663,766.00	443,327,532.00			337,341,489.00	221,663,766.00											
									117,297,653.00	234,595,306.00			117,297,653.00	117,297,653.00											
									221,663,766.00	443,327,532.00			337,341,489.00	221,663,766.00											
									117,297,653.00	234,595,306.00			117,297,653.00	117,297,653.00											
									221,663,766.00	443,327,532.00			337,341,489.00	221,663,766.00											
									117,297,653.00	234,595,306.00			117,297,653.00	117,297,653.00											
									221,663,766.00	443,327,532.00			337,341,489.00	221,663,766.00											
									117,297,653.00	234,595,306.00			117,297,653.00	117,297,653.00											
									221,663,766.00	443,327,532.00			337,341,489.00	221,663,766.00											
									117,297,653.00	234,595,306.00			117,297,653.00	117,297,653.00											

FOOT District	Ports	Bridge Cost (Million Dollars)	Financial Management #	Program Project #	Description	Allocation #	Category	FY08 New Programs	FY08 Total	Port Match	Open Funding	Source(s)	FY08 Balance of	Total Available	Contract Execution Date	Contract Completion Date	Total Allocated by FY08	Remaining Balance	Submitted Requests and get	Extended From the Requestion	Net Funds	Net Funds	Net Funds
1	Port Manatee	012020129	4054719401	AN699	Truck Chaining & Crane	PY 07034	08809	\$750,000.00	\$750,000.00	\$750,000.00			1,850,000.00	750,000.00	750,000.00	5/14/2004	7/1/2011	750,000.00	0.00			0.00	0.00
				PY 05406	Supplemental #2	PY 05406		1,000,000.00	1,000,000.00				1,000,000.00	1,000,000.00			1,000,000.00	0.00					
				PY 08009	Supplemental #3	PY 08009		300,000.00	300,000.00				600,000.00	300,000.00		7/1/2014	178,847.3	121,152.7					
								-121,152.27	-121,152.27				-242,212.54	-121,152.27									
				PY 08009	Intermodal Container Terminal	PY 08009		700,000.00	700,000.00				1,400,000.00	700,000.00		6/26/2008	7/1/2014	693,562.93	6,437.07				
								-6,437.07	-6,437.07				-6,437.07	-6,437.07									
				PY 08009	Four Lane South Dock Street	PY 08009		1,000,000.00	1,000,000.00				2,000,000.00	1,000,000.00		6/26/2008	7/1/2012	0.00	1,000,000.00				
								-1,000,000.00	-1,000,000.00				-200,000.00	-1,000,000.00									
				PY 00001	Island RR	PY 00001		292,342.00	292,342.00				1,755,342.00	292,342.00		6/4/2001		292,342.00	0.00				
								532,658.00	532,658.00				532,658.00	532,658.00		6/26/2008	7/1/2012	532,658.00	0.00				
				PY 07008	Intermodal Container Terminal	PY 07008		1,000,000.00	1,000,000.00				2,250,000.00	1,000,000.00		9/7/2007	7/1/2013	2,126.75	997,873.25				
								-997,873.25	-997,873.25				-997,873.25	-997,873.25									
				PY 05406	Access Harbor Causeway	PY 05406		487,500.00	487,500.00				975,000.00	487,500.00		6/6/2006		487,500.00	0.00				
				PY 08007	Supplemental #1	PY 08007		509,013.00	509,013.00				1,018,026.00	509,013.00				509,013.00	0.00				
				PY 08009	Supplemental #2	PY 08009		2,000,000.00	2,000,000.00				4,000,000.00	2,000,000.00		7/1/2015		2,000,000.00	0.00				
				PY 08010	Supplemental #3	PY 08010		-887,703.00	-887,703.00				-1,783,006.00	-887,703.00		7/1/2015		1,052,297.00	895,709.00				
								143,170.00	143,170.00				71,585.00	0.00		11/20/2008	7/1/2012	71,585.00	0.00				
				PY 07008	Economic Stimulus	PY 07008		303,415.00	303,415.00				606,830.00	303,415.00		11/20/2008	7/1/2012	303,415.00	0.00				
				PY 11011	Cold Storage Warehouse	PY 11011		735,660.00	735,660.00				1,471,320.00	735,660.00		12/17/2010		735,660.00	0.00				
				PY 11112	Supplemental	PY 11112		922,308.00	922,308.00				1,844,616.00	922,308.00				922,308.00	0.00				
				PY 11113	Supplemental	PY 11113		1,837,719.00	1,837,719.00				3,675,438.00	1,837,719.00		7/1/2015		1,837,719.00	0.00				
				PY 11112	Container & Cargo	PY 11112		2,049,243.00	2,049,243.00				4,098,486.00	2,049,243.00		6/26/2008		2,049,243.00	0.00				
				PY 11114	South Channel Access Driveway	PY 11114		1,857,582.00	1,857,582.00				3,715,164.00	1,857,582.00		7/1/2017		1,857,582.00	0.00				
								330,207.00	330,207.00				660,414.00	330,207.00		12/8/2004	7/1/2013	330,207.00	0.00				
				PY 12113	South Capacity	PY 12113		404,686.00	404,686.00				809,372.00	404,686.00		5/24/2013	7/1/2018	258,000.00	146,686.00				
								17,691,473.41	17,691,473.41				38,665,257.14	17,691,473.41		9/25/2013	3/31/2017	8,517,801.50	9,343,871.91	0.00	0.00	0.00	0.00
								0.00	0.00				0.00	0.00				1,000,000.00	0.00				
								1,000,000.00	1,000,000.00				1,000,000.00	1,000,000.00				0.00	0.00	0.00	0.00	0.00	0.00
								0.00	0.00				0.00	0.00				0.00	0.00	0.00	0.00	0.00	0.00
								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	0.00				0.00	0.00				0.00	0.00	0.00	0.00	0.00	0.00
								215,000.00	215,000.00				0.00	0.00				215,000.00	0.00				
								0.00	0.00				0.00	0.00				0.00	0.00	0.00	0.00	0.00	0.00
								115,460.00	115,460.00				0.00	0.00		12/31/2007	12/31/2014	115,460.00	0.00				
								1,915.00	1,915.00				0.00	0.00				1,915.00	0.00				
								0.00	0.00				0.00	0.00				0.00	0.00	0.00	0.00	0.00	0.00
								420,644.00	420,644.00				841,288.00	420,644.00		7/13/2009	6/30/2014	420,644.00	0.00				
								0.00	0.00				841,288.00	420,644.00				420,644.00	0.00				
								420,644.00	420,644.00				841,288.00	420,644.00				420,644.00	0.00				
								647,189.00	647,189.00				1,294,378.00	647,189.00		0.00		647,189.00	0.00				
								347,692.00	347,692.00				695,384.00	347,692.00		5/20/2010	12/31/2014	347,692.00	0.00				
								-347,692.00	-347,692.00				-695,384.00	-347,692.00				-347,692.00	0.00				
								75,000.00	75,000.00				150,000.00	75,000.00		7/19/2011	12/31/2015	75,000.00	0.00				
								50,000.00	50,000.00				100,000.00	50,000.00				22,035.90	\$27,964.10				
								287,277.00	287,277.00				574,554.00	287,277.00				287,277.00	0.00				
								60,648.00	60,648.00				121,296.00	60,648.00		12/31/2015		60,648.00	0.00				
								492,925.00	492,925.00				985,850.00	492,925.00				492,925.00	0.00				
								448,000.00	448,000.00				896,000.00	448,000.00		1/9/2008		\$302,435.28	0.00				
								\$201,000.00	\$201,000.00				402,000.00	201,000.00		12/31/2010		\$201,000.00	0.00				
								-365,141.22	-365,141.22				-730,282.44	-365,141.22				\$20,445.24	0.00				
								1,265,000.00	1,265,000.00				2,530,000.00	1,265,000.00		1/19/2007	1/31/2011	1,265,000.00	0.00				
								-1,156,086.61	-1,156,086.61				-2,312,173.22	-1,156,086.61				\$1,156,086.61	0.00				
								1,899,541.00	1,899,541.00				3,799,082.00	1,899,541.00		6/23/2011	6/30/2014	1,899,541.00	0.00				
								1,156,081.00	1,156,081.00				2,312,173.22	1,156,081.00				1,156,081.00	0.00				
								454,000.00	454,000.00				908,000.00	454,000.00		1/18/2008		454,000.00	0.00				
								189,160.00	189,160.00				378,320.00	189,160.00				189,160.00	0.00				
								0.00	0.00				0.00	0.00		12/31/2010		1,899,999.99	0.00				
								5,256,106.07	5,256,106.07				10,512,212.14	5,256,106.07				4,533,945.00	0.00				
								8,365,679.34	8,365,679.34				16,731,358.68	8,365,679.34				8,365,679.34	0.00				
								2,349,599.77	2,349,599.77				4,699,199.54	2,349,599.77				2,349,599.77	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	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	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	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	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	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	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	0.00	0.00	0.00
								0.00	0.00				0.00	0.00			</						

FOOT District	Port	Program Project	Financial Management ID	Contract	Description	Allocation FY	Category	FOOT Actual Program	Local	Port Match	Other Funding	Source ID	FOOT Estimate of Program	Total Estimated Program	Contract Execution Date	Total Estimated by FY09	Remaining Balance	Submitted Request and get Response	Extended From and get Response	Port Comments	Real Funds (Port and Intermodal)	Net Funds (Port and Intermodal)																				
FOOT District 6	Port of Miami	04/01/0429	23859714501	A7852	New North Entrance	FY 04/05		\$1,267,000.00	3,384,116.00	0.00		08859	\$1,267,000.00	\$1,267,000.00	10/01/1997	\$1,163,535.39	16,464.61			Reduced to balance commitments																						
FOOT District 6	Port of Miami	04/01/0429	23859714501	A0954	New North Entrance Supplemental	FY 11/12		2,500,000.00	0.00	0.00		08859	\$2,500,000.00	\$2,500,000.00	4/7/2012	84,453.09	1,115,546.91																									
Total District 6	Port of Miami							4,883,535.39	1,134,569.36	2,708,644.17	0.00	0.00	4,883,535.39	4,883,535.39	6/27/1744	1,567,988.48	3,615,546.91	0.00	0.00	0.00	0.00																					
Total District 6 - Total Port Canal	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																					
6	Port Miami	06/20/0629	4205429401	A0109	Cargo Gateway Supplemental	FY 06/07	08800	3,398,116.00	0.00	0.00		District Intermodal Development	7,096,232.00	3,398,116.00	10/25/2006	232,175.32	1,161,569.68	0.00																								
6	Port Miami	06/40/0612	42048119401	A0866	Eastern Port Blvd	FY 06/07	08872	0.00	1,560,000.00	0.00	0.00	County Intermodal Grant Exm	3,300,000.00	1,560,000.00	6/16/2006	1,560,000.00	0.00																									
6	Port Miami	06/20/0629	4205429401	A0866	Eastern Port Blvd	FY 06/07	08872	0.00	1,560,000.00	0.00	0.00	County Intermodal Grant Exm	3,300,000.00	1,560,000.00	6/16/2006	1,560,000.00	0.00																									
6	Port Miami	06/20/0629	4205429401	A0866	Eastern Port Blvd	FY 06/07	08872	0.00	1,560,000.00	0.00	0.00	County Intermodal Grant Exm	3,300,000.00	1,560,000.00	6/16/2006	1,560,000.00	0.00																									
6	Port Miami	06/20/0629	4205429401	A0866	Eastern Port Blvd	FY 06/07	08872	0.00	1,560,000.00	0.00	0.00	County Intermodal Grant Exm	3,300,000.00	1,560,000.00	6/16/2006	1,560,000.00	0.00																									
6	Port Miami	06/20/0629	4205429401	A0866	Eastern Port Blvd	FY 06/07	08872	0.00	1,560,000.00	0.00	0.00	County Intermodal Grant Exm	3,300,000.00	1,560,000.00	6/16/2006	1,560,000.00	0.00																									
6	Port Miami	06/20/0629	4205429401	A0866	Eastern Port Blvd	FY 06/07	08872	0.00	1,560,000.00	0.00	0.00	County Intermodal Grant Exm	3,300,000.00	1,560,000.00	6/16/2006	1,560,000.00	0.00																									
6	Port Miami	06/20/0629	4205429401	A0866	Eastern Port Blvd	FY 06/07	08872	0.00	1,560,000.00	0.00	0.00	County Intermodal Grant Exm	3,300,000.00	1,560,000.00	6/16/2006	1,560,000.00	0.00																									
6	Port Miami	06/20/0629	4205429401	A0866	Eastern Port Blvd	FY 06/07	08872	0.00	1,560,000.00	0.00	0.00	County Intermodal Grant Exm	3,300,000.00	1,560,000.00	6/16/2006	1,560,000.00	0.00																									



FY	FY 02/03	FY 04/05	FY 05/06	FY 06/07	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	FY 31/32	FY 32/33	FY 33/34	FY 34/35	FY 35/36	FY 36/37	FY 37/38	FY 38/39	FY 39/40	FY 40/41	FY 41/42	FY 42/43	FY 43/44	FY 44/45	FY 45/46	FY 46/47	FY 47/48	FY 48/49	FY 49/50	FY 50/51	FY 51/52	FY 52/53	FY 53/54	FY 54/55	FY 55/56	FY 56/57	FY 57/58	FY 58/59	FY 59/60	FY 60/61	FY 61/62	FY 62/63	FY 63/64	FY 64/65	FY 65/66	FY 66/67	FY 67/68	FY 68/69	FY 69/70	FY 70/71	FY 71/72	FY 72/73	FY 73/74	FY 74/75	FY 75/76	FY 76/77	FY 77/78	FY 78/79	FY 79/80	FY 80/81	FY 81/82	FY 82/83	FY 83/84	FY 84/85	FY 85/86	FY 86/87	FY 87/88	FY 88/89	FY 89/90	FY 90/91	FY 91/92	FY 92/93	FY 93/94	FY 94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	FY 03/04	FY 04/05	FY 05/06	FY 06/07	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	FY 31/32	FY 32/33	FY 33/34	FY 34/35	FY 35/36	FY 36/37	FY 37/38	FY 38/39	FY 39/40	FY 40/41	FY 41/42	FY 42/43	FY 43/44	FY 44/45	FY 45/46	FY 46/47	FY 47/48	FY 48/49	FY 49/50	FY 50/51	FY 51/52	FY 52/53	FY 53/54	FY 54/55	FY 55/56	FY 56/57	FY 57/58	FY 58/59	FY 59/60	FY 60/61	FY 61/62	FY 62/63	FY 63/64	FY 64/65	FY 65/66	FY 66/67	FY 67/68	FY 68/69	FY 69/70	FY 70/71	FY 71/72	FY 72/73	FY 73/74	FY 74/75	FY 75/76	FY 76/77	FY 77/78	FY 78/79	FY 79/80	FY 80/81	FY 81/82	FY 82/83	FY 83/84	FY 84/85	FY 85/86	FY 86/87	FY 87/88	FY 88/89	FY 89/90	FY 90/91	FY 91/92	FY 92/93	FY 93/94	FY 94/95	FY 95/96	FY 96/97	FY 97/98	FY 98/99	FY 99/00	FY 00/01	FY 01/02	FY 02/03	FY 03/04	FY 04/05	FY 05/06	FY 06/07	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	FY 31/32	FY 32/33	FY 33/34	FY 34/35	FY 35/36	FY 36/37	FY 37/38	FY 38/39	FY 39/40	FY 40/41	FY 41/42	FY 42/43	FY 43/44	FY 44/45	FY 45/46	FY 46/47	FY 47/48	FY 48/49	FY 49/50	FY 50/51	FY 51/52	FY 52/53	FY 53/54	FY 54/55	FY 55/56	FY 56/57	FY 57/58	FY 58/59	FY 59/60	FY 60/61	FY 61/62	FY 62/63	FY 63/64	FY 64/65	FY 65/66	FY 66/67	FY 67/68	FY 68/69	FY 69/70	FY 70/71	FY 71/72	FY 72/73	FY 73/74	FY 74/75
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**TAB 8**  
**RECOMMENDATION AND APPROVAL**  
**OF FY 13/14 AND 14/15 FSTED PROGRAM**  
**PROJECT ALLOCATIONS**

# Florida Seaport Transportation and Economic Development Council

REALLOCATION OF FY 13/14 FSTED PROGRAM FUNDS and  
ALLOCATION OF ADDITIONAL FY 14/15 FSTED PROGRAM FUNDS

April 2014

<u>Port</u>	<u>Project</u>	<u>Total Project Cost</u>	<u>Amount Requested</u>	<u>Recommended Allocation</u>
Canaveral	Cruise Terminal 1 Passenger Boarding Bridge	\$4,142,000.00	\$500,000.00	\$343,313.00
Everglades	Westward Lengthening of Slip 2	\$23,000,000.00	\$543,313.00	
Jacksonville	Blount Island Marine Terminal Improvements	\$1,300,000.00	\$543,313.00	
Palm Beach	On-Port Intermodal Rail Facility Expansion Project	\$7,735,250.00	\$300,000.00	\$150,000.00
St. Pete	Port Infrastructure Repairs and Renovation	\$400,000.00	\$50,000.00	\$50,000.00
Tampa Bay	Gateway Rail Ethanol Terminal	\$1,550,262.00	\$775,131.00	
Total		\$38,127,512.00	\$2,711,757.00	\$543,313.00



# Board of County Commissioners

DEPARTMENT OF PUBLIC WORKS

ADMINISTRATION

3600 W. Sovereign Path, Suite 212

Lecanto, Florida 34461

Telephone: (352) 527-5477 Fax: (352) 527-5479

Citrus Springs/Dunnellon/Inglis/Yankeetown area - Toll Free (352) 489-2120

TTY Telephone: (352) 527-0825 or (352) 527-5312

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DPW-JR-L-14-08

March 6, 2014

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

RE: FY 13/14 Port Master Planning Project

Dear Mr. Almira:

The Citrus County Board of County Commissioners will be unable to perform the Port Citrus Master Plan this year, for which the FSTED Council allocated \$137,500. We believe the Port anticipates being able to use the funds in FY 2016, but would like to return the funds to the Council for reallocation at this time. If another port were able to use these funds, Port Citrus would like consideration from that port in the future, once we are ready to commence with the Master Plan.

Sincerely,

Jeff Rogers, P.E.  
Public Works Director

JWR/QW/cjo

cc: Citrus County Port Authority Board  
Bill Stevens, P.E., Engineering Division Director  
Quincy D. Wylupek, Engineering Project Manager



March 11, 2014

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

Re: Additional Funding

Thank you for the opportunity to request a portion of the additional FSTED funds now available. Port Canaveral has a number of projects both planned and underway. The number one priority for us at this time, in terms of funding, is our new Cruise Terminal 1. The new cruise terminal will enable us to handle the increased number and size of ships which will come with our new contracts. We would respectfully submit the following project for consideration:

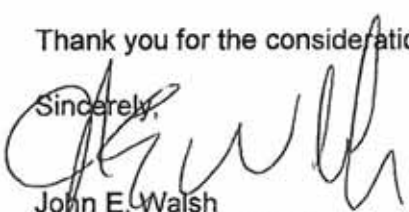
<b><u>Project Name:</u></b>	<b><u>Cruise Terminal One Mobile Passenger Boarding Bridge (Gangway)</u></b>
<b>Project Cost:</b>	\$4,142,000 for 2 gangways
<b>Requested Amount:</b>	\$500,000
<b>Project Description:</b>	The scope of this project will include design, manufacture, delivery, installation and commissioning of two Mobile Elevating Gangways. The gangway is weather protected convenient gangway for passengers boarding and disembarking cruise vessels. The Gangway is mobile and can operate between various exits at the Terminal. For servicing different ship door heights, the end connected to the ship is hydraulically adjustable. These adjustments are used for compensating variation in water levels and ship heel. The mobile Gangway landside transition is vertically adjustable.

SEACIP Approval: PFS0002373, Cruise Terminal 1

Cruise Terminal 1 was added as an approved project, found consistent in the SEACIP process. By adding the requested \$500,000, with the 50% match from Port Canaveral, this would help pay for the purchase of the gangways. With the anticipated additional volume of over 500 thousand new revenue passengers, the funding will certainly generate a solid return on investment for both Port Canaveral and the State of Florida.

Thank you for the consideration of this project.

Sincerely,

  
John E. Walsh  
Port Director and CEO





PORT EVERGLADES DEPARTMENT – Chief Executive & Port Director's Office  
1850 Eller Drive, Fort Lauderdale, Florida 33316  
954-468-0140 FAX 954-523-8713

February 25, 2014

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

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

Dear Mr. Almira:

In response to the recent announcement of the availability of \$543,313 in Florida Seaport Transportation and Economic Development (FSTED) funds for FY 2014/15, Port Everglades is requesting that consideration be given for the allocation of these funds to the Port's **Slip 2 - Westward Lengthening** project (FM No. 4350321). Implementation of this project is critically needed. The project has already been approved by the FSTED Council; and \$1,850,000 in FY 2014/15 has already been allocated. The total estimated cost is \$23,000,000.00.

The **Slip 2 - Westward Lengthening** project consists of the lengthening Slip 2 (Berth 4) to the west, approximately 250 feet, in order to accommodate larger cruise vessels. This will result in a slip that is approximately 1,150 feet in length. This project is a direct complement to the Port's Cruise Terminal 4 Expansion project, which will start construction in March 2014 and be completed by the end of 2014. That project will allow for simultaneous embarkation/debarkation passenger processing and a new ground transportation area (GTA), including parking. Upon completion, these projects will facilitate additional cruise passenger activities that can be accommodated at the longer berth and upgraded cruise terminal.

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Steve Cernak".

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

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

## Toy Keller

---

**From:** Michael Poole <Michael.Poole@jaxport.com>  
**Sent:** Tuesday, March 11, 2014 6:54 PM  
**To:** Toy Keller  
**Subject:** RE: Reminder

Toy,

Jaxport has a project:  
Title: Roll-On/Roll-Off Loading Area  
Cost: \$1.3 m

This is part of previously approved FSTED project –  
PFS0001852 Blount Island Marine Terminal Improvements & Expansion

Thanks,

Michael B. Poole  
Chief Financial Officer  
JAXPORT | 2831 Talleyrand Avenue, Jacksonville, Florida 32206  
T: (904) 357-3061 | M: (904) 677-62375  
[michael.poole@jaxport.com](mailto:michael.poole@jaxport.com) | [www.jaxport.com](http://www.jaxport.com)



**From:** Toy Keller [mailto:toy.keller@flaports.org]  
**Sent:** Tuesday, March 11, 2014 10:11 AM  
**To:** Paul Anderson (panderson@tampaport.com); Manny Almira (malmira@portofpalmbeach.com); Brian Taylor  
**Cc:** ACANDIS@tampaport.com; baker@portofpalmbeach.com; cklug@tampaport.com; dgreenslade@portcanaveral.com;  
Doug Wheeler; Jennifer Krell Davis; Jim Dubea; JSMITH@tampaport.com; jtt@tampaport.com;  
KHern@portofpalmbeach.com; mdubina@tampaport.com; Michael Poole; Mike Rubin; pposton@portcanaveral.com;  
pzielinski@portofpalmbeach.com; RKANCHARLA@tampaport.com; TCarey@portofpalmbeach.com;  
tlundeen@portofpalmbeach.com; 'david.kaufman@jaxport.com'; Dahlrose, Meredith  
**Subject:** Reminder

Good morning. You recently sent us an email, or called in response to our February 11<sup>th</sup> request for approved FSTED Program projects for which additional funds (\$543,313) have been identified by the FDOT. We subsequently asked for a letter of interest in accordance with FSTED Program statutory requirements (please see below). We are meeting with FDOT tomorrow to discuss allocations; if you still have an interest in receiving additional funds, we will need to receive your letter by COB today.

Thank you,  
Toy Keller





**Board of Commissioners**

Blair J. Ciklin  
Jean L. Enright  
George E. Mastics  
Edward R. Oppel  
Wayne M. Richards

**Executive Director**  
Manuel Almira, PPM®

March 11, 2014

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

Dear Mr. Almira,

The Port of Palm Beach respectfully requests \$300,000 to begin a phased start of our "On Port Intermodal Rail Facility Expansion Project." This project has been previously submitted through SeaCIP and has a status of "Consistent."

The Intermodal Rail Facility Expansion Project would provide for the reconfiguration of the Port's existing rail lines and construction of new rail lines and staging areas, including new track and switch construction. There would be lighting, storm water, utility and pavement section improvements, along with the demolition of obsolete structures.

The initial phase of this project is the relocation of low hanging Florida Power & Light (FPL) distribution power lines that interfere with the safe movement of cargo from one side of the yard to the other. The low line height, approximately 16 feet, precludes the use of reach stackers and large forklifts to move cargo and places severe limitations on cargo placement, due to electrical arcing distance requirements.

Located above these distribution power lines, on the same poles, are high voltage transmission lines. FPL has agreed to relocate the transmission lines, at their expense, of approximately \$1.5 Million. However, the relocation of the distribution lines is the Port's responsibility. FPL has estimated that those relocation costs would be approximately \$300,000. The relocation of the distribution and transmission lines is "shovel ready" as FPL is prepared to start this project in April 2015. Please see attachments for transmission and distribution line locations.

This project leverages Port of Palm Beach and FPL funds, with a significant FPL involvement. The project has an immediate return on investment as the relocation of the power lines allows for increased storage capability and increased safety.



Once the Intermodal Rail Facility Expansion Project is funded, this relocation of the power lines will allow for the movement of double-stack rail cars.

Sincerely,



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

Attachments: 3





**PORT** of *Palm Beach*

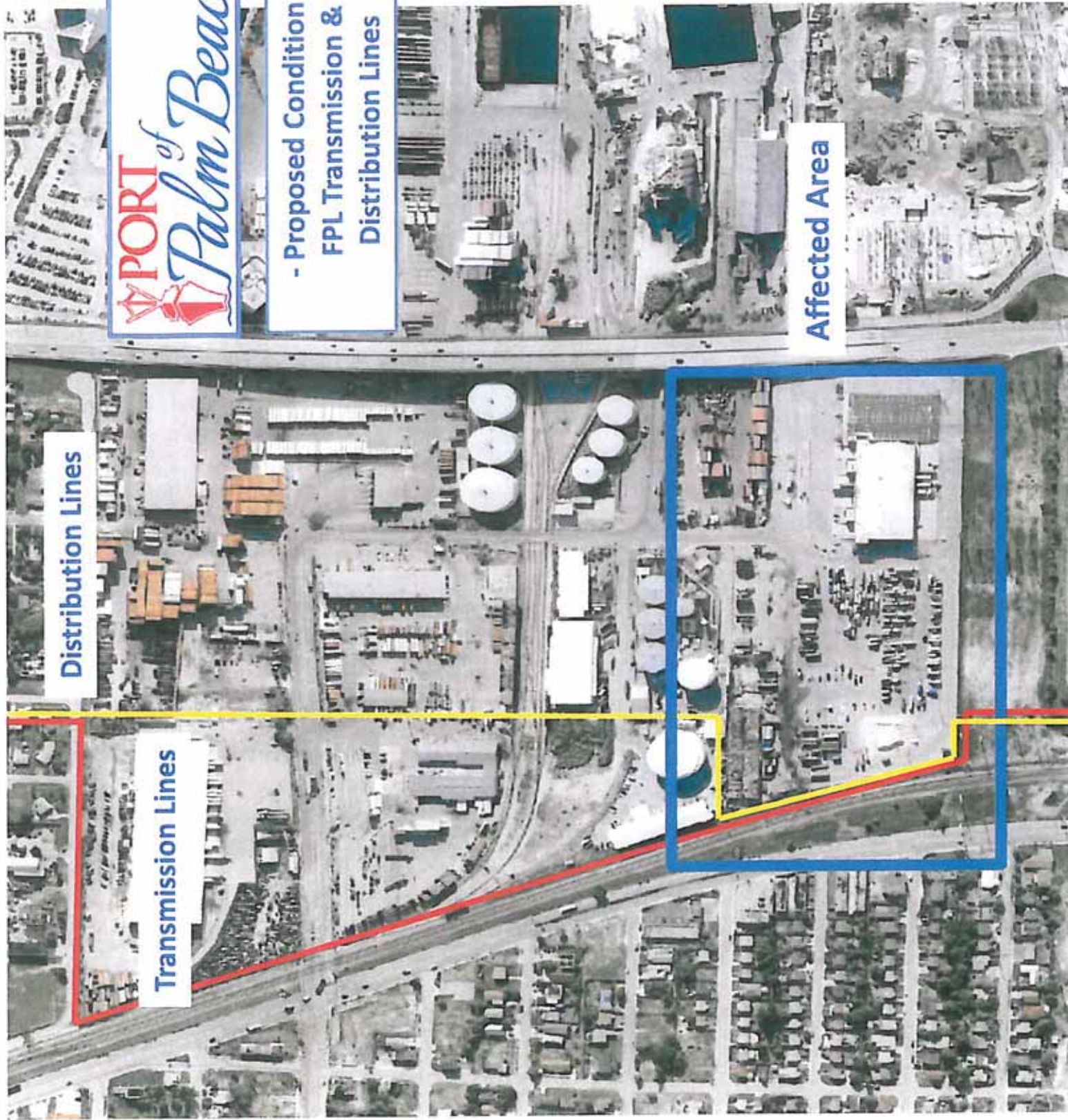
- Current Condition -  
FPL Transmission &  
Distribution Lines

Affected Area

Distribution Lines

Transmission Lines





**PORT** of *Palm Beach*

- Proposed Condition -  
FPL Transmission &  
Distribution Lines

Affected Area

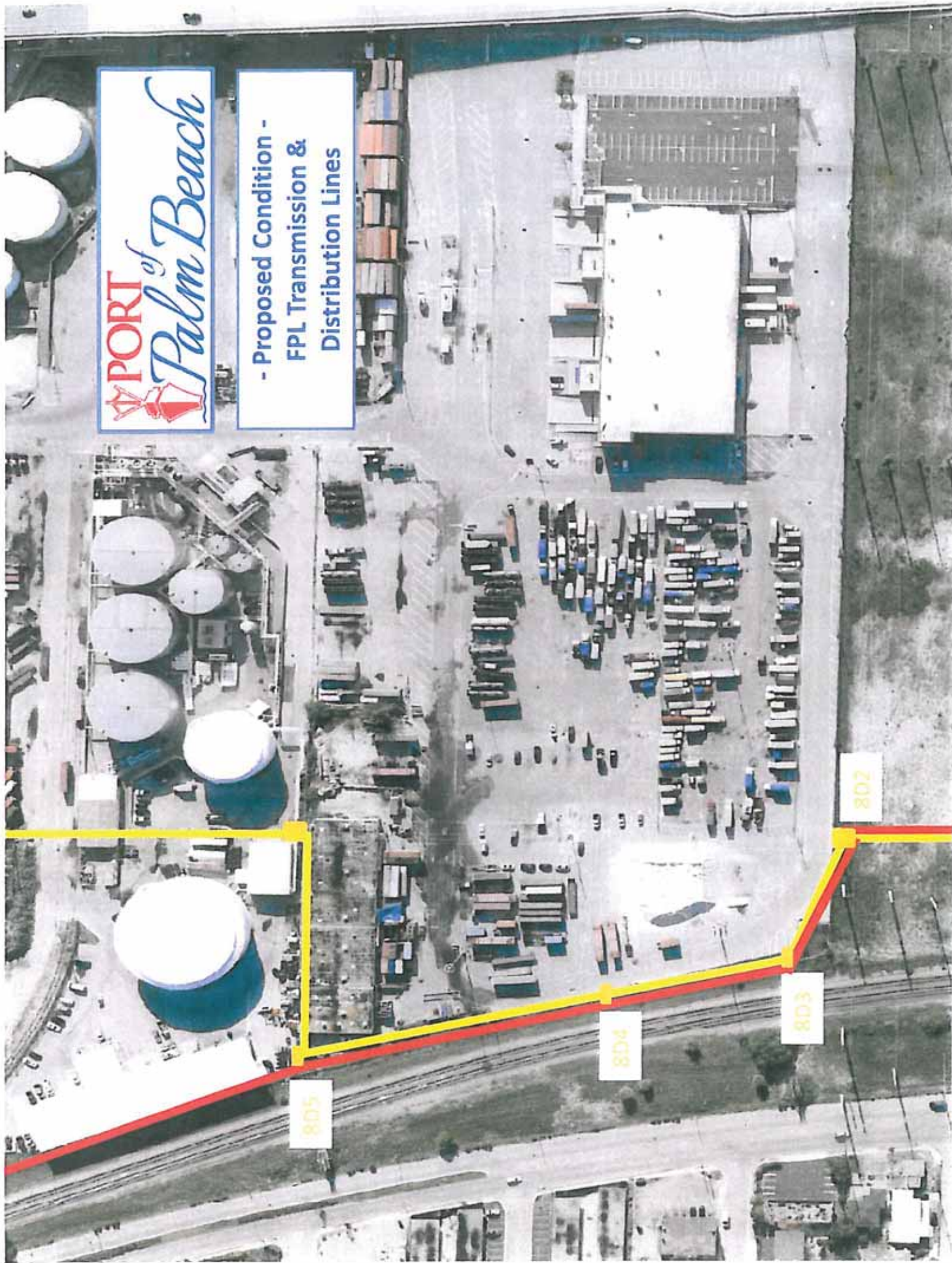
Distribution Lines

Transmission Lines





- Proposed Condition -  
FPL Transmission &  
Distribution Lines





**Downtown Enterprise Facilities Department  
St. Petersburg Marina, Store, & Fuel Dock**

City of St. Petersburg  
500 1st Avenue SE  
St. Petersburg, FL 33701-3906  
Telephone: 727-893-7329  
Fax: 727-551-3223  
Toll Free: 800-782-8350  
Website: [www.stpete.org/marina/](http://www.stpete.org/marina/)

March 5, 2014

Mr. Manuel Almira  
Chairman FSTED  
Florida Ports Council  
502 E. Jefferson Street  
Tallahassee, Florida 32301

Dear Chairman Almira:

The Port of St. Petersburg requests additional funding in the amount of \$50,000 from the \$137,500 FSTED funds being returned by Port Citrus. Matching funds in the amount of \$50,000 will be provided from City CIP funds and/or private funds.

These funds would be used for Project: "Port Infrastructure Repairs and Renovations", which is a 4-year project approved in FY12/FY13 in the amount of \$400,000. Current funding is \$100,000 (\$50,000 FSTED and \$50,000 City CIP match). Specifically, the funds are planned for use on the port terminal building and parking/storage areas. Not only are these funds needed for regular maintenance and repair but may also be used to make improvements/adjustments to accommodate potential new port tenants.

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

Thank you for your consideration of this request.

Sincerely,

Walter S. Miller  
Port Director  
Port of St. Petersburg





March 11, 2014

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

Dear Chairman Almira:

Please find below the Port Tampa Bay's request for additional funding for FY 14/15.

**PROJECT DESCRIPTION:** Gateway Rail Ethanol Terminal at Hookers Point. This project significantly enhances the railroad system and is part of the Hookers Point Terminal improvement. The Gateway Rail Ethanol Terminal receives 96 car unit trains two to three times per week. Currently, the trains can only travel one direction along in a clockwise fashion to the rail terminal by arriving along the east side and then exiting on the west side of Hookers Point peninsula. This project will extend the four rail siding out of the north side of the terminal and connecting to the east side mainline rail, which will allow the unit trains to travel to the rail terminal from either direction on Hookers Point. The improvement will considerably improve the rail switching operations for the ethanol trains and help reduce traffic delays on the Port roadways.

**AMOUNT CURRENT ALLOCATED:** \$0

**TOTAL PROJECT COST:** \$1,550,262

**AMOUNT REQUESTED:** \$775,131

**PROJECT READINESS:** Design underway, project will be completed in 12 months. The project is a part of Hookers Point Improvement project which is already approved by the FSTED Council.

Thank you for your consideration and please let us know if you need additional information.

Sincerely,

A. Paul Anderson  
President & CEO  
Port Tampa Bay

Cc: Ram Kancharla, PTB

**TAB 9**  
**OTHER ISSUES**

**TO BE DISCUSSED**



**TAB 10**  
**ADJOURNMENT**