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Florida Seaport Transportation and  
Economic Development Council

**Wednesday, October 25, 2023**  
**1:00 p.m. – 2:00 p.m. EST**

**Via Microsoft Teams**

# FSTED

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## Florida Seaport Transportation and Economic Development Council

### AGENDA

Via Microsoft Teams

Wednesday, October 25, 2023

1:00 p.m. – 2:00 p.m.

1. **Call to Order, Chairman’s Welcome and Opening Comments** – Chairman Alex King, Port Director, Panama City Port Authority
2. **Roll Call** – Emily Fisher, VP of Programs & Planning, Florida Port Council
3. **Administrative Issue: Approval of the August 2, 2023, Annual Meeting Summary** – Chairman Alex King, Port Director, Panama City Port Authority
4. **Reports and Studies**
  - a. **2023/2024 Seaport Mission Plan** – Emily Fisher, VP of Programs & Planning, Florida Port Council
  - b. **Statewide Economic Impact Analysis** – Lauren Rand, MPE, CPM, Manager, Seaport Office, Florida Department of Transportation
  - c. **Port Putnam Feasibility Assessment** – Mike Rubin, President & CEO, Florida Ports Council
5. **2024 Legislative Report** – Mike Rubin, President & CEO, Florida Ports Council
  - a. **\$20 million Aggregate Funding Update** – Lauren Rand, MPE, CPM, Manager, Seaport Office, Florida Department of Transportation
  - b. **GR Project List** – Mike Rubin, President & CEO, Florida Ports Council
6. **Program Funding**
  - a. **Approval of FSTED Program Fund Reallocations** – Chairman Alex King, Port Director, Panama City Port Authority
  - b. **Recommendations and Approval of FY 23/24 FSTED Security Grant Allocations (Remaining Funding)** – Chairman Alex King, Port Director, Panama City Port Authority
7. **New Business**
  - a. **Upcoming Spring Legislative FSTED/ FPC Meetings in Tallahassee: January 30, 31, & February 1**
8. **Adjournment**

**TAB 1**  
**Call to Order, Chairman's Welcome and**  
**Opening Comments**

**TAB 2**  
**Roll Call**



**TAB 3**  
**Administrative Issues: Approval of the**  
**August 2, 2023, Annual Meeting**  
**Summary**

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## Florida Seaport Transportation and Economic Development Council

### ANNUAL MEETING SUMMARY

#### FLORIDA SEAPORT TRANSPORTATION AND ECONOMIC DEVELOPMENT COUNCIL

August 2, 2023

Hilton Marina, Fort Lauderdale, FL

- 1. Call to Order, Chairman's Welcome and Opening Comments:** The annual meeting of the Florida Seaport Transportation and Economic Development (FSTED) Council was held on August 2, 2023, in Fort Lauderdale, Florida. Port Panama City Port Director, and FSTED Chairman, Alex King called the meeting to order at 1:30 p.m. EST.
- 2. Roll Call:** Emily Fisher, called the roll. Members present were:

Alex King, Chair, Port Panama City  
Captain John Murray, Port Canaveral  
Joshua Revord, Port of Ft. Pierce  
Eric Green, JAXPORT  
Andy Heckler on behalf of Hydi Webb, Port Miami  
Carlos Buqueras, SeaPort Manatee  
Michael Meekins, Port of Palm Beach  
Clark Merritt, Port of Pensacola  
Jonathan Daniels, Port Everglades

Charles Klug, on behalf of Paul Anderson, Port  
Tampa Bay  
David Kaufman, Port of Fernandina  
David Wirth, Port of St. Petersburg  
Sam Sullivan, Port Putnam  
Lauren Rand on behalf of Secretary Jared Perdue,  
Florida Department of Transportation (FDOT)  
Secretary J. Alex Kelly, FloridaCommerce

A quorum was present. Also, in attendance were:

Becky Hope, PortMiami  
Glenn Wiltshire, Port Everglades  
Damien Bressler, Port Panama City  
Diane Luensmann, Port Canaveral  
Tom Self, Port Canaveral  
Thomas Hobbs, Port Tampa Bay  
Laura Lenhart, Port Tampa Bay  
Mark Dubina, Port Tampa Bay  
Ryan Fierst, Port Tampa Bay  
David Anderton, Port Everglades  
Peter Bergeron, Port Canaveral  
Nick Primrose, JAXPORT  
Chris Cooley, Port Tampa Bay  
Dan Fitz-Patrick, SeaPort Manatee  
Jimmy McDonald, HNTB  
Dana Reeves, Court Reporter

Madeline Jones, HNTB  
Mauricio Pizarro, Burns McDonnell  
Maureen Smith, FloridaCommerce  
Matt Swanson, FloridaCommerce  
TJ Villamil, FloridaCommerce  
Rebekah Farris, Port Panama City  
Mike Williamson, Cambridge Systematics  
Nancy Leukauf, Nancy Leukauf & Associates  
Justin Ryan, JAXPORT  
Jeff Littlejohn, Adams & Reese  
Mike Rubin, Florida Ports Council  
Emily Fisher, Florida Ports Council  
Christy Gandy, Florida Ports Council  
Edie Ousley, Yellow Finch Strategies  
Ram Kancharla, Port Tampa Bay  
Mike Poole, Port Canaveral  
Candace Ericks, TSE Consulting  
Representative Chip LaMarca

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3. **Administrative Issues:** Chairman King moved onto discussion of administrative issues.
  - a. **Approval of the April 20, 2023, Virtual Meeting Summary:** Chairman King requested a motion for the approval of the April 20, 2023, FSTED meeting minutes. A motion was made by Captain John Murray, seconded by Eric Green, and passed unanimously.
  - b. **Report on Seaport Environmental Management Committee Meeting:** Chairman King recognized Chris Cooley, Director of Environmental Affairs at Port Tampa Bay and Chair of the Seaport Environmental Management Committee (SEMC). Cooley reported on the highlights from the Committee meeting, earlier that morning on August 2, 2023. Additionally, Chairman King announced it was time to appoint a new SEMC Chair and he appointed Joshua Revord, Port Director of the Port of Fort Pierce. Chairman King opened the floor for discussion; with no discussion, a motion was made by Carlos Buqueras, seconded by Jonathan Daniels, and passed unanimously, accepting Joshua Revord as new SEMC Chair.
  - c. **Report on FSTED Security Committee:** Chairman King recognized Peter Bergeron, Senior Director, Public Safety & Security at Port Canaveral and Chair of the FSTED Security Committee. Bergeron reported on the highlights from the Committee meeting earlier that morning of August 2, 2023. Bergeron advised that the ports submitted \$858,651 in security projects, that leaves a remainder of \$141,349 in the million-dollar budget. Bergeron recommended that the security project application portal be opened again for the remainder of funds.
4. **FSTED Officer Nominations/Election:** Chairman King opened the floor for FSTED officer nominations and suggestions. Jonathan Daniels, Port Director of Port Everglades, submitted a slate for consideration: Chairman: Alex King; Vice Chair: Eric Green; Secretary-Treasurer: Clark Merritt. A motion for the approval of the slate of officers as stated was made by Jonathan Daniels, was seconded by Captain John Murray, and passed unanimously.
5. **Reports and Studies:** Chairman King turned the discussion to reports and studies.
  - a. **2023/2024 Seaport Mission Plan:** Chairman King recognized Emily Fisher to give an update on the 2023 Seaport Mission Plan. Fisher advised that in the coming months, FDOT and the Florida Ports Council would combine efforts to gather data into one streamlined process and would be asking for this data by end of October 2023 with a deadline at the end of November 2023.
  - b. **Economic Impact Analysis:** Lauren Rand, Interim Chief of Mobile Development, Manager of the Seaport Office for Florida Department of Transportation, provide the update regarding the upcoming EIA. Rand advised that each seaport is responsible for updating their individual seaport EIA to contribute to a larger statewide EIA by June 30, 2024. Additionally, Rand discussed that FDOT may take on the EIA costs for smaller ports. Chairman King paused for an open discussion regarding Rice's Whales on the Gulf Coast of Florida. Chairman King asked the council for their input and open discussion on getting the four gulf coast seaports together to look at an economic study based on the critical habitat and restrictions set forth by NOAA. After discussion it was proposed to continue the conversation at the next FSTED meeting.

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c. **PIERS Data Contract:** Lauren Rand, Interim Chief of Mobile Development, Manager of the Seaport Office for Florida Department of Transportation, provide the update regarding PIERS. Rand indicated that the current PIERS contract has two years left of it and FDOT is going to explore more data options and platforms for the future. Rand stated that in the coming months and years, FDOT will be working with the seaports on the procurement of a possible new contract.

6. **Legislative Report:** Chairman King recognized Mike Rubin, President and CEO, of the Florida Ports Council, to provide the council with a forecast on Regular Session 2023. Rubin yielded the floor to Representative Chip LaMarca, District 100, to provide comments. Representative LaMarca made comments on the upcoming session and expectations.

At 2:30 p.m. Chairman King declared the FSTED meeting into recess for the FDOT hearing on the **Strategic Port Investment Initiative (SPII) Program**. Lauren Rand, Interim Chief of Mobile Development, Manager of the Seaport Office for Florida Department of Transportation, conducted this portion of the meeting. After discussion, the FSTED Council meeting was called back to order at 2:50 p.m.

7. **Agency Reports:** Chairman King transitioned to agency reports.

a. **FloridaCommerce:** Chairman King recognized the newly appointed Secretary of Commerce, J. Alex Kelly, to provide a brief update from the FloridaCommerce. Secretary Kelly detailed that FloridaCommerce is happy to help with efforts regarding Rice's Whales, including sending letters to Congress. Secretary Kelly also detailed the amount of good change with the newly branded Department of Commerce and stressed his appreciation and eagerness to partner with the Florida seaports.

b. **Department of Transportation (FDOT):** Chairman King recognized Lauren Rand, Interim Chief of Mobile Development, Manager of the Seaport Office for Florida Department of Transportation, to give the board an update on the happenings at the Florida Department of Transportation. Rand began by telling the council that the resiliency of our seaport system is critical to Florida's success. She mentioned that FDOT is about to kick off the Florida Supply Chain Resiliency Strategic Plan. The Plan will give Florida's freight community this opportunity to explore ways to further strengthen our supply chains, creating increased safety, security, quality of life, and economic prosperity for our businesses and residents. Rand detailed that technology is an opportunity for all ports to improve efficiencies, grow capabilities, and decrease their environmental impact. For example, Port Miami is net zero. The Cargo mobility optimization and resiliency project was an example of how ports use these capabilities to change the way they do business.

8. **Program Funding:** Chairman King moved onto the program funding discussion.

a. **Discussion and Review of Seaport Funding Spend Downs:** Chairman King recognized Mike Rubin, President and CEO, of the Florida Ports Council, to address and ask each port to present their specific port spend-downs of their allocated funding. Each port addressed their spend-down strategies for 2024.

b. **Approval of FSTED Program Fund Reallocations:** Chairman King recognized Carlos Buqueras, Port Director of SeaPort Manatee, to discuss his requested reallocation of the balance of remaining state fiscal year 2022 FSTED Program funds from application PFS0002744 (Dry / Chill Warehouse) to

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PFS0002921 (Zone B Pad Paving & Rail Spur - Phase I). After discussion, Chairman King requested a motion for the approval of the SeaPort Manatee Program Fund Reallocation. A motion was made by Eric Green, seconded by David Wirth, and passed unanimously.

- c. **Agency Reports on Consistency Review of FY 24/25 FSTED Project Applications:** Chairman King recognized Emily Fisher. Fisher stated there were 53 total projects, totaling in \$1.8 billion total estimated cost, put through the SeaCIP project application database; FPC, FDOT and FloridaCommere found these projects to be consistent with F.S. 311.07. Chairman King requested a motion for the approval of all consistent FSTED project applications in the 2024/2025 application cycle. A motion was made by Clark Merritt, seconded by Alex King, and passed unanimously.
- d. **Recommendations and Approval of FY 24/25 Program Allocations:** Chairman King recognized Emily Fisher to discuss the 2024-2025 FSTED program allocations. The FSTED Program Allocation Recommendations for 2024-2025 were as follows:

**Port Canaveral** - \$3,195,263 FSTED allocation for Port-wide Berth Rehabilitation.

**Port Everglades** - \$3,195,263 FSTED allocation for Terminal 29 Upgrades and Rehabilitation\*

\*Port Everglades Port Director, Jonathan Daniels, requested their priority project be changed from the original Port Crane Improvements and Upgrades to Terminal 29 Upgrades and Rehabilitation.

**JAXPORT** - \$3,195,262 FSTED allocation for Talleyrand Marine Terminal Waterside Improvements.

**SeaPort Manatee** - \$3,000,000 FSTED allocation for Berth Rehabilitation.

**PortMiami** - \$33,195,263 FSTED allocation for Cruise Terminal Improvements.

**Port of Panama City** - \$3,000,000 FSTED allocation for East Terminal Bulkhead Phase II.

**Port Pensacola** - \$2,625,000 FSTED allocation for Maritime High-Performance Center of Excellence Dock Complex

**Port of St. Petersburg** - \$150,000 FSTED allocation for Master Plan Project.

**Port Tampa Bay** - \$3,195,263 FSTED allocation for Hooker's Point- Container Berth 214, Uplands, Gate 2024-2025.

Chairman King requested a motion for the approval of the FY 2024/2025 FSTED Program Allocation recommendations, including the change to Port Everglades project. A motion was made by Carlos Buqueras, seconded by Captain John Murray, and passed unanimously.

- e. **Recommendations and Approval of FY 23/24 FSTED Security Grant Allocations:** Chairman King recognized Peter Bergeron, Senior Director, Public Safety & Security at Port Canaveral and Chair of the FSTED Security Committee, to discuss the security projects for 23/24. Bergeron said that all security projects were 100% funded under the million-dollar allocation with a total of \$800,659.00 and the left-over amount of \$141,349.00. Chairman King requested a motion for the approval of the FSTED Security Grant Allocation recommendations made for FY 2023/2024. A motion was made by Carlos Buqueras, seconded by Eric Green, and passed unanimously.
- f. **Federal Funding Opportunities:** Chairman King recognized Mike Rubin to give a federal funding update. Rubin reported that all NOFO's have been issued out. Rubin stated that some ports were very successful in the recent Federal Security Program.
- g. **State Funding Opportunities:** Chairman King recognized Mike Rubin to give a state funding update. Rubin yielded the floor to Mauren Smith, Bureau Chief of Strategic Business Development at

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FloridaCommerce to provide an update on the Florida Job Growth Grant Fund (FJGGF). Smith detailed that there are \$75 million dollars available this year for the FJGGF, since 2019, FloridaCommerce has awarded more than \$122 million in funds, 43 infrastructure and workforce projects, creating an estimated 94,500 direct and indirect jobs in 30 Florida counties. Smith mentioned that in May, Governor DeSantis awarded \$3.9 million to the City of Pensacola facility construction for improvements at the port, and that established a High-Performance Maritime Center for Excellence and help secure the City of Pensacola as American Home

**9. New Business:** No new business was discussed.

**10. Adjournment:** Chairman King adjourned the meeting at 3:38 p.m. ET.

**TAB 4**  
**Reports & Studies**

**TAB 4a**  
**2023/2024 Seaport Mission Plan**

# **To Be Discussed**

**TAB 4b**  
**Statewide Economic Impact Analysis**

# **To Be Discussed**

**TAB 4c**  
**Port Putnam Feasibility Assessment**

Putnam County  
Port Master Plan



## EXECUTIVE SUMMARY

The 2023 Port Putnam Master Plan provides a framework for the Port's revitalization and development program over the next ten years to facilitate the Putnam County Port Authority's goals of job creation and economic revitalization. Currently, these projects have started as evidenced by the leasing of port property to a local ship manufacturing company, the granting of Federal dollars by the Maritime Administration to study the current properties, markets and plans in order to enhance the economic opportunities presented by the port's revitalization and enhance the Master Plan itself. The facility will positively affect the local employment market and permit long-term established local companies to expand their commercial outreach and expand their individual operations.

### PORT OVERVIEW

Port Putnam consists of 17 acres located in an industrial zone north of the city of Palatka, the county seat. This property includes 400 feet of waterfront along the St. John's River that connects Central Florida to the Atlantic Ocean. While still mostly undeveloped, the Port's current infrastructure and location offers ideal development potential with its current waterway, rail line, major highway, and municipal airport access.

#### Opportunities

Port Putnam is located at a waterway, rail and road intersection which makes its location ideal for development of a regional transportation hub. The Federal waterway along the St. John's River connects Central Florida to the Atlantic Ocean and JaxPort. The rail line connects the Port to Jacksonville, Tampa, Orlando, Miami, and beyond. The road network that crosses the city of Palatka, just south of Port Putnam, connects the city with Interstates and major highways that traverse the State of Florida and beyond. Additionally, the Palatka airport is less than two miles from the Port and is poised to expand its runway length to accommodate larger cargo planes. The combination of these elements along with its central location make Port Putnam the ideal spot for the development of an intermodal cargo hub.

Certaineed, a subsidiary of Saint Gobain, has just expanded its Palatka operation resulting in doubling their import of gypsum and other raw materials from Spain. Currently, they ship the cargo into JaxPort then truck it to their plant. They have expressed a strong desire to transfer cargo at JaxPort from bulk carrier to barge and to ship their material through Port Putnam. This would not only reduce their transportation cost, it would also reduce their carbon footprint.

Beck Automotive, one of the Southeastern United States' largest automotive parts supplier, has expressed a strong desire to utilize Port Putnam to barge parts to new markets to expand their market and their local operation.

Veritas Steel manufactures bridge girders for accessible markets. Their current market is limited to components that can be transported across roads. With the revitalization of Port Putnam, they will have the ability to conquer new markets requiring larger girders as barge transportation will enable them to ship larger components. Furthermore, they currently import their steel by rail. Barge access to steel markets will permit them to import larger quantities of steel at one time resulting in less deliveries and lower raw material costs for them. The sum of these points will provide them with the opportunity to double their current operation and staff.

Putnam County and its surrounding areas are primarily agricultural. This industry requires fertilizer, growing media, stockfeed, inhibitors, chelates, dispersants and dust suppressants. These are currently transported by road for long distances resulting in high out-of-cost pockets for local farmers. Importing these materials into Port Putnam and then distributing them to local markets would reduce their transportation costs, a benefit to local farmers. Similarly, barge access would provide local farmers with a low cost solution for farm to market transportation.

#### Development Costs

The United States Army Corps of Engineers is in the last phase of conducting its Tentatively Selected Plan TSP hereafter) for the dredging of an access channel at Port Putnam. The Putnam County Port Authority's share will be twenty percent of the total cost which will be determined when the TSP is released. The channel dredging is essential to the port's revitalization.

Port Putnam's main infrastructure was constructed in 1961 and is nearing its life expectancy. Additionally, no as-builts or plans exist for either the bulkhead or the dockage area. In order to accommodate modern cargo needs, the bulkhead requires replacement and the dockage considerable refurbishing. The estimated cost for these infrastructure needs amounts to a little more than \$3 million.

Additional development should take place at the Port Annex located across Comfort Road from the Port. This sixteen (16) acre property is adjacent to CSX's main Jacksonville-Miami line and provides an ideal location for a cargo rail spur servicing a rail cart loading and unloading dock. This opportunity and the associated costs will be determined in the Port Infrastructure Development Grant partially funded by the U.S. Department of Transportation's Maritime Administration.

#### Economic Impacts

By restoring shipping activities to Port Putnam, the Putnam County Port Authority will provide the area with the opportunity for local manufacturers and business to expand their operation resulting in the creation of well-paying jobs and economic vitality for the region. Furthermore, the development of a regional cargo hub at the Port will provide incentive for businesses to relocate to the region importing additional well-paying jobs as well.

#### Goals

##### Goal 1: Economic Growth

Port Putnam, located in Putnam County just north of the City of Palatka the county seat, intends to plan and develop a functional commercial cargo vessel facility taking into consideration market forecasts, business inquiries, community's industrial and commercial resources, and working in cooperation with its public and private partners to create jobs and stimulate local and regional economic development. To achieve this goal, Port Putnam will engage professional experts using Maritime Administration Port Infrastructure Development grant funds to develop a phased program of infrastructure development and targeted marketing to provide the maximum possible economic, environmental, and social benefits to the community and region.

## Goal 2: Regional Collaboration

Port Putnam shall coordinate efforts with State and Local government as well as private stakeholders, and collaborate with some on initiatives to enhance economic development opportunities in Northeast Florida.

## Goal 3: Environment

Port Putnam is committed to preserving and protecting the quality of environmental resources in the community. It shall conserve and protect these resources consistent with port development and expansion.

## Goal 4: Transportation Efficiencies

Port Putnam will work with Local, State and Federal agencies as well as private entities responsible for road, water, air, and rail connectivity to ensure that the intermodal transportation infrastructure and connectivity necessary for Port operations are in place.

## Goal 5: Security

Port Putnam will establish programs and measures to protect human life and property from natural and man-made disasters.

## Goal 6: Financial Stability

Measures shall be undertaken to ensure Port Putnam's financial health as it develops and expands.

**Port Putnam  
Viability Assessment**



**October 19, 2023**

This Viability Assessment is hereby submitted in response to Florida Statute Section 311.09(13), which requires “a study examining the economic, technical, and operational viability of the establishment of a port in Putnam County.”

The Putnam County Port Authority governs Port Putnam under a landlord port business model. The Port was established in 1961 as part of the Florida Cross Barge Canal project. The port is located along the St. Johns River just north of the city of Palatka. It is about 60 miles upstream from Jacksonville and is accessible by both the CSX railway and US Highway 17. The port provides Putnam County and the adjacent region with commercial access to the river. Since the barge canal project was retired in 1972, Port Putnam has seen sporadic use due to air draft restrictions under the Shands Bridge and the silting of the port’s access channel over time. In 2018, FDOT launched the 46-mile-long First Coast Expressway project. This project includes raising the Shands Bridge from its current height of 45 feet to a commercially navigable height of 65 feet. Putnam County reached out to the US Army Corps of Engineers to explore the feasibility to dredge an access channel from the Federal Navigable Waterway to Port Putnam’s bulkhead. The combination of these projects opened an opportunity to revitalize Port Putnam and provide commercial vessel service to current and future businesses in the Putnam County area. FDOT’s First Coast Expressway project is scheduled to be completed in 2030, only 7 years from now. The US Army Corps of Engineers is scheduled to finalize its Tentative Selected Plan in March of 2024.

The Putnam County Port Authority has committed to investing \$105,000 towards a port development plan to turn Port Putnam into an operationally viable port capable of handling bulk aggregate and containerized cargo. Port staff has already developed an initial Port Master Plan in house. The Port will be able to load and unload vessels, and to provide services such as storage and repair facilities. The Port facilities currently include a 400-foot bulkhead that is capable of accommodating two barges simultaneously; this bulkhead is adjacent to a 31,000-square-foot docking area that is suitable for the loading, unloading, and temporary cargo storage. The Port also has two 20,000-square-foot warehouses and recently purchased a 16-acre parcel for \$1 million that is adjacent to the main port facilities. This new parcel will provide additional storage space and areas for drydock vessel storage, repair, and maintenance. Once the dock strengthening has been completed, the port will be able to accommodate Handysize Bulk Vessels, capable of carrying cargoes between 30,000- and 50,000 tons deadweight as well as barges. Cargoes that can move in these vessels include those that support pulp and paper and steel manufacturing, aggregates, agriculture, cement, road and bridge construction, project cargo, breakbulk cargo, ro-ro cargo, hurricane relief cargo, hurricane debris, and containers that support trade with the Caribbean.

While the essential components of a functioning port are already present at Port Putnam, some elements need to be reviewed or remedied to permit it to accept cargo vessels on a regular basis (see Facility Map in Appendix A). For example, bulkhead and dock facilities at the port were constructed in 1961. Their structural integrity will be evaluated as a component of the \$353,500 Port Infrastructure Development Grant awarded to Putnam County by the US Department of Transportation/Maritime Administration (USDOT) in October 2022 (to be enhanced with the \$105,000 match committed by the Putnam County Port Authority). The NEPA study required for this grant was completed in 2023, and the Port Authority is waiting for the final grant agreement to be signed by the USDOT. Upon execution of the grant, the port authority will immediately release a Request for Quotations seeking a consulting firm to conduct the tasks listed in the Federal Grant award. This award will include the needed bulkhead

analysis. The port authority currently estimates procurement will occur about February 2024, with the bulkhead analysis tentatively being completed during the summer 2024.

To accommodate large volumes of cargo and to provide functional rail access to Port Putnam, some design, engineering, and construction will be required on the port's 16-acre annex property. Final determinations on how to best utilize that property to handle cargo storage, rail access, and the loading and unloading of both rail cars and trucks, will be part of the Port Infrastructure Development Grant deliverables. This property's renovation will be a critical component in the intermodal aspect of Port Putnam in the future.

When the analysis has been completed, the necessary improvements or replacements will be implemented. The current cost estimate for the replacement of the bulkhead and the resurfacing of the dock facility is \$4.5 million. This will upgrade the dock facility to be able to handle modern cargo weights. The two warehouses that were constructed in 1970 are structurally sound and would require minimal to no improvements to be operational.

One of the biggest constraints to growing port operations at Port Putnam has been the lack of adequate water depth. Recent estimates by the US Army Corps of Engineers (USACE) measure the access depth by Port Putnam at less than eight feet – a hazard for cargo deliveries<sup>1</sup>. To remedy this prohibitive channel depth, Putnam County has been working with the USACE since 2017 to have a channel dredged from the bulkhead to the Federal Navigable Waterway in the St. John's River. The Corps started a CAP 107 project, which has already accomplished Federal Interest Determination; the project's Tentatively Selected Plan is scheduled to be completed in March 2024, when it will be proposed for approval. Recent channel design approaches have uncovered a more suitable route that would reduce the estimated dredging material, resulting in potential savings. The Port Authority has contributed \$300,000 towards the non-federal cost share for this study and committed another two million dollars for the cost share in the dredging of the access channel and turnaround basin.

Once these structural, access, and renovation elements have been addressed, Port Putnam will engage the services of a Port Terminal Operator to provide the necessary staff, equipment, and experience to handle the day-to-day operations. Port Putnam will also hire a dedicated Port Manager to oversee the operations on behalf of the Putnam County Port Authority. The Port is making the necessary investments and attracting federal and state assistance to develop and maintain an operationally viable port facility.

Several locally established manufacturing companies have expressed a desire to utilize the port to import raw materials and/or export finished goods. In each case, the addition of Port Putnam into their supply chains will lead to the expansion of their current operations in the Putnam County region. This will allow for the creation of more well-paying manufacturing jobs in our economically distressed county. While the national poverty rate is 12.8% of the population, in Putnam County, 22.4% of the population lives below the national poverty rate. Veritas Steel, a manufacturer of steel bridge solutions for complex infrastructure projects, advises they will be able to bid on bigger projects as they will be able to export larger finished goods by barge. Additionally, they will now have the ability to import more raw materials at a lower cost than their current railway method. Certainteed, North America's leading brand of exterior and interior building products, is in the process of expanding its current Putnam

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<sup>1</sup> <https://www.saj.usace.army.mil/About/Congressional-Fact-Sheets-2023/Palatka-Barge-Port/>

County operation to double its current capacity, resulting in an annual need of 1.2 million tons of gypsum. Their current materials import plan is 60% by rail and 40% by truck; however, once Port Putnam is operational, they forecast phasing out the truck imports in favor of barge imports in order to lower both their operational costs and their carbon footprint. Additional local business owners and operators have expressed interest in utilizing Port Putnam to change their current import and/or export logistics.

Once the port is fully operational, we will work to support the expansion of regional industrial operations. These efforts will lead to:

- 1- Additional direct and indirect jobs in the community. A functioning Port Putnam will enable local manufacturing companies to expand their market and, as a result, their operations. For example, Veritas Steel will be able to bid on larger bridge projects and, if successful, will need to expand their operations and hire more personnel. With Port customers expanding their operations and generating more revenue to be spent in the community, the local job market will be indirectly impacted with various merchants increasing their individual operations to meet the increased demand coming from the increased personnel working for Port Putnam customers;
- 2- Needs for more housing resulting in additional tax revenue for the County. Staffing increases at Port Putnam customers and other local businesses will result in an increase in demand for local housing. This, in turn, will result in an increase in the value of local real estate which directly positively affects the County's tax coffers which are directly impacted by property values and the millage rate;
- 3- Expansion of utilities services benefiting the community at large. With the combination of increased real estate demand and values, and the increase in local tax revenues, Putnam County in conjunction with private utility providers will be able to expand utility services to existing and developing parts of the county. These utility expansions could include septic-to-sewer, potable water, and high speed internet;
- 4- A reduction on the reliance of trucks for the movement of goods and services into and out of the County. Currently, practically all goods are imported and exported from Putnam County by truck. Once Port Putnam is fully developed, Putnam County will be home to a regional intermodal transportation hub connecting importers and exporters to Putnam County by rail, water, air and road. With access to these opportunities, large local manufacturers have expressed a strong desire to reconfigure their transportation logistics. For example, Certainteed, a subsidiary of construction giant Saint Gobain, has clearly expressed a desire of hauling aggregate material from JaxPort to their Putnam County location by barge instead of truck. This could amount to as much as 480,000 tons of gypsum per year. That volume would require 21,350 trucks to transport while only 250 barges
- 5- The ability to compete for new businesses from out of State. With multiple means of importing resources for manufacturers, Putnam County will become an attractive relocation destination for businesses currently located in other state with less friendly business environments.

The Port has already identified significant market opportunities as summarized below.

- **Victoria Marine**, the third generation of Keith family boat builders, has recently become a tenant at Port Putnam. They have leased one of the warehouses for two years with the option

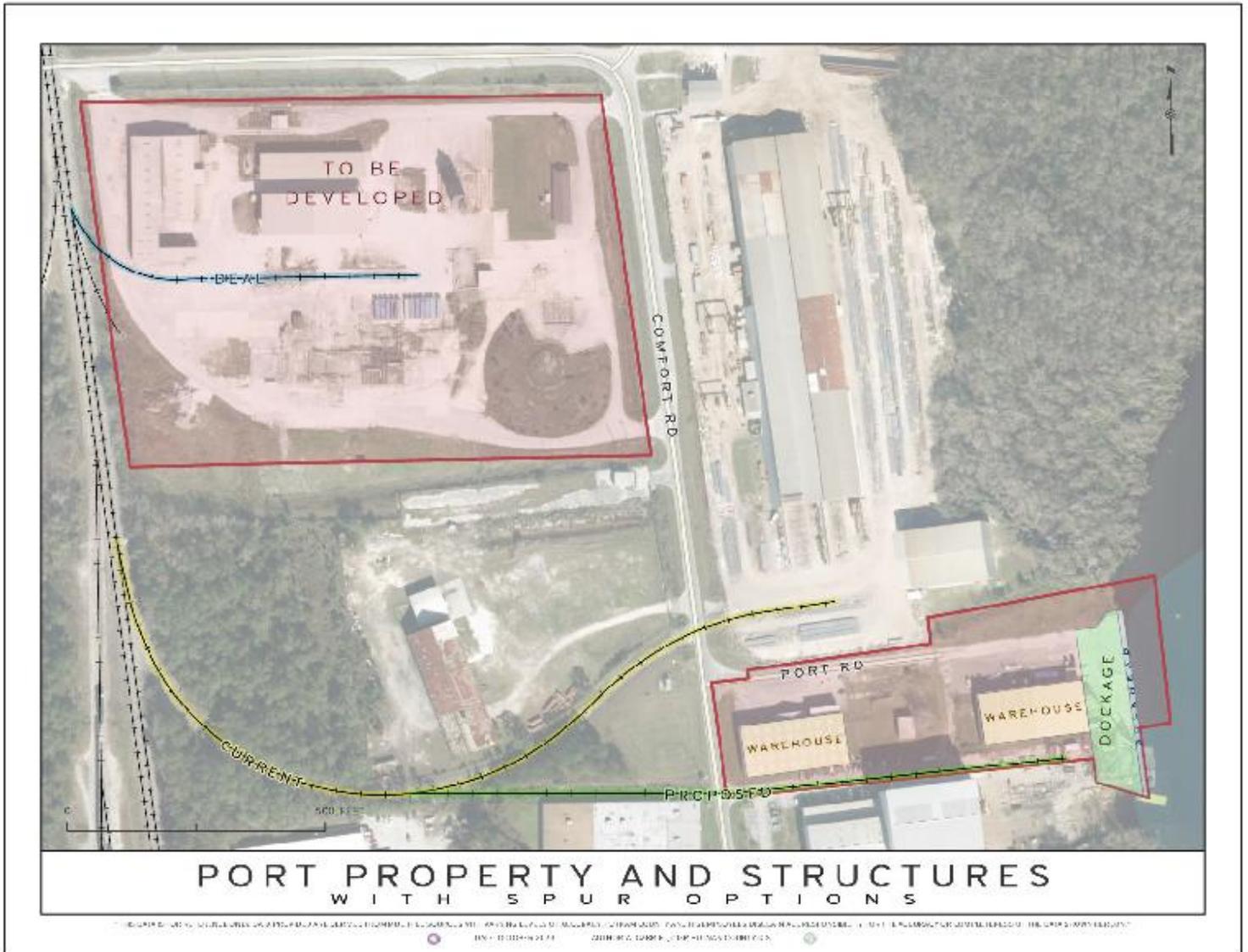
of three additional one-year renewals. Victoria Marine will utilize the space to manufacture custom vessels for the State's tourist industry.

- **Certainteed** plans on phasing 40% of its gypsum imports from truck to barge once Port Putnam is capable of accepting large hopper barges. Considering a cubic foot of gypsum weighs 61.5 pounds and a hopper barge can hold 60,000 cubic feet, the annual port traffic from Certainteed alone could be 250 barges.
- **Veritas Steel**, in addition to being able to export larger bridge components by barge, will be able to import raw materials by barge where one can handle the equivalent of fifteen rail cars. This will provide them with a more economical means of importing raw materials to manufacture their products in their expanded operations. In sum, their use of the Port could amount to 24 or more calls per year.
- **Beck Automotive**, the Southeastern United States largest automobile parts distributors, plans to utilize Port Putnam to expand its market to Puerto Rico and the Caribbean. This will create additional regular calls at the port.

These businesses are long established community members who have recently invested in expanding their local footprint. The port authority is confident these and other regionally based industries will use the Port for the long-term. As previously stated, the Putnam Port Authority will contract an established Port Terminal Operator to handle day-to-day port operations, thereby ensuring the experience, staffing, and equipment will be on hand to facilitate vessel operations calls and provide swift cargo transfer for Port Putnam customers.

In summary, Port Putnam's current status and path forward demonstrates economic, technical and operational viability. By partnering with multiple State and Federal agencies along with the premier business leaders in the community, the Putnam County Port Authority has developed a plan – and is making the investments needed - to turn its once dormant barge port into a regional cargo hub that restores commercial marine cargo service to the community. The port's revitalization will serve a regional need to expand goods movement and will provide a lasting needed boost to the economically distressed community of Putnam County.

Appendix A: Facility Map



**RESOLUTION NO: 23-01**

**A RESOLUTION OF THE FLORIDA SEAPORT  
TRANSPORTATION AND ECONOMIC DEVELOPMENT  
COUNCIL CONCERNING THE ECONOMIC,  
TECHNICAL, AND OPERATIONAL VIABILITY OF THE  
ESTABLISHMENT OF A PORT IN PUTNAM COUNTY AS  
REQUIRED BY SECTION 311.09(13), FLORIDA  
STATUTES**

**WHEREAS**, pursuant to s. 311.09(13), F.S., the Florida Seaport Transportation and Economic Development Council (FSTED) is required to review the economic, technical, and operational viability of the establishment of a port in Putnam County:

**WHEREAS**, on July 4, 1967, the Florida Legislature established by decree the Putnam County Port Authority, providing Putnam County with the legal authority to acquire, construct, lease, operate and maintain any port facilities in Putnam County. Further, that in 1970, Putnam County designated a port facility area along the St. John's River and constructed two twenty-thousand (20,000) square foot enclosed warehouses to provide weather-secure storage for inbound and outbound cargo;

**WHEREAS**, in 2013, the Florida Department of Transportation Florida Department of Transportation announced the First Coast Expressway project creating an express roadway circumventing Jacksonville to the Southwest, connecting I-10 at Cecil Field to I-95 in Northern St. John's County. This project includes replacing the Shands bridge that crosses the St. John's River at Green Cove Springs. This replacement would increase the Federal Waterway's air draft at that junction from 45 to 65 feet as well as widening it to 120 feet, making the passage of commercial cargo vessels to Port Putnam facilities a possibility;

**WHEREAS**, Putnam County has developed port usage studies and commenced a revitalization project in conjunction with the First Coast Expressway project for their port facility area. This project includes federal authorization and funding for dredging an access channel 12 feet in depth from the Federal Waterway along the St. John's River to Port Putnam, and Port Infrastructure Development grant funding from the U.S. Department of Transportation's Maritime Administration for a port development plan. These federal funds will be used to enhance the integration and connectivity of state and local transportation plans to increase the flow of people and freight through Putnam County and throughout Florida;

**WHEREAS**, Port Putnam currently has a 400 foot bulkhead constructed in 1961. With this length, the Port could accommodate two full sized barges at once. Adjacent to the bulkhead lies the Port's 31,000 square foot docking area also constructed in 1961. Also included inside the gated area is a 20,000 square foot enclosed warehouse with a joint keyed office space, and an access road to Comfort Road which connects the Port to US Highway 17. Outside the gated area lies a second 20,000 square foot enclosed warehouse. Across from Comfort Road is the Port

Annex property, a 16 acre industrially zoned property that features prominently in the ports near and far future development; and

**WHEREAS**, Port Putnam currently has a tenant, Victoria Marine, a shipbuilding and repair company using port facilities. Further, that several local companies in Putnam County industrial area involved in the movement of aggregate and steel have expressed interest in using port facilities once federally authorized dredging and the First Coast Expressway project have been completed.

**NOW, THEREFORE, BE IT RESOLVED** by the Florida Seaport Transportation and Economic Development Council that Port Putnam has demonstrated by appropriate reports, infrastructure development, and maritime related activities that economic, technical, and operation viability exists for the establishment of a port in Putnam County.

**BE IT FURTHER RESOLVED** that Port Putnam remain a statutory member of the Florida Seaport Transportation and Economic Development Council. Further, Port Putnam is eligible for matching state seaport development funds pursuant to Chapter 311, Florida Statutes.

This Resolution shall be effective October 25, 2023.

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Alex King, Chairman  
FSTED Council

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Date

**TAB 5**  
**Legislative Report**

**TAB 5a**  
**\$20 million Aggregate Funding Update**

## **RFI Title: Strategic Intermodal System Supply Chain Demands**

**RFI Number: DOT-RFI-24-9040-PB**

**October 25, 2023**

**Summary:** The Department is requesting information from seaports and rail lines and rail facilities on proposed projects that meet the public purpose of providing increased capacity and enhanced capabilities to move and store construction aggregate. Respondents shall provide a written Response, addressing the demand and movement of road building materials for infrastructure investments.

The Department is exploring solutions to address supply chain demands of the Strategic Intermodal System (SIS) pursuant to section 339.651, F.S., which directs the Department to make up to \$20 million available each year for fiscal years 2023-2024 through 2027-2028, from existing work program revenues, to fund projects that meet the public purpose of providing increased capacity and enhanced capabilities to move and store construction aggregate.

**RFI Web link:** <https://vendor.myfloridamarketplace.com/search/bids/detail/6769>

**Responses should be submitted by e-mail to the following address:** [co.aggregate@dot.state.fl.us](mailto:co.aggregate@dot.state.fl.us), the email subject line should be: **DOT-RFI-24-9040-PB**

**RFI Responses due by:** 11/3/2023 at 5pm.

**Please direct all procurement questions to:**

Name: Paul Baker

Phone: (850) 414-4412

Address: 605 Suwannee St MS 20 Tallahassee, FL 32399

Email: [Co.aggregate@dot.state.fl.us](mailto:Co.aggregate@dot.state.fl.us)

**For all other inquiries contact:**

- Melissa Smith, Manager, Modal Development Office, [melissa.smith@dot.state.fl.us](mailto:melissa.smith@dot.state.fl.us), (850) 414-4797
- Gabrielle Matthews, Manager, Public Transit Office, [gabrielle.matthews@dot.state.fl.us](mailto:gabrielle.matthews@dot.state.fl.us), (850) 414-4803
- Lauren Rand, Manager, Seaport Office, [lauren.rand@dot.state.fl.us](mailto:lauren.rand@dot.state.fl.us), (850) 414-4551

**Quick facts:**

- Up to \$20 million a year.
- The purpose is to get aggregate into the State of Florida. Infrastructure improvements to allow for additional aggregate into the State.
- Not Seaport specific, could be rail, etc.



## State of Florida Advertisements

Request for Information

### Strategic Intermodal System Supply Chain Demands

Florida Department of Transportation (FDOT)

Advertisement Status: **OPEN**

Last Edit Date/Time: 10/10/2023, 09:55 AM

Advertisement Number: RFI-06769

Published Date/Time: 10/09/2023 02:59 PM

Agency Advertisement Number: DOT-RFI-24-9040-PB **Start Date/Time: 10/09/2023 02:59 PM**

Version Number: 2

**End Date/Time: 11/03/2023 05:00 PM**

Responses Open Date/Time: 11/03/2023 05:00 PM

#### Commodity Codes

Code	Description
30111800	Aggregates
43231506	Materials requirements planning logistics and supply chain software
80101513	Process and procedures management consultation service
80101704	Supply chain analysis or re engineering services
81141600	Supply chain management
81141601	Logistics

The Florida Department of Transportation (FDOT) is requesting information regarding Supply Chain Demands as described in the attached Request for Information Document.

The requested information must be received by 5:00 PM (EST) on Friday, November 3, 2023.

**NOTES:**

Responses to this Request for Information (RFI) will be reviewed by the agency for information purposes only and will not be considered as offers to be accepted by the agency to form a binding



contract.

Advertisement of any subsequent competitive solicitation that may result from this RFI will be posted on the MFMP Florida Vendor Bid System.

Information obtained in response to this RFI is subject to public record as defined by F.S. Chapter 119.

In accordance with F.S. 287.057, information obtained in response to this RFI may be used to develop scope and solicitation documents for future procurements at the discretion of the Department. Respondents to this RFI will remain eligible for any subsequent contract with the agency.

The Department may exercise the option to invite each Vendor that responds to meet and discuss the information provided in more detail. Any information provided via this RFI and during the meetings will be subject to public disclosure.

### Please direct all questions to:

Name: Paul Baker  
Phone: (850) 414-4412  
Address: 605 Suwannee St MS 20 Tallahassee, FL 32399  
Email: [Co.aggregate@dot.state.fl.us](mailto:Co.aggregate@dot.state.fl.us)

#### Downloadable Files for Advertisement

Description	Date/Time
<a href="#">Request for Information Document</a>	Oct 10, 2023, 9:55:36 AM



For questions on a specific advertisement, contact the agency advertisement owner. Advertisements include the contact information for the agency advertisement. The agency advertisement owner is the point of contact for vendors with specific questions.



State of Florida  
Department of Transportation  
Central Procurement Office  
605 Suwannee Street, Mail Station 20  
Tallahassee, Florida 32399-0450

**REQUEST FOR INFORMATION from the Florida Department of Transportation**

RFI Number: DOT-RFI-24-9040-PB

RFI Title: Strategic Intermodal System Supply Chain Demands

Responses Due Date & Time (On or Before): November 3<sup>rd</sup>, 2023 at 5:00PM EST

The Florida Department of Transportation (FDOT) is requesting information from interested parties as described below. This is not a formal procurement.

Introduction

Pursuant to Rule 60A-1.042, Florida Administrative Code (F.A.C.), Agencies are authorized to use a Request For Information (RFI) for research to determine any or all of the following: whether to competitively procure particular commodities or contractual services; which solicitation process to use for a particular need; or general, special, or technical specifications to be included in a solicitation. An RFI is not a solicitation, and an agency issuing a RFI is not required to utilize any information gathered from the RFI, nor is a respondent to an RFI excluded from participating in any resulting solicitation. A response to an RFI is not an offer and the agency may not use a submission to justify a contract without otherwise complying with Chapter 287, Florida Statutes, and Rule 60A-1.042, F.A.C.

It is not necessary to prepare responses using elaborate brochures and artwork, expensive paper and bindings, or other expensive visual presentation aids. The Florida Department of Transportation (Department) is not responsible for and will not reimburse any costs incurred in the preparation or submission of information in response to this RFI. This is strictly an RFI, and this request does not bind FDOT to solicit bids or proposals in the future. In addition, the submittal of the information under this RFI does not give any respondent any advantage in any solicitation if FDOT elects to solicit bids/proposals in the future.

Respondents should be cautioned that any written material provided to the Department will be subject to public records if requested. As a result, no confidential information should be submitted in response to this RFI.

## Request for Information

The Florida Department of Transportation (Department) is requesting information from interested parties (i.e., seaports, rail line, and rail facility representatives) regarding the supply chain demands described below.

The Department is exploring solutions to address supply chain demands of the Strategic Intermodal System pursuant to section 339.651, F.S., which directs the Department to make up to \$20 million available each year for fiscal years 2023-2024 through 2027-2028, from existing work program revenues, to fund projects that meet the public purpose of providing increased capacity and enhanced capabilities to move and store construction aggregate.

## Background

The Strategic Intermodal System is a critical network supporting economic activities and the transport of people and goods and is also instrumental in the movement of road building materials for infrastructure investment. Florida's rapid economic and population growth has the potential to compound supply chain demands on the transportation system with the demand for construction aggregate outpacing supply.

## Specific Information Requested

The Department is requesting information from seaports and rail lines and rail facilities on proposed projects that meet the public purpose of providing increased capacity and enhanced capabilities to move and store construction aggregate. Respondents shall provide a written Response, addressing the demand and movement of road building materials for infrastructure investments.

**In your Response, please answer each of the following questions based on your current or proposed abilities:**

1. Outline how your proposed project serves the strategic state interest of mitigating supply chain demands for construction aggregate sufficient to ensure ongoing improvement of the Strategic Intermodal System and the state's entire transportation network. Responses should address:
  - a. Location of the proposed project and which Department districts the proposed project will serve by market share in descending order.
  - b. Source and type of aggregate(s) moved or stored.
  - c. How the proposed project fills existing gaps in Florida's supply chain.
2. Describe how the proposed project facilitates the cost-effective and efficient movement and storage of construction aggregate. Responses should include:
  - a. Existing capacity at the proposed project location and additional capacity created by the proposed project.
  - b. How the proposed project enhances the seaport or rail line or rail facilities' capability to move and store construction aggregate.

3. Identify the extent to which the proposed project interacts with and supports the transportation network. Responses should identify:
  - a. Interconnectivity of the proposed project or proposed project location to Florida's roadway, railroad, and waterway network(s).
  - b. How the proposed project improves or strengthens distribution of aggregate(s) to transportation construction projects.
  
4. Describe additional capacity created by the proposed project, for example the amount of:
  - a. Yard storage (acres)
  - b. Rail car area (cars)
  - c. Rail loading (cars)
  - d. Truck staging (spaces)
  - e. Truck loading (spaces)
  - f. Vessel unloading (berths)
  - g. Granite (tons)
  - h. Lime rock (tons)
  - i. Asphalt products (tons)
  - j. Concrete products (tons)
  
5. Include a project location map or site layout as part of your response.

The Department may request additional clarification from respondents or exercise the choice to invite respondents that fully address the questions above to meet and discuss the submitted information in more detail. Any information provided via this RFI and during the meetings will be subject to public disclosure.

Contact for Questions or clarification:

Please email (co.aggregate@dot.state.fl.us) with any questions or comments. Subject line: DOT-RFI-24-9040-PB

Responses should be submitted by e-mail to the following address: co.aggregate@dot.state.fl.us  
**Subject Line: DOT-RFI-24-9040-PB**

## INSTRUCTIONS FOR ELECTRONIC SUBMISSION OF REPLIES

Please follow the submittal instructions below:

- Replies shall be submitted to: (co.aggregate@dot.state.fl.us)
- Subject line must show: DOT-RFI-24-9040-PB (Respondent's Name)
- All replies submitted electronically shall contain file attachments and be marked as follows: RFI - (Insert Respondent's Name)
- Please submit your documents in .pdf (portable document format) for the response to this RFI.
- Do not submit documents in .zip (ZIP) files. The Department is unable to receive them.

- Please keep below the file size limitation of 25MB.

PLEASE NOTE:

- 1) Responses to this Request for Information (RFI) will be reviewed by the agency for informational purposes and will not be considered as offers to be accepted by the agency to form a binding contract.
- 2) The Department may contact respondents that fully respond to the questions to discuss information in further detail.
- 3) Information obtained in response to this RFI is public record as defined by Chapter 119, Florida Statutes (F.S.).
- 4) In accordance with Section 287.057, F.S., information obtained in response to this RFI may be used to develop scope and solicitation documents for future procurements at the discretion of the Department. Respondents eligible to respond to this RFI will remain eligible for any subsequent related contract with the agency.
- 5) Advertisement of any subsequent competitive solicitation that may result from this RFI will be posted on the MyFloridaMarketPlace Vendor Bid System.
- 6) If the responses to this RFI contain any information subject to non-disclosure, then the respondent must include any materials it asserts to be exempted from public disclosure under Chapter 119, Florida Statutes, in a separate bound document labeled "Confidential Material". The respondent must identify the specific Statute that authorizes exemption from the Public Records Law. Any claim of confidentiality on materials the respondent asserts to be exempt from public disclosure and placed elsewhere in the proposal will be considered waived by the respondent upon submission, effective after opening.

**TAB 5b**  
**GR Project List**

## DRAFT - Seaport General Revenue Funding Requests (10/24/23)

District	PORT	PROJECT DESCRIPTION	TOTAL PROJECT COST	STATE FUNDING REQUEST	LOCAL MATCH	COMMENTS	FULL DESCRIPTION
D1	SeaPort Manatee	Upland Cargo Capacity	\$ 40,000,000	\$ 20,000,000	\$ 20,000,000	Total Cost: \$40M State Match Total: \$20M Local Match Total: \$20M Construction Start: 6/2025 Construction Complete: 6/2027 <b>Issues/follow up: Manatee has several projects with upland projects. Is this request a part of any existing project? Need to reflect this in analysis of request.</b>	The Project focuses on Moving Florida Forward by leveraging federal, state, local, seaport, and private funding to develop up to 29.31 acres of multi-user upland cargo capacity for containers, bulk, and breakbulk cargo. The project will allow the Port to meet current and future demand for laydown capacity and mitigate supply chain shortages.
D2	JAXPORT	Talleyrand Breakbulk Capacity Expansion Project	\$ 20,000,000	\$ 10,000,000	\$ 10,000,000	Total Cost: \$ 20M State Match Total: \$10M Local Match Total: \$10M Construction Start: July 2025 Construction Complete: January 2027 <b>Issues/follow up:</b>	project would add up to an additional 350,000 square feet of <b>warehousing and cargo</b> handling capabilities at JAXPORT's Talleyrand Marine Terminal in <b>Berth 3</b> . This expansion will allow the Port to provide critical supply chain infrastructure to beneficial cargo owners to address derived demand for finished goods which rely heavily on inputs from forest products of all types (From logs and lumber to paper products and wood pulp). Future projections show significant growth in the <b>Forest Products</b> Commodities market.
D2	Port Putnam	Bulkhead Replacement	\$ 1,200,000	\$ 1,200,000	\$ -	Total Cost: \$1.2M State Match Total: \$ Local Match Total: \$ Construction Start: <b>Need</b> Construction Complete: <b>Need</b> <b>Issues/follow up: New project, what is the project timeline if funds were available on July 1? Is there a port match?</b>	400-foot bulkhead replacement. Bulkhead was constructed in 1961. There exist no plans or as-builts to inform us of its depth, construction, etc. Over time, weather and lack of maintenance as the port laid idle, the bulkhead has fallen into a state of disrepair. Our cost estimate is based on information from other ports and construction costs in the State of Florida.
D3	Port Pensacola	Berth 6 Total Rehabilitation (Phase II <b>add Phase III</b> )	\$ 13,000,000	\$ 13,000,000	\$ -	Total Cost: \$13M State Match Total: \$ Local Match Total: \$ Construction Start: Construction Complete: <b>Issues/follow up: High Risk Project based on port drawdown history. Need port to add phase III into the project name. What is the project timeline if funds were available on July 1?</b>	<b>Phase II</b> of the Berth 6 project (funding amount \$6M) would be demolishing the entire topside deck, bollards, cleats, and supporting beams. The existing bulkhead would be retained but repaired as necessary and cathodic protection installed. Existing piles will remain and repaired as necessary. There is no impact to installation and repairs made under Phase I and vessel mooring continues at full service. <b>Phase III</b> (funding amount \$7M) is the complete repair of the topside deck returning it to full service to include pier side loading and unloading. Project includes removal of the Phase I gangways and the construction of new piles, topside deck, bollards, cleats, and supporting beams required to fully restore the berth. The mooring dolphins installed during Phase I are integrated into the new topside decking replacement.
D3	Port Panama City	East Terminal Bulkhead Phase 2 Expansion	\$ 26,000,000	\$ 26,000,000	\$ -	Total Cost: \$26M State Match Total: \$ Local Match Total: \$ Construction Start: Construction Complete: <b>Issues/follow up: Current SIS funds on East Term. Will be adjusted based on allocation. What is the project timeline if funds were available on July 1? (funds on FM 438763-1-94-10)</b>	Bulkhead extension, turning basin expansion, and dredged material disposal plan for the Port Authority. The initial cost estimate for the project is \$26,000,000. This estimate includes the bulkhead extension and dredging of the turning basin.

D4	Port of Palm Beach	Port Infrastructure Development Program - Rail Improvements	\$ 26,448,180	\$ 9,073,506	\$ -	<p>Total Cost: \$26.4M  State Match Total: \$  Local Match Total: \$  Federal Funds: \$13,224,090  Construction Start:  Construction Complete:  Issues/follow up: Funding split on federal projects is always 1/2 of the non federal share. Need to confirm that the rail projects on POPB (G2558 &amp; G1L41) are or are not part of this project scope. If they are, then the state match requirement has a shortfall of \$612,045, and can't exceed this amount. There is already \$6,080,584 of state funds on this project, which is just shy of the 1/2 non federal share. (\$6,612,045)  *Need to include full potential project cost.</p>	<p>: The purpose of the project is to increase the speed and efficiency by which cargo moves through the Port. To accomplish this, the project has been broken into three elements.</p> <ul style="list-style-type: none"> <li>•Redevelopment of an on-dock intermodal container transfer facility: The intermodal rail facility provides new entrance tracks from recently replaced terminal access tracks (completed in 2018) to a proposed intermodal freight rail facility with five process tracks, each 736 feet in length, for a total of 3,680 feet of process track. The tracks are spaced 20 feet on center to allow for straddle carrier loading and unloading.</li> <li>•New cargo access and egress gates, scales, and RPMs: A seven lane (four inbound and three outbound) container gate with scales and a two-lane adjacent RPM scanning facility will be located on the main cargo entrance roadway (Port Road) to meet CBP requirements. The gate will be automated with technology to reduce gate transactions to an average of approximately two minutes per truck. A separate two-lane gate for non-containerized cargoes with a scale and an RPM scanner will be separately located on a new intra-terminal roadway that will travel along the western boundary of the Port from Port Road to South Road.</li> <li>•Realignments of and improvements to internal terminal roadways: Port Road will be improved and widened to more efficiently accommodate increased truck traffic entering and leaving the terminal. A new roadway will carry non-containerized and non-Tropical Shipping cargoes can be built along the Port's western boundary between the Port entrance on Port Road and the secondary east-west thoroughfare on the terminal -South Road. A final section of Port Road will be widened and improved to carry container trucks past the new gate to the dockside container storage and handling area east of the Skypass bridge.</li> </ul>
D4	Port Everglades	Port Crane Improvements/Upgrades	\$ 64,927,000	\$ 64,927,000		<p>Total Cost: \$64,927,000  State Match Total: \$  Local Match Total: \$  Construction Start:  Construction Complete:  Issues/follow up:</p>	<p>The funds which are being requested will be utilized for the improvements and upgrades of the seven existing Samsung (South Korean) low profile rail mounted container gantry cranes. The project also includes the painting of the Samsung cranes along with two other cranes located in Midport. The main upgrades include changing the drive system from DC current to AC current, increasing the lifting capacity from 46.5 tons to 65 tons, and updating the cranes to the current Florida Hurricane safety code.</p>
D5	Port Canaveral	Northside Uplands Improvement	\$ 32,000,000	\$ 32,000,000	\$ -	<p>Total Cost: \$32M  State Match Total: \$  Local Match Total: \$  Construction Start:  Construction Complete:  Issues/follow up: Need short description of project location and which berth this project would support. What is the project timeline if funds were available on July 1?</p>	<p>This project would capture approximately 34 acres for uplands cargo operations development. Includes improving roadways and relocating utilities to harden infrastructure for improved resiliency and improved public safety and security. Specifically, (a) reconfiguring access roadways to/from cargo berths and improve intersections with state roadways to accommodate larger sized cargo, such as space components, and increased truck traffic volume; install new signaling to improve traffic access/egress; (b) install stormwater vault system to create 34 contiguous acres of suitable uplands; and (c) Remove an above ground Florida Power &amp; Light (FPL) power line and relocate underground.</p>
D6	Port Miami	Cargo Terminal Capacity & Throughput Improvements	\$ 46,976,552	\$ 23,488,276	\$ 23,488,276	<p>Total Cost: \$46M  State Match Total: \$23.5M  Local Match Total: \$23.5M  Construction Start:  Construction Complete:  Issues/follow up: Need short description on project location and which berths/tenants this project would support. What is the project timeline if funds were available on July 1? Is this project related to G1Y84? If so we can use 440616-1-94-03.</p>	<p>Redevelopment of 20 acres of cargo terminal improvements for the continued optimization and densification through the development of the necessary infrastructure to support the utilization of hybrid rubber-tired gantry cranes.</p> <p>The PortMiami Cargo Terminal Capacity and Throughput Improvements project will provide 20 acres of redeveloped densified cargo terminal capacity. The project will demolish outdated and under-utilized cargo transit sheds (Shed G and Shed E) and create increased capacity for container throughput. The scope of work includes all the demolition of transit Sheds E and G, grading, and drainage of the site and surrounding area as required to be suitable for hybrid rubber-tired gantry (RTG) operations within a cargo terminal.</p>

D7	Port Tampa Bay	Berth Capacity Expansion and Uplands Development (Dredging & Cranes)	\$ 35,500,000	\$ 35,500,000	\$ -	<p>Total Cost: \$ 35.5M  State Match Total: \$35.5M  Local Match Total: \$ 0  Construction Start: 7/2024  Construction Complete: 6/2026  <a href="#">Issues/follow up:</a></p>	<p><b>Regional Significance:</b> West central Florida is the fastest growing region of the fastest growing state in the nation. The Tampa Bay-Orlando corridor already has the state’s largest concentration of distribution centers – more than 550 million square feet and growing. Nearly 50% of the state’s population reside within 100 miles of the port, and more than 140 million visitors enjoy the area each year.</p> <p><b>Supply Chain Solution:</b> The I-4/I-75 DCs are most efficiently supplied through Port Tampa Bay, keeping truck miles travelled, emissions and wear and tear on our roads to a minimum. One truck driver can do three to four deliveries per day, helping solve driver shortage issues. The short route can save BCOs money. The new port capacity creates critical mass to help some cargo shift to adjacent rail.</p> <p><b>Container Project Completion:</b> This completes PTB’s container complex – with a new Berth 214 and two Panamax cranes. The design optimizes vessel and truck productivity and turnaround.</p> <p><b>Berth Dredging:</b> Dredges alongside up to 47 feet, accommodating growth and upsizing by the port’s 11 existing liner services with global connections, and new services.</p> <p><b>Two Cranes:</b> Adds two ship-to-shore Panamax cranes for Berth 214.</p>
TOTALS:			\$ 306,051,732	\$ 235,188,782	\$ 53,488,276		

## DRAFT - Seaport General Revenue Funding Requests (9/25/2023 1pm - Original List)

District	PORT	PROJECT DESCRIPTION	TOTAL PROJECT COST	STATE FUNDING REQUEST	LOCAL MATCH	COMMENTS	FULL DESCRIPTION
D1	SeaPort Manatee	Upland Cargo Capacity	\$ 95,000,000	\$ 47,500,000	\$ 47,500,000	Total Cost: \$95M State Match Total: \$47.5M Local Match Total: \$47.5M Construction Start: 8/2024 Construction Complete: 8/2026 <b>Issues/follow up: Need specific project description and location, unable to determine if there is existing state funds on project to determine project shortfall or specific project cost.</b>	The Project focuses on leveraging federal, state, local, seaport, and private funding to develop multi-user upland cargo capacity for containers, bulk, and breakbulk cargo. A primary component of the project is to fully match or supplement federal grants and to leverage private investment in the development of laydown area at the Port. ??
D2	JAXPORT	Talleyrand Breakbulk Capacity Expansion Project	\$ 20,000,000	\$ 10,000,000	\$ 10,000,000	Total Cost: \$ 20M State Match Total: \$10M Local Match Total: \$10M Construction Start: <b>Need</b> Construction Complete: <b>Need</b> <b>Issues/follow up: Is this project a component of G2408 or is this a new project? Need timeframe, Which berth would this support?</b>	New project would add up to an additional 350,000 square feet of warehousing and cargo handling capabilities at JAXPORT's Talleyrand Marine Terminal. This expansion will allow the Port to provide critical supply chain infrastructure to beneficial cargo owners to address derived demand for finished goods which rely heavily on inputs from forest products of all types (From logs and lumber to paper products and wood pulp). Future projections show significant growth in the Forest Products Commodities market.
D2	Port Fernandina (OHPA)	North Terminal Flood Mitigation for Resilient Trade	\$ 7,500,000	\$ 7,500,000	\$ -	Total Cost: \$7.5M State Match Total: \$ Local Match Total: \$ Construction Start: Construction Complete: <b>Issues/follow up: High Risk Project. Is there a port match? Need description of resilience project (is it a berm, gate system, or higher bulkhead? What is timeline if funds are awarded July 1? Unsure if OHPA is able to carry out project based on staffing issues and general port drawdown history.</b>	fund the permitting and design of waterfront improvements at the Port of Fernandina. The proposed improvements of near dock cargo transfer and storage areas will protect the Terminal and surrounding historic district from regular coastal flooding. This project will improve the reliability of operations, reducing the Terminal's out-of-service days/weeks, increase capacity, enhance safety, and reduce impacts to adjacent historic neighborhoods. ??
D2	Port Putnam	Bulkhead Replacement	\$ 1,200,000	\$ 1,200,000	\$ -	Total Cost: \$1.2M State Match Total: \$ Local Match Total: \$ Construction Start: <b>Need</b> Construction Complete: <b>Need</b> <b>Issues/follow up: New project, what is the project timeline if funds were available on July 1? Is there a port match?</b>	400-foot bulkhead replacement. Bulkhead was constructed in 1961. There exist no plans or as-builts to inform us of its depth, construction, etc. Over time, weather and lack of maintenance as the port laid idle, the bulkhead has fallen into a state of disrepair. Our cost estimate is based on information from other ports and construction costs in the State of Florida.
D3	Port Pensacola	Berth 6 Total Rehabilitation (Phase II add Phase III)	\$ 13,000,000	\$ 13,000,000	\$ -	Total Cost: \$13M State Match Total: \$ Local Match Total: \$ Construction Start: Construction Complete: <b>Issues/follow up: High Risk Project based on port drawdown history. Need port to add phase III into the project name.What is the project timeline if funds were available on July 1?</b>	<b>Phase II</b> of the Berth 6 project (funding amount \$6M) would be demolishing the entire topside deck, bollards, cleats, and supporting beams. The existing bulkhead would be retained but repaired as necessary and cathodic protection installed. Existing piles will remain and repaired as necessary. There is no impact to installation and repairs made under Phase I and vessel mooring continues at full service. <b>Phase III</b> (funding amount \$7M) is the complete repair of the topside deck returning it to full service to include pier side loading and unloading. Project includes removal of the Phase I gangways and the construction of new piles, topside deck, bollards, cleats, and supporting beams required to fully restore the berth. The mooring dolphins installed during Phase I are integrated into the new topside decking replacement.
D3	Port Panama City	East Terminal Bulkhead Phase 2 Expansion	\$ 26,000,000	\$ 26,000,000	\$ -	Total Cost: \$26M State Match Total: \$ Local Match Total: \$ Construction Start: Construction Complete: <b>Issues/follow up: Current SIS funds on East Term. Will be adjusted based on allocation. What is the project timeline if funds were available on July 1? (funds on FM 438763-1-94-10)</b>	Bulkhead extension, turning basin expansion, and dredged material disposal plan for the Port Authority. The initial cost estimate for the project is \$26,000,000. This estimate includes the bulkhead extension and dredging of the turning basin.
D3	Port St. Joe	Bird Island Jetty	\$ 12,000,000	\$ 12,000,000	\$ -	Total Cost: \$ State Match Total: \$ Local Match Total: \$ Construction Start: Construction Complete: <b>Issues/follow up: Project does not meet criteria to support the GR Supply Chain Project Request</b>	This project will build a jetty to protect ships at the Eastern Shipbuilding shipyard and the newly opened Point South marina from harsh winds and waves causing damaging contact with seawall. By building this breakwater, it will not only protect the ships that are being built there, but also roughly 200 employees who are working on these ships. Additionally, it will protect boats moored at the new marina and boaters trying to enter the marina from harsh winds and waves. Gulf County residents, as well as thousands of visitors who travel to the area, will benefit from the jetty's creation by a safer boating experience for all.

D4	Port of Fort Pierce	Land Acquisition				<p>State Match Total: \$</p> <p>Local Match Total: \$</p> <p>Construction Start:</p> <p>Construction Complete:</p> <p>Issues/follow up: cost is between \$6 - \$10M, Project does not meet criteria to support the GR Supply Chain Project Request. <b>Swap out for supply chain project?</b></p>	<p>The Port of Fort Pierce is working on a regional stormwater solution for the undeveloped portions of the Port (which constitutes most of the land within the Port Planning Area) and will ultimately require strategic property acquisition to make that plan come to fruition. There are also strategic parcels, immediately adjacent to the current Port Terminal, that "if acquired" could assist in the expansion of our current MRO operations.</p> <p>Total project cost: \$10M, requested \$10M</p>
D4	Port of Palm Beach	Cruise Terminal Expansion				<p>Total Cost: \$25.5M</p> <p>State Match Total: \$</p> <p>Local Match Total: \$</p> <p>Construction Start:</p> <p>Construction Complete:</p> <p>Issues/follow up: Project does not meet criteria to support the GR Supply Chain Project Request. <b>Swap out for supply chain project</b></p>	<p>The terminal would be extended an additional 250 ft. from the west end of the existing terminal. A two-story addition, with each floor measuring 18,000 sq. ft, would create a total area of 36,000 sq.ft. Expansion will accommodate: 830' LOA Vessel; 3,600 passenger capacity, and Vessel Frequency: 6/4 call days (approximately 72 sailings).</p> <p>Total project cost: \$25.5M, requested \$25.5M</p>
D4	Port Everglades	Cruise Terminal 29 Improvemnets/Expansion				<p>Total Cost: \$196.1M</p> <p>State Match Total: \$</p> <p>Local Match Total: \$</p> <p>Construction Start:</p> <p>Construction Complete:</p> <p>Issues/follow up: Project does not meet criteria to support the GR Supply Chain Project Request. <b>Swap out for supply chain project</b></p>	<p>The <b>Cruise Terminal 29 Improvements/Expansion</b> project will include the redevelopment and expansion of the existing terminal, replacement of the existing sheet pile bulkhead structure including bollards and fenders, a new multilevel parking structure and ground transportation area, and new administrative office space for Broward County's Port Everglades Department. The project also includes redevelopment/alignment of roadways and overall circulation to allow for the safe passage of passenger cars, buses, and provisioning vehicles that all need access to the site.</p> <p>Project cost: \$196.1M, requested \$196.1M</p>
D5	Port Canaveral	Port Central Gateway Transfer Facility ( <b>Cruise related</b> )				<p>Total Cost: \$ 60M</p> <p>State Match Total: \$</p> <p>Local Match Total: \$</p> <p>Construction Start:</p> <p>Construction Complete:</p> <p>Issues/follow up: Project does not meet criteria to support the GR Supply Chain Project Request. <b>Remove project</b></p>	<p>This project creates a major access point to Port Canaveral to connect visitors, cruise guests, vendors, contractors, employees, and other multi-users of Port facilities. This facility would include parking for up to 2,000 POVs; local and regional area transit connection/transfer (buses and shuttles); transfer access to/from (future) passenger rail services (shuttle buses and vans); consolidate commercial rental car operations and vehicle storage; includes road improvements, new and revised signaling, facility design and construction.</p> <p>Project total cost: \$60M, funding request for \$60M.</p>
D5	Port Canaveral	Northside Uplands Improvement	\$ 32,000,000	\$ 32,000,000	\$ -	<p>Total Cost: \$32M</p> <p>State Match Total: \$</p> <p>Local Match Total: \$</p> <p>Construction Start:</p> <p>Construction Complete:</p> <p>Issues/follow up: Need short description of project location and which berth this project would support. What is the project timeline if funds were available on July 1?</p>	<p>This project would capture approximately 34 acres for uplands cargo operations development. Includes improving roadways and relocating utilities to harden infrastructure for improved resiliency and improved public safety and security. Specifically, (a) reconfiguring access roadways to/from cargo berths and improve intersections with state roadways to accommodate larger sized cargo, such as space components, and increased truck traffic volume; install new signaling to improve traffic access/egress; (b) install stormwater vault system to create 34 contiguous acres of suitable uplands; and (c) Remove an above ground Florida Power &amp; Light (FPL) power line and relocate underground.</p>
D6	Port Miami	Cargo Terminal Capacity & Throughput Improvements	\$ 46,976,552	\$ 23,488,276	\$ 23,488,276	<p>Total Cost: \$46M</p> <p>State Match Total: \$23.5M</p> <p>Local Match Total: \$23.5M</p> <p>Construction Start:</p> <p>Construction Complete:</p> <p>Issues/follow up: Need short description on project location and which berths/tenants this project would support. What is the project timeline if funds were available on July 1? Is this project related to G1Y84? If so we can use 440616-1-94-03.</p>	<p>Redevelopment of 20 acres of cargo terminal improvements for the continued optimization and densification through the development of the necessary infrastructure to support the utilization of hybrid rubber-tired gantry cranes.</p> <p>The PortMiami Cargo Terminal Capacity and Throughput Improvements project will provide 20 acres of redeveloped densified cargo terminal capacity. The project will demolish outdated and under-utilized cargo transit sheds (Shed G and Shed E) and create increased capacity for container throughput. The scope of work includes all the demolition of transit Sheds E and G, grading, and drainage of the site and surrounding area as required to be suitable for hybrid rubber-tired gantry (RTG) operations within a cargo terminal.</p>
D7	Port Tampa Bay	Berth Capacity Expansion and Uplands Development				<p>Total Cost: <b>\$Need only Eastport project cost</b></p> <p>State Match Total: \$ ? odd match request, federal funds?</p> <p>Local Match Total: \$ ?</p> <p>Construction Start: <b>Need</b></p> <p>Construction Complete: <b>Need</b></p> <p>Issues/follow up: Project consists of 2 projects, one for Eastport and the other for Metroport (Cruise). Need to define project cost for <b>only</b> the Eastport project as the Metroport does not support the criteria for supply chain project request. Also, they can only submit ONE project.</p>	<p><b>Expanding Eastport:</b> Converting an undersized berth and yard into a Panamax facility will best accommodate breakbulk, bulk and other cargoes, especially those serving flourishing construction industries in the region. (also submitted for Aggregate list)</p> <p><b>Rehabbing Metroport:</b> Rehabilitating the dilapidated Metroport berth complex into a post-Panamax berth facility will provide greatly needed large, modern cruise facilities</p> <p>Port funding request: total project cost is \$94M, LF \$51.5, state request \$42.5M.</p>
TOTALS:			\$ 253,676,552	\$ 172,688,276	\$ 80,988,276		

**TAB 6**  
**Program Funding**

**TAB 6a**  
**Approval of FSTED Program Fund**  
**Reallocations**



October 18, 2023

Alex King, Chairman  
Florida Seaport Transportation and Economic Development Council  
502 E. Jefferson Street  
Tallahassee, Florida 32301

RE: FSTED Council reallocation from grant application PFS0002820 and PFS0002908 to PFS0002828

Dear Chairman King:

JAXPORT request the Florida Seaport Transportation and Economic Development (FSTED) Council's reallocation of the balance of state fiscal year 2023 FSTED Program funds (\$3,280,000) from application PFS0002820 (Talleyrand Terminal Cargo Improvements) and 2024 FSTED Program funds (\$3,195,262) from application PFS0002908 (Talleyrand Marine Terminal Waterside Improvements) to PFS0002828 (Blount Island Marine Terminal Improvement & Expansion (444623-1-94-02 / PTGA G2756)).

The Port requests the use of reallocated funds to complete the environmental, design and construction work for JAXPORT's Blount Island Marine Terminal (BIMT) Upland Improvements initiative. This initiative includes the construction of two (2) new auto processing facilities, and two (2) rail spurs. Reallocation of funds will permit the Department of Transportation to amend the existing grant (G2756).

A separate Florida Seaport Transportation and Economic Development Council application PFS0002932 has been submitted through SEACIP for the Blount Island Marine Terminal Improvement & Expansion Project.

JAXPORT respectfully request Florida Seaport Transportation and Economic Development Council's consideration of this request.

Sincerely,

A handwritten signature in blue ink, appearing to read "Eric B. Green". The signature is stylized and fluid.

Eric B. Green  
Chief Executive Officer



**Board of Commissioners**

Blair J. Ciklin  
Varisa Lall Dass  
Dr. Jean Landfair Enright  
Deandre J. Poole, Ph.D.  
Wayne M. Richards

**Executive Director**

Michael Meekins

October 21, 2023

Alex King, Chairman  
Florida Seaport Transportation and Economic Development Council  
502 E. Jefferson Street  
Tallahassee, Florida 32301

RE: Emergency Repair / Reallocation of Funds For Container Yard Repair

Dear Chairman King:

This morning, October 23, 2023, a drainage structure under the Port of Palm Beach container yard collapsed. This drainage structure is one of the main collection points for all container yard storm water before it empties into the intercoastal waterway. The drainage pipe from the structure to the intercoastal also partially collapsed where it attaches to the structure. Due to the location of the damage, the next time we get a hard rain, the entire container yard will flood due to the waters inability to drain.

Initial estimates are that this will cost at least \$200,000 to repair. We are asking that a portion of the funds that were initially allocated to the Container Yard Repair Project, Financial Project Number 440705-1-94-06 / Contract Number G2382 (\$1,450,000) be reallocated to this critical repair.

The Port of Palm Beach respectfully requests the Florida Seaport Transportation and Economic Development Council's consideration of this time critical request.

Sincerely,

Michael Meekins  
Executive Director  
Port of Palm Beach District

1 Enclosure: Emergency Repair Request – Container Yard Drainage Structure



**Emergency Repair Request  
Re-Allocation of Funds**

**Partially Collapsed  
Drainage Pipe**



**Collapsed Drainage  
Structure**





*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.  
SECRETARY

October 25, 2023

Alex King, Chair  
Florida Seaport Transportation and  
Economic Development Council  
1 Seaport Drive  
Panama City, FL 32401

RE: Florida Seaport Transportation and Economic Development Council Consistency Review for Off-cycle Fiscal Year 2024

Dear Chairman King:

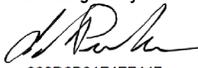
As required by Section 311.09(6), Florida Statutes (F.S.), the Florida Department of Transportation has completed a consistency review of fiscal year 2024 seaport project applications, which were submitted by the Florida Seaport Transportation and Economic Development (FSTED) Council to the Department on May 26, 2023. The project applications have been reviewed for consistency with the Florida Transportation Plan, the Statewide Seaport and Waterways System Plan, and the Department's adopted work program.

The project listed below is consistent with the requirements of Section 311.09(6), F.S.

Seaport	UPIN	Project Name
JAXPORT	PFS0002932	Blount Island Marine Terminal (BIMT) Upland Improvements

If FSTED Council members should have questions about the Department's Seaport Program, please contact Lauren Rand, Seaport Office Manager at (850) 414-4551.

Sincerely,

DocuSigned by:  
  
862D6B01F4FF447...

Jared W. Perdue, P.E.  
Secretary

JWP/lr

Enclosures

October 24, 2023

Mr. Paul Anderson, Chair  
Florida Seaport Transportation and  
Economic Development Council  
Florida Ports Council  
502 East Jefferson Street  
Tallahassee, FL 32301

Dear Mr. Anderson:

As requested by the Florida Transportation and Seaport Economic Development Council, FloridaCommerce staff have reviewed one seaport project application.

1. Jacksonville Port Authority (PFS0002932) – Blount Island Marine Terminal Upland Improvements Initiative

In compliance with section 311.09(7), Florida Statutes, the project was evaluated for its economic benefit and to determine if the project is consistent with state, regional and local plans; the Florida Seaport Mission Plan; and the state's economic development goals and policies. FloridaCommerce found the project to be consistent based on the criteria stated in section 311.09, Florida Statutes.

If you have any questions or require additional information, please contact Cory Strickland, Partnership Manager, Division of Economic Development at (850) 717-8984.

Sincerely,



J. Alex Kelly

JK/cs

cc: Emily Fisher, Florida Ports Council

**TAB 6b**  
**Recommendations and Approval of FY**  
**23/24 FSTED Security Grant Allocations**  
**(Remaining Funding)**

Project Description	FY24	Additional information
Strategic Seaports Investments - SIS	\$ 1,047,864	*Balances are subject to change once allocations are received - \$35M SPII Requirement annually
Project Totals	#REF!	Green font indicates requested amount.
Remaining Balance	#REF!	Yellow shading is proposed for SIS funding.

### FY 24 SEAPORT SECURITY LIST (Updated 10/11/2023)

Project Description	FY24	Additional Information
TOTAL	1,000,000	Annual Appropriation
Prior Allocations (August FSTED Meeting) - FY24	858,651	Security Projects awarded during August 2nd FSTED Meeting
Available Balance Remaining - FY24	141,349	Balance to be distributed in October 25 Special Meeting
Balance	(81,465)	

#### Funding Requests

District	Port	FM #	Project Description	FY24	Total FY24 Funding Request	FY 24 Match (\$)	Additional information
5	Canaveral		Access Control Equipment	\$ 47,625	\$ 47,625	\$ 15,875	Total Cost: \$63,500 State Match Total: \$47,625 Local Match Total: \$15,875 Construction Start: Construction Complete: <b>Issues/follow up:</b>
3	Pensacola		CMA & TWIC/Camera System Upgrade	\$ 37,276	\$ 37,276	\$ 12,426	Total Cost: \$49,702 State Match Total: \$37,276 Local Match Total: \$12,426 Construction Start: Construction Complete: <b>Issues/follow up:</b>
2	JAXPORT		SEAPORT SECURITY GRANT PROGRAM [PHYSICAL SECURITY INITIATIVE]	\$ 131,250	\$ 131,250	\$ 43,750	Total Cost: \$175,000 State Match Total: \$131,250 Local Match Total: \$43,750 Construction Start: Construction Complete: <b>Issues/follow up:</b>
1	Manatee		Access Control Center Upgrades	\$ 210,000	\$ 210,000	\$ 70,000	Total Cost: \$280,000 State Match Total: \$210,000 Local Match Total: \$70,000 Construction Start: Construction Complete: <b>Issues/follow up:</b>
6	PortMiami		Border Protection System Phase III	\$ 200,000	\$ 200,000	\$ 66,667	Total Cost: \$266,667 State Match Total: \$200,000 Local Match Total: \$66,667 Construction Start: Construction Complete: <b>Issues/follow up:</b>

6	Palm Beach		South Port Security Enhancements	\$ 52,500	\$ 52,500	\$ 17,500	Total Cost: \$70,000 State Match Total: \$52,500 Local Match Total: \$17,500 Construction Start: Construction Complete: <b>Issues/follow up:</b>
7	Tampa Bay		Perimeter Security Improvements for Building Security	\$ 180,000	\$ 180,000	\$ 60,000	Total Cost: \$240,000 State Match Total: \$180,000 Local Match Total: \$60,000 Construction Start: Construction Complete: <b>Issues/follow up:</b>
1	Seaport Manatee	NEW	Port Docking Platform for Quick Response Vessels (Design & Const)	\$ 75,000	\$ 75,000	\$ 25,000	Total Cost: \$ 100,000 State Match Total: \$ Local Match Total: \$ Construction Start: Construction Complete: <b>Issues/follow up:</b>
2	JAXPORT	SUP 444930-1-94-05	SEAPORT SECURITY GRANT PROGRAM [PHYSICAL SECURITY INITIATIVE]	\$ 18,750	\$ 18,750	\$ 6,250	Total Cost: \$200,000 (\$175k funded - request for additional \$25k) State Match Total: \$131,250 new req: \$18,750 = \$150,000 Local Match Total: \$43,750 new req \$6,250 = \$50,000 Construction Start: Construction Complete: <b>Issues/follow up:</b> This would be a supplemental for existing security project FM# 444930-1-94-05
2	Fernandina	NEW	US Customs & Border Protection Facility (concept plan for 2 options)	\$ 18,750	\$ 18,750	\$ 6,250	Total Cost: \$25,000 State Match Total: \$18,750 Local Match Total: \$6,250 Construction Start: Construction Complete: <b>Issues/follow up:</b>
	Everglades	NEW	PEV Security Traffic Variable Message Boards	\$ 61,564	\$ 61,564	\$ 20,521	Total Cost: \$82,085 State Match Total: \$61,564 Local Match Total: \$20,521 Construction Start: Construction Complete: <b>Issues/follow up:</b>
3	Panama City	NEW	East Terminal IT Infrastructure Hardening	\$ 48,750	\$ 48,750	\$ 16,250	Total Cost: \$ 65,000 State Match Total: \$48,750 Local Match Total: \$16,250 Construction Start: Construction Complete: <b>Issues/follow up:</b>
TOTALS:				\$ 1,081,465			

FY 24 Allocations  
 From August FSTED Meeting

APPROVED FSTED Security Grant Allocations 2024 (on 8.2.23)						
Port	Project Number	Security Project Title	State (FSTED) REQUESTED	Local	Total Requested Amount	Total Approved Amount
Canaveral Port Authority	PFS0002926	Access Control Equipment	\$47,625.00	\$15,875.00	\$63,500.00	\$63,500.00
City of Pensacola (Port of Pensacola)	PFS0002907	CMA & TWIC/Camera System Upgrade	\$37,276.00	\$12,426.00	\$49,702.00	\$49,702.00
Jacksonville Port Authority	PFS0002924	FY 24 Seaport Security Grant Program-JAXPORT	\$131,250.00	\$43,750.00	\$175,000.00	\$175,000.00
Manatee County Port Authority	PFS0002917	Seaport Manatee Access Control Center Upgrades	\$210,000.00	\$70,000.00	\$280,000.00	\$280,000.00
PortMiami	PFS0002922	Border Protection System - Phase III	\$200,000.00	\$66,667.00	\$266,667.00	\$266,667.00
Port of Palm Beach	PFS0002923	South Port Security Enhancements	\$52,500.00	\$17,500.00	\$70,000.00	\$70,000.00
Port Tampa Bay	PFS0002928	Perimeter Security for Security Equipment Building Project	\$180,000.00	\$60,000.00	\$240,000.00	\$240,000.00
<b>TOTAL</b>			<b>\$858,651.00</b>	<b>\$286,218.00</b>	<b>\$1,144,869.00</b>	<b>\$1,144,869.00</b>

**TAB 7**  
**New Business**

# **To Be Discussed**

**TAB 8**  
**Adjournment**