



Port Everglades 2014 Master/Vision Plan Update

Public Meeting

May 28, 2014

Agenda

- Port Everglades Mission
- Project Background
- 2014 Master/Vision Plan Update Process
- Status of 2009 5-Year Master Plan Projects
- Summary of Market Forecasts
- Decision-Matrix Criteria
- Proposed Projects
- Proposed 5-, 10-, and 20-Year Master/Vision Plans
- Preliminary Affordability Analysis
- Next Steps



Port Everglades Mission

As a powerhouse for international trade, travel, and investment, Port Everglades leverages its world-recognized South Florida facilities and innovative leadership to drive the region's economic vitality and provide the highest levels of service, safety, environmental stewardship, and community accountability



An Economic Powerhouse

- \$147 million operating revenues for FY2013 (up 3.1%)
- \$25.7 billion total business activity
- 11,433 direct jobs
- \$733.5 million in state and local taxes
- 202,709 Florida jobs supported, earning \$7.8 billion in wages



Port Everglades by the Numbers (2013)

- #1 Seaport in Florida by Revenue
- #1 Container Port in Florida
- #1 Seaport for Exports in Florida
- #1 Refrigerated Cargo Port in Florida
- #2 Foreign-Trade Zone in the U.S. (2012)
- #2 Petroleum Port in Florida
- Consistently Ranked in
Top 3 Cruise Ports in the World



Project Background: Why do we do a Master/Vision Plan?

- The original Port Everglades Master/Vision Plan was approved by the Board of County Commissioners in December 2007
- Port Everglades Master/Vision Plan Update was approved by the Board of County Commissioners in March 2011
- BOCC has directed that Port Master Plan be updated every two to three years



Master/Vision Plan Update Process

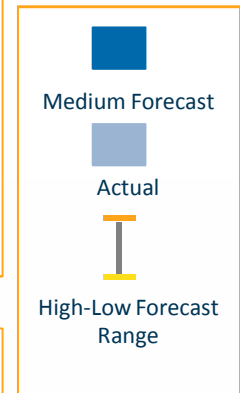
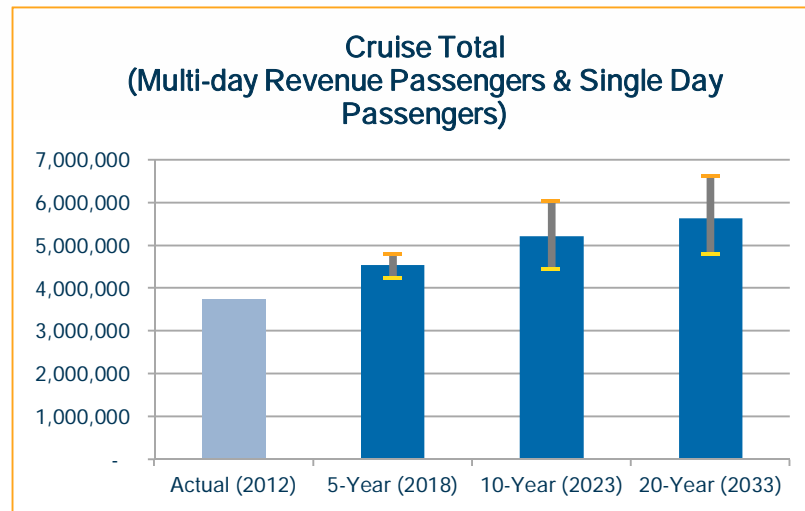
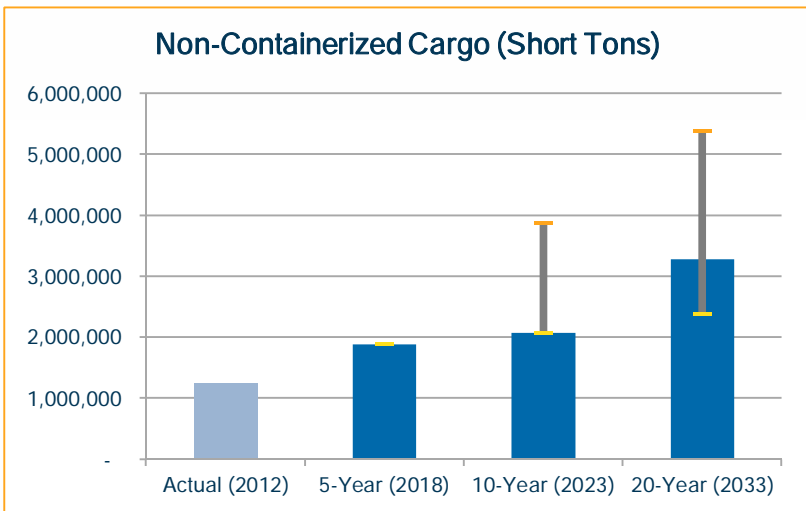
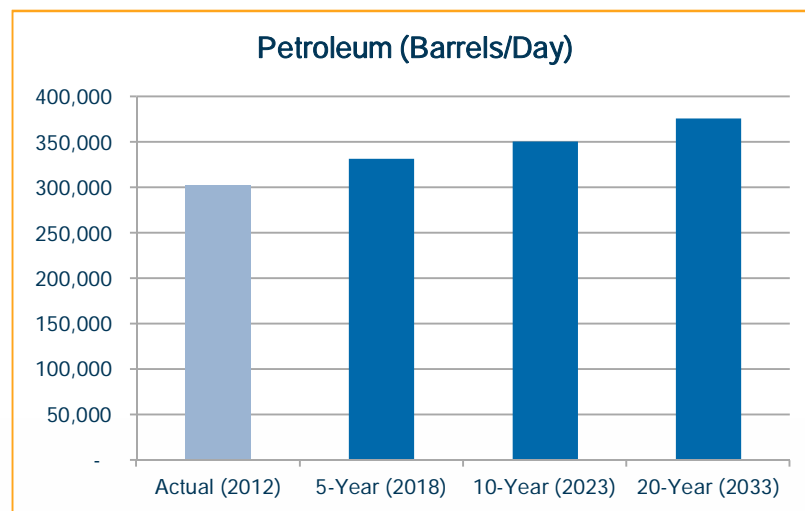
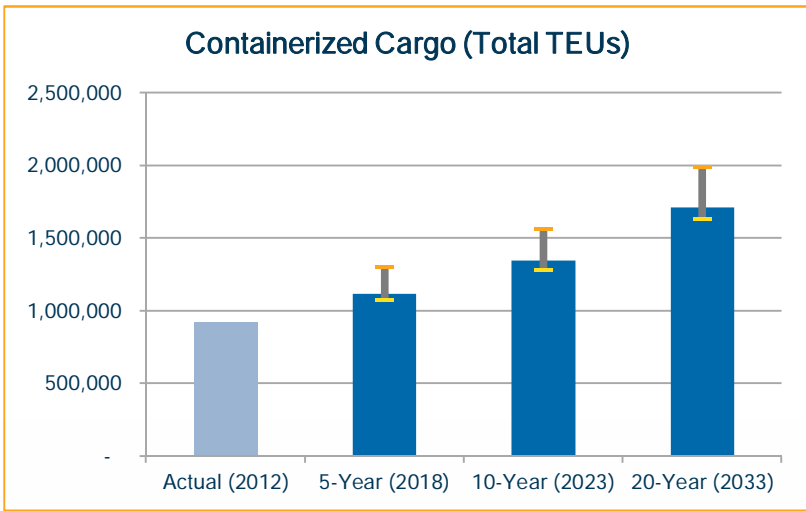
- **Phase I - End of September 2013 COMPLETED**
 - Community and Stakeholder Meetings
 - Existing Conditions Assessment
 - Market Assessment
 - Business Line Forecasts (with and without 50 feet of water)
- **Phase II - June 2014**
 - Community and Stakeholder Meetings
 - Plan Development (Terminal Design Trends, Cargo Operational Enhancement Opportunities, Facility Needs Assessment, Conceptual Planning Studies, 20-Year Vision Plan, Parking, and Rail and Truck Traffic)
 - Strategy Development (Master Plan Development & Financial Strategy)
 - Final Plan
 - Plan Implementation
- **Phase III - June 2014**
 - 3-D Computer Animated Video



Status of 2009 5-Year Master Plan

Port Area	Project	Status
Northport	Slip 1 New Bulkheads and Reconfiguration - Phase 1	RFP to be released Fall 2014
	Seaport Convention Center Security Improvement Project	Underway - Completion Summer 2015
	By-Pass Road	Removed from Program
	Cruise Terminal 2 Improvements	Completed
	Cruise Terminal 4 Improvements	Completion end of 2014
	Slip 2 Westward Lengthening	Completion Summer 2016
	New Petroleum Tank Farm	Remove from Program, Proposed for New Use
Midport	Cruise Terminal 19 Improvements	Completed
	Cruise Terminal 21 Improvements	Completed
	Cruise Terminal 26 Improvements	Completed
	Cruise Terminal 18 Parking Garage	Remove from Program
	Tracor Basin Finger Pier Replacement with Catwalk-Dolphin	Pier removal completed; catwalk cancelled
Southport	McIntosh Road Improvements	Completed
	Upland Mangrove Enhancement	Underway - Construction Completion Spring 2014
	Westlake Mitigation	Planning, Design, Permitting underway; construction commencement mid to late 2016
	Super Post-Panamax Crane (1)	Under Design for two cranes
	Turning Notch Extension	Construction 2016; completion 2018
	Intermodal Container Transfer Facility	Underway; completion Summer 2014
	USACE Deepening and Widening Design	Feasibility study released June 2013; under review
USACE Deepening and Widening Construction	Schedule dependent on study completion; target completion end of 2022	

Market Forecasts Summary



2014 Master/Vision Plan Update

PROJECTS SUMMARY



Decision-Matrix Criteria

Criteria Categories

- **Competitiveness**
 - » Capacity
 - » Operational Flexibility
- **Economics**
 - » Port Return on Investment (ROI)
 - » Regional Economic Impact
- **Stewardship**
 - » Asset Preservation
 - » Environmental Preservation



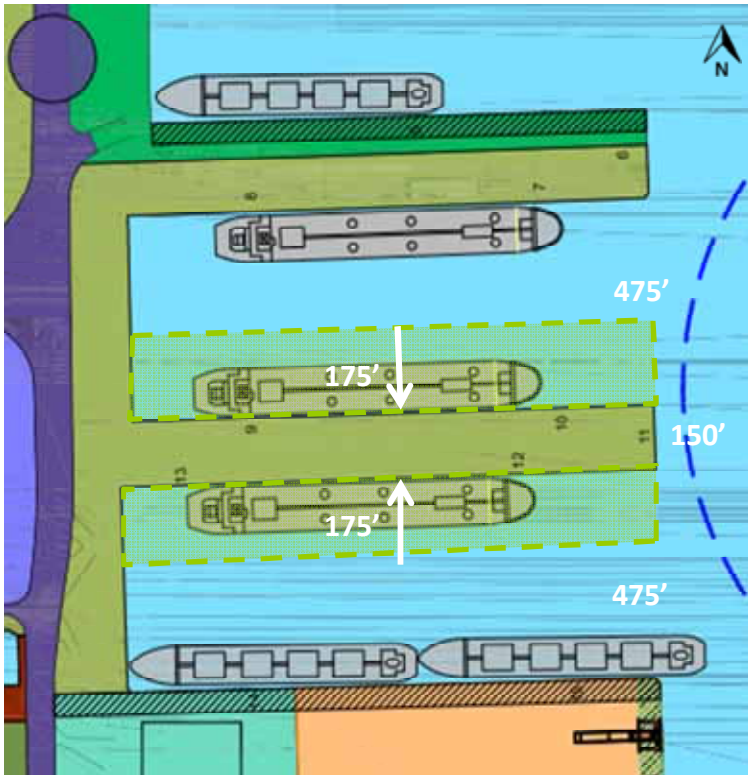
Petroleum Slip Expansion

Capital Cost: \$197.7M

Modified

Three-Phased Project:

- **5-Year:** Slip 1 New Bulkheads and Reconfiguration - Phase 1 (Berths 9 and 10)
- **10-Year:** Slip 1 New Bulkheads (Berths 7, 8, and 8A)
- **20-Year:** Slip 3 New Bulkheads and Widening (Berths 11, 12, 13, and 13A)



Decision-Matrix

Competitiveness		Economic		Stewardship	
Capacity	Operational Flexibility	Port ROI	Regional Economic Impact	Asset Preservation	Environmental Preservation
M	H	H	H	H	M

- Capacity
- Operational Flexibility
- Port ROI
- Regional Economic Impact
- Asset Preservation
- Environmental Preservation



Neo-Bulk Storage Yard

New

Capital Cost: \$7.8M

5-Year: Relocation of neo-bulk cargo operations to 13-acre petroleum tank farm site.



Decision-Matrix

Competitiveness		Economic		Stewardship	
Capacity	Operational Flexibility	Port ROI	Regional Economic Impact	Asset Preservation	Environmental Preservation
H	M	H	L	M	H

- Capacity
- Operational Flexibility
- Port ROI
- Regional Economic Impact
- Asset Preservation
- Environmental Preservation

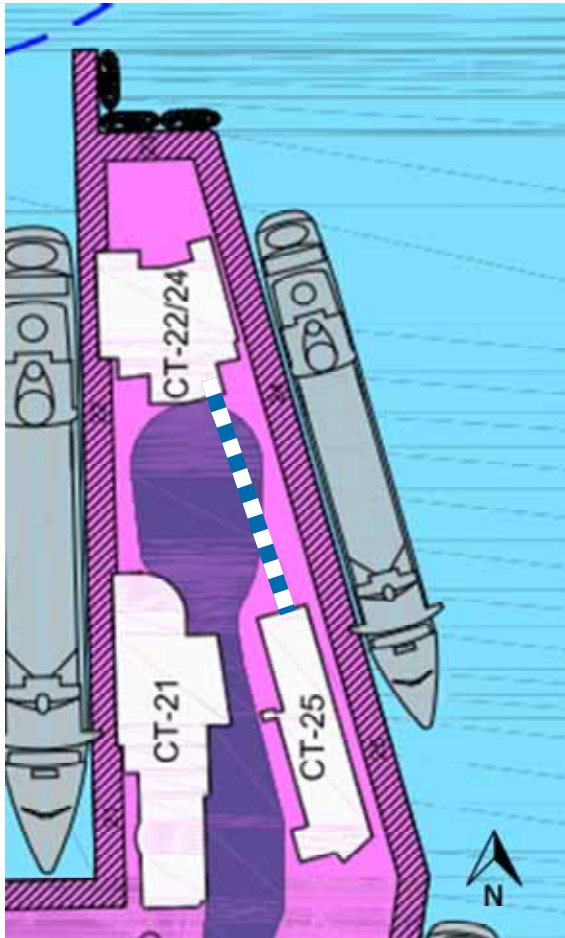


Cruise Terminal 25 Improvements/Expansion

New

Capital Cost: \$26.25M

5-Year: Improvements to passenger flow & baggage handling on current footprint (40,203 SF) of CT 25; consideration for connection to CT 22/24



Decision-Matrix

Competitiveness		Economic		Stewardship	
Capacity	Operational Flexibility	Port ROI	Regional Economic Impact	Asset Preservation	Environmental Preservation
M	H	L	M	H	H

- Capacity
- Operational Flexibility
- Port ROI
- Regional Economic Impact
- Asset Preservation
- Environmental Preservation

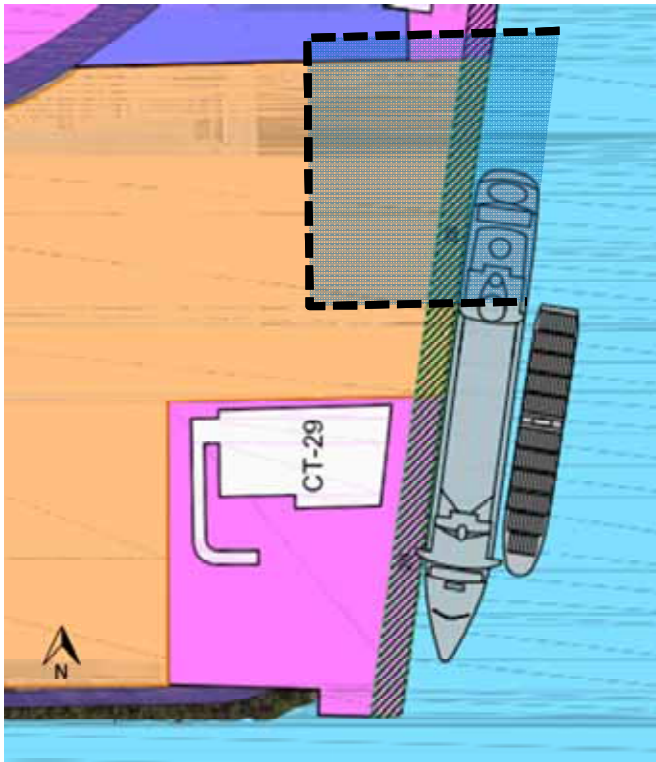


Tracor Basin Fill

New

Capital Cost: \$48.4M

10-Year: Filling of 6 acres to create a continuous linear berth face (Berths 26, 27, 28, 29) increasing the efficiency of cruise and cargo operations



Decision-Matrix

Competitiveness		Economic		Stewardship	
Capacity	Operational Flexibility	Port ROI	Regional Economic Impact	Asset Preservation	Environmental Preservation
H	H	L	M	M	M

- Capacity
- Operational Flexibility
- Port ROI
- Regional Economic Impact
- Asset Preservation
- Environmental Preservation

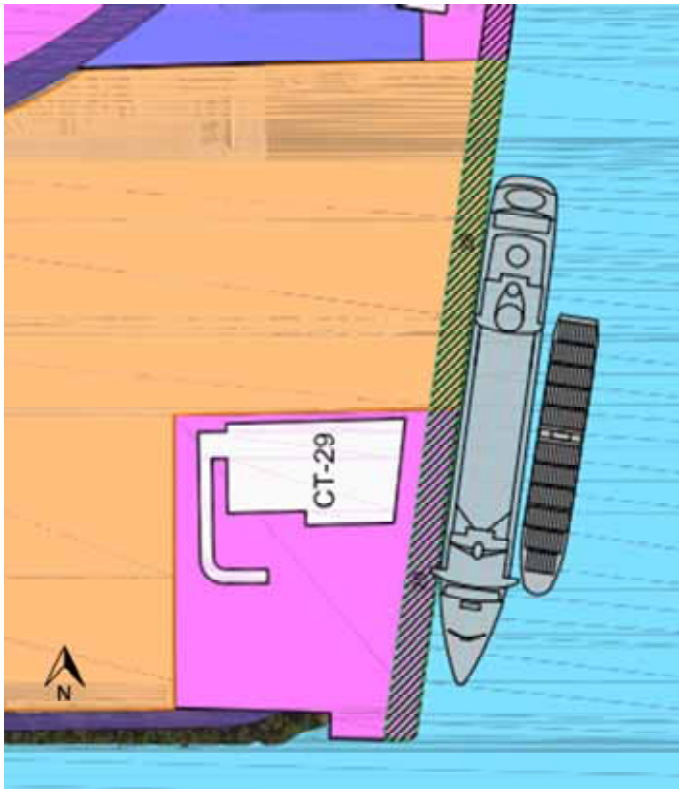


Cruise Terminal 29 Improvements/Expansion

New

Capital Cost: \$26.25M

10-Year: Improvements to passenger flow & baggage handling on current footprint (48,617 SF) of CT 29



Decision-Matrix

Competitiveness		Economic		Stewardship	
Capacity	Operational Flexibility	Port ROI	Regional Economic Impact	Asset Preservation	Environmental Preservation
M	H	L	L	H	H

- Capacity
- Operational Flexibility
- Port ROI
- Regional Economic Impact
- Asset Preservation
- Environmental Preservation

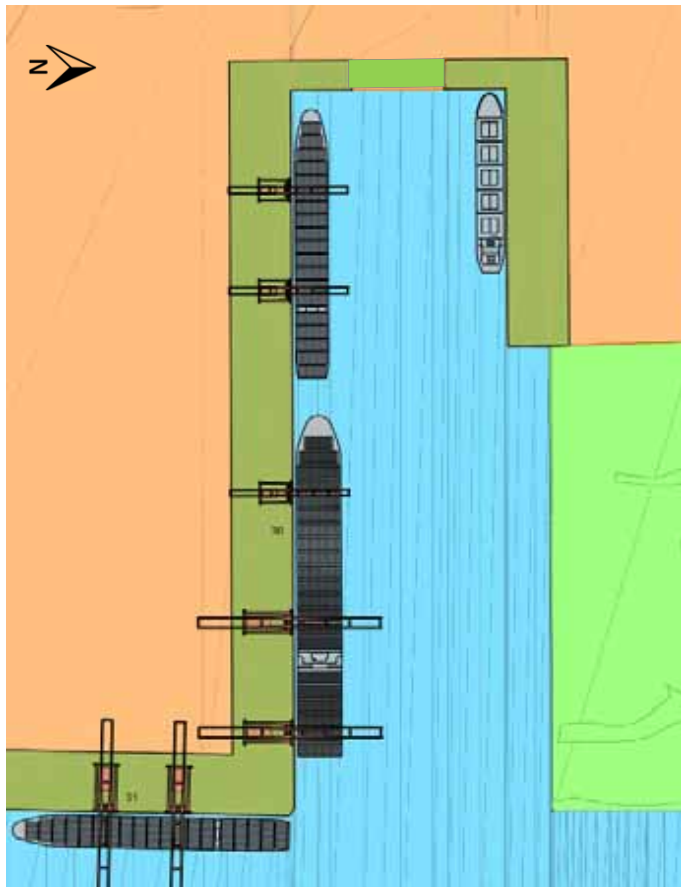


Southport Turning Notch

Capital Cost: \$182.1M

Modified

5-Year: Remains as key project to increase berth capacity at the Port. Includes mitigation efforts, upland enhancements (currently underway) and the West Lake Park mitigation



Decision-Matrix

Competitiveness		Economic		Stewardship	
Capacity	Operational Flexibility	Port ROI	Regional Economic Impact	Asset Preservation	Environmental Preservation
H	H	M	H	H	M

- Capacity
- Operational Flexibility
- Port ROI
- Regional Economic Impact
- Asset Preservation
- Environmental Preservation

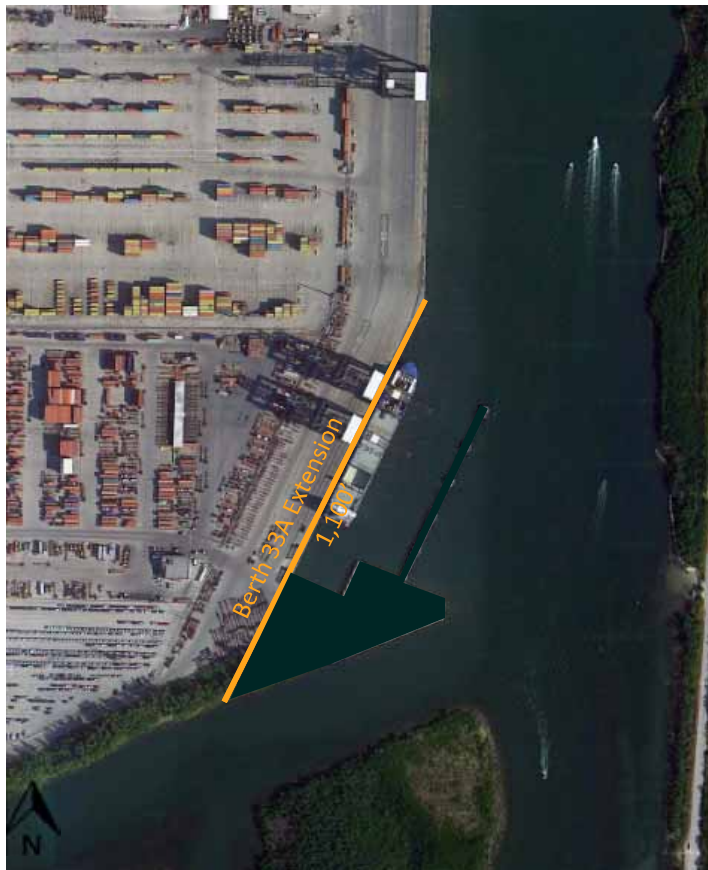


Berth 33 Reconfiguration

Capital Cost: \$56.4M

Modified

10-Year: Reconfiguration resulting in a linear berth (2,850LF) from Berths 31 to 33 to create greater operating flexibility and cost savings in Southport



Decision-Matrix

Competitiveness		Economic		Stewardship	
Capacity	Operational Flexibility	Port ROI	Regional Economic Impact	Asset Preservation	Environmental Preservation
M	H	M	M	M	H

- Capacity
- Operational Flexibility
- Port ROI
- Regional Economic Impact
- Asset Preservation
- Environmental Preservation



Berth 33 Reconfiguration

Modified

Capital Cost: \$56.4M

10-Year: Reconfiguration resulting in a linear berth (2,850LF) from Berths 31 to 33 to create greater operating flexibility and cost savings in Southport

Decision-Matrix

Competitiveness		Economic		Stewardship	
Capacity	Operational Flexibility	Port ROI	Regional Economic Impact	Asset Preservation	Environmental Preservation
M	H	M	M	M	H



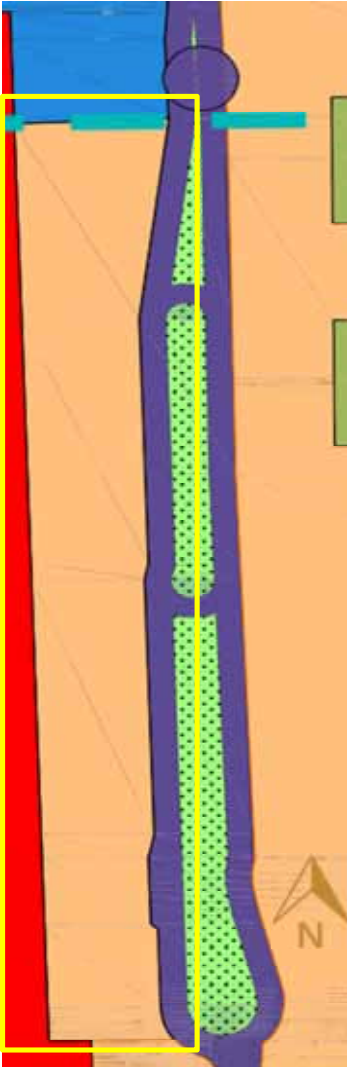
- Capacity
- Operational Flexibility
- Port ROI
- Regional Economic Impact
- Asset Preservation
- Environmental Preservation



Southport Phase 9B Container Yard

Capital Cost: \$9.7M

New



5-Year: Development of a 19.9-acre parcel between the ICTF and McIntosh Road to support Southport container terminal operations

Decision-Matrix

Competitiveness		Economic		Stewardship	
Capacity	Operational Flexibility	Port ROI	Regional Economic Impact	Asset Preservation	Environmental Preservation
H	M	H	L	M	H

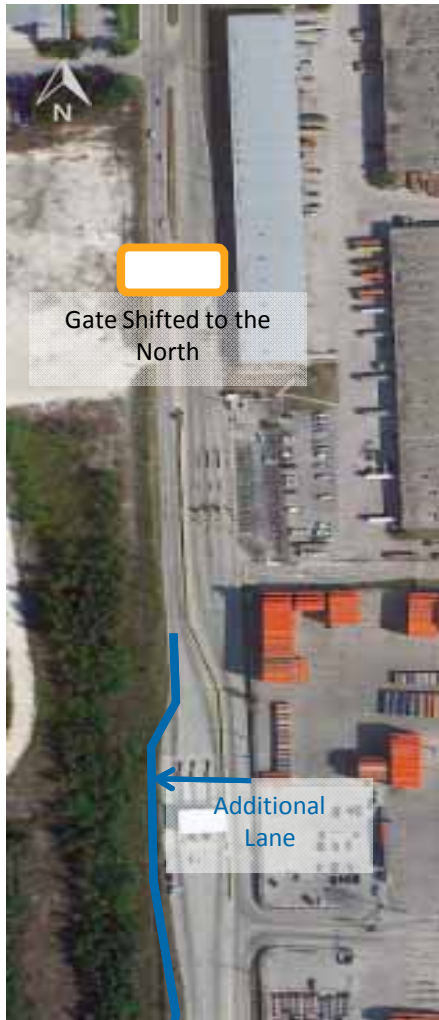
- Capacity
- Operational Flexibility
- Port ROI
- Regional Economic Impact
- Asset Preservation
- Environmental Preservation



Southport Gate Lane Addition

Capital Cost: \$1.6M

Modified



5-Year: Increase efficiency of Southport gate operations and reduce wait times, both inbound and outbound, through the gate by adding an additional outbound lane and shifting the inbound lanes to west with an option for one additional inbound lane.

Decision-Matrix

Competitiveness		Economic		Stewardship	
Capacity	Operational Flexibility	Port ROI	Regional Economic Impact	Asset Preservation	Environmental Preservation
M	H	---	L	H	H

- Capacity
- Operational Flexibility
- Regional Economic Impact
- Asset Preservation
- Environmental Preservation

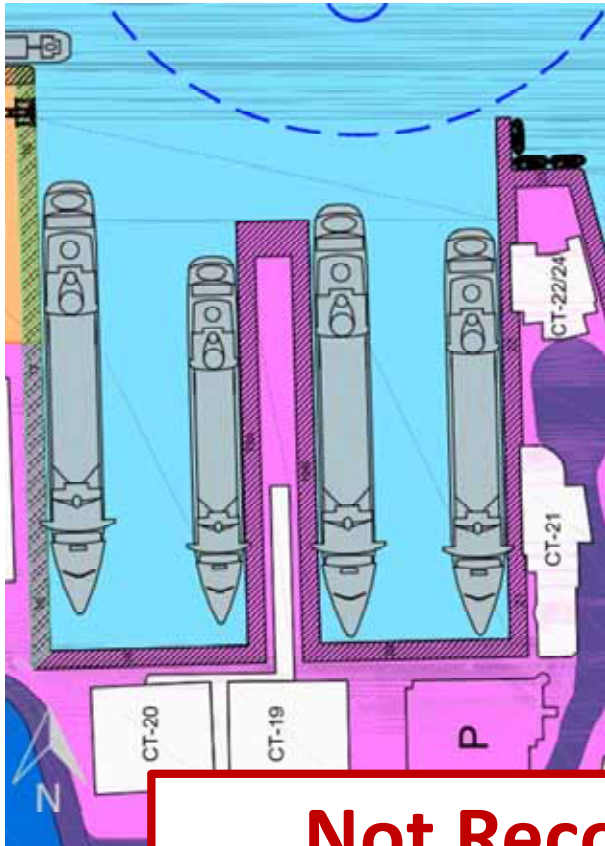


Cruise Terminal & Pier 19/20

New

Capital Cost: \$169.6M

Development of a ninth cruise berth within Midport by constructing a new pier structure, cruise terminal and ground transportation area/parking at the existing Berth 19/20.



Decision-Matrix

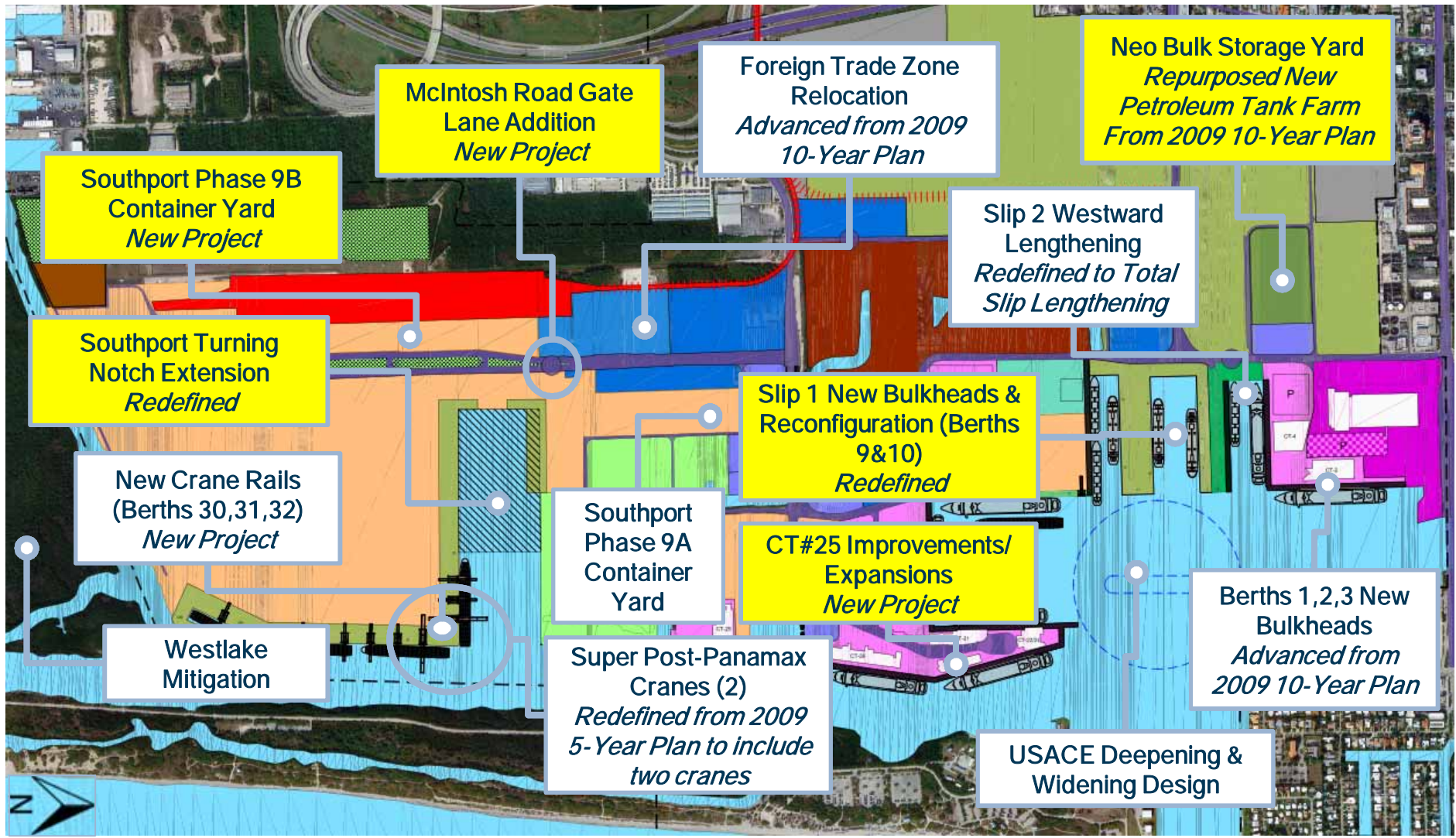
Competitiveness		Economic		Stewardship	
Capacity	Operational Flexibility	Port ROI	Regional Economic Impact	Asset Preservation	Environmental Preservation
H	H	L	M	M	M

- Capacity
- Operational Flexibility
- Port ROI
- Regional Economic Impact
- Asset Preservation
- Environmental



Not Recommended For 2014 Final Plan

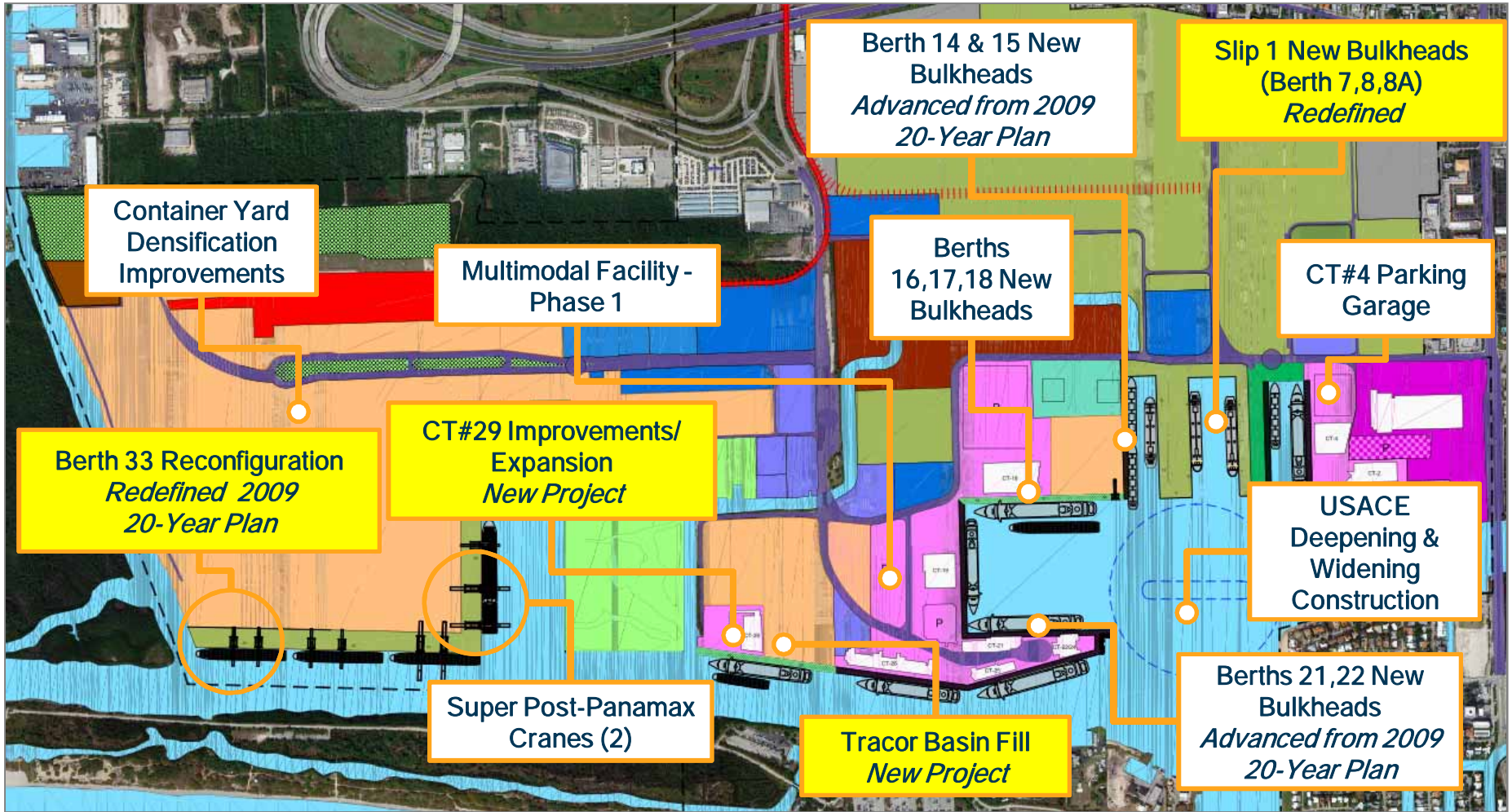
5-Year Master Plan (2015-2019)



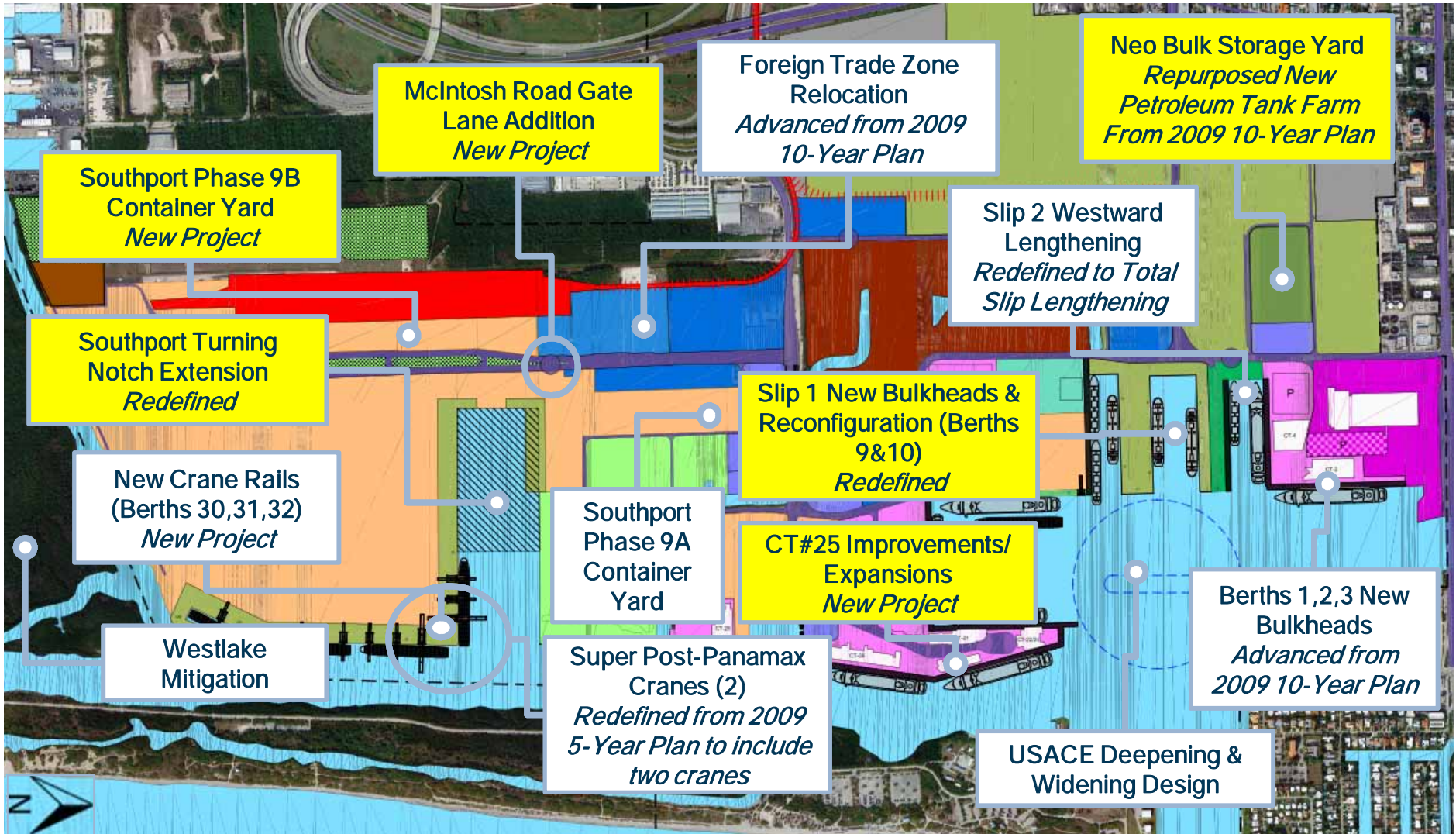
5-Year Master Plan Project Cost Estimates (2015-2019)

Port Area	Project	Cost (2014\$M)
Northport	Berths 1, 2, 3 New Bulkheads	\$ 24.80
	Slip 1 New Bulkheads and Reconfiguration-Phase 1 (Berths 9 & 10)	\$ 83.90
	Neo Bulk Storage Yard	\$ 7.80
	Slip 2 Westward Lengthening	\$ 19.50
Midport	CT#25 Improvements/Expansion	\$ 26.25
Southport	Westlake Mitigation (Southport Turning Notch Extension)	\$ 6.10
	Super Post Panamax Cranes (2)	\$ 30.00
	Southport Turning Notch Extension	\$ 147.50
	McIntosh Road Gate Lane Addition	\$ 1.56
	Southport Phase 9A Container Yard	\$ 8.80
	Southport Phase 9B Container Yard	\$ 9.70
	Foreign Trade Zone Relocation (Public-Private Partnership)	\$ 54.00
New Crane Rails (Berths 30, 31, 32)	\$ 45.00	
Portwide	USACE Deepening and Widening Design	\$ 5.30
TOTAL		\$ 470.21

10-Year Vision Plan (2020-2023)



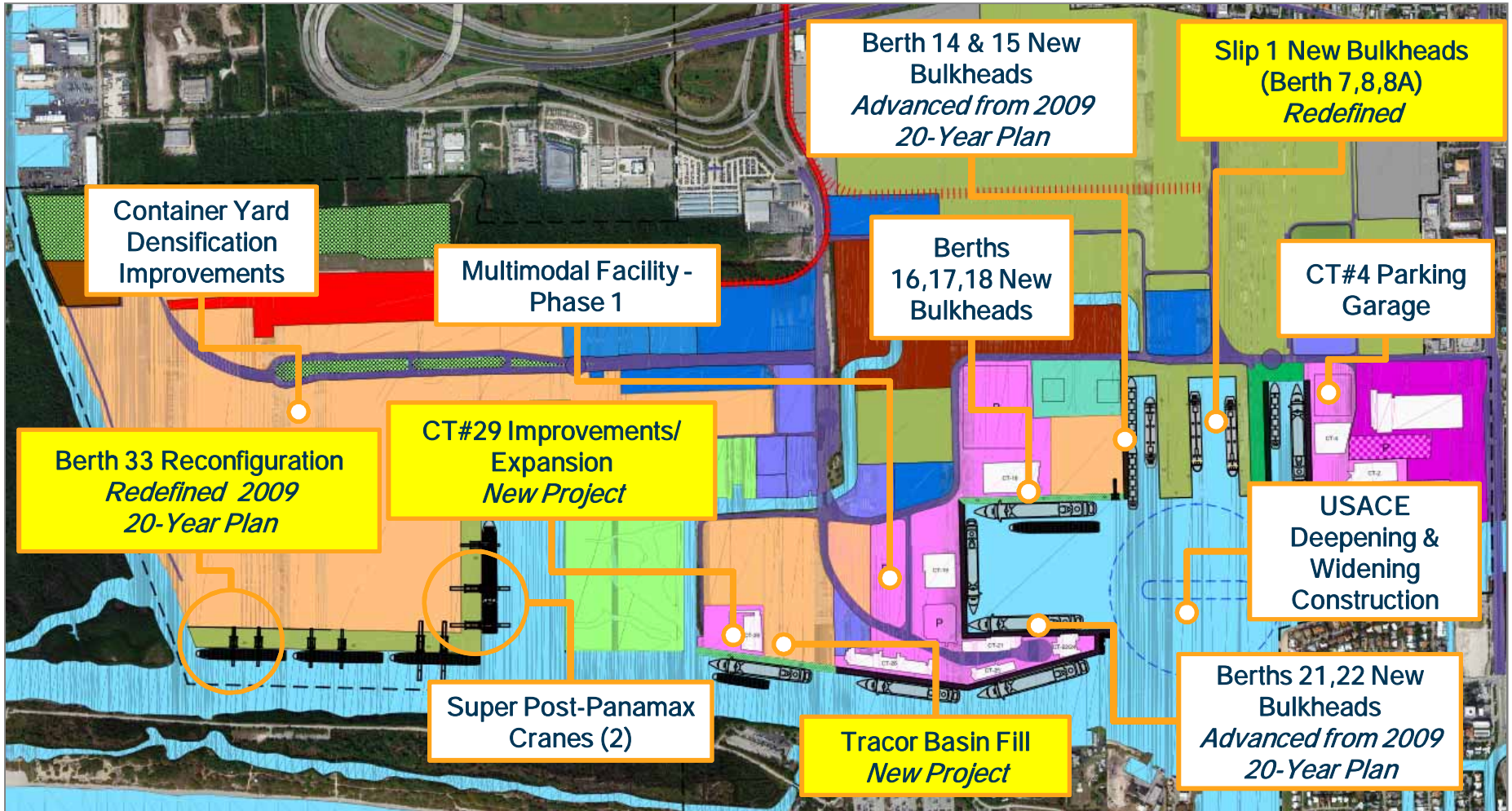
5-Year Master Plan (2015-2019)



5-Year Master Plan Project Cost Estimates (2015-2019)

Port Area	Project	Cost (2014\$M)
Northport	Berths 1, 2, 3 New Bulkheads	\$ 24.80
	Slip 1 New Bulkheads and Reconfiguration-Phase 1 (Berths 9 & 10)	\$ 83.90
	Neo Bulk Storage Yard	\$ 7.80
	Slip 2 Westward Lengthening	\$ 19.50
Midport	CT#25 Improvements/Expansion	\$ 26.25
Southport	Westlake Mitigation (Southport Turning Notch Extension)	\$ 6.10
	Super Post Panamax Cranes (2)	\$ 30.00
	Southport Turning Notch Extension	\$ 147.50
	McIntosh Road Gate Lane Addition	\$ 1.56
	Southport Phase 9A Container Yard	\$ 8.80
	Southport Phase 9B Container Yard	\$ 9.70
	Foreign Trade Zone Relocation (Public-Private Partnership)	\$ 54.00
New Crane Rails (Berths 30, 31, 32)	\$ 45.00	
Portwide	USACE Deepening and Widening Design	\$ 5.30
TOTAL		\$ 470.21

10-Year Vision Plan (2020-2023)



Projected Debt Service Coverage (2015 to 2019)

Item	2015	2016	2017	2018	2019
Net Revenues	69,602	71,863	75,993	84,679	94,311
Existing Debt Service	32,062	32,060	22,530	22,534	22,540
New Debt Service	0	0	10,984	14,682	18,379
Total Debt Service	32,062	32,060	33,514	37,215	40,919
Test (125%)	2.42	2.50	2.52	2.50	2.51
Test (110%)	2.17	2.24	2.27	2.28	2.30
Bond Proceeds/Interim Financing	77,085	86,670	61,664	0	47,768

Estimated Cost Comparison 2014 vs 2009 Master/Vision Plans

	2014 Cost (2014\$M)	2009 Cost (2011\$M)
5-Year Master Plan	\$468.91	\$453.08
10-Year Vision Plan	\$678.95	\$547.22
20-Year Vision Plan	\$387.30	\$461.00
Total	\$1,535.16	\$1,461.30

Environmental Initiatives & Opportunities Update



Emission Control Area

- North American Emission Control Area (ECA) began August 1, 2012.
- On August 1, 2012 the U.S. Environmental Protection Agency (EPA) and the Coast Guard begin enforcing new regulations requiring oceangoing vessels to burn lower sulfur fuel within 200 miles of the U.S. and Canadian North American coastline
- Stricter controls on NO_x , SO_x and particulate matter emissions for ships
- Ships in port will burn progressively cleaner fuels
- Next phase, on January 1, 2015, sulfur content from 1% to .1%
- Many cruise lines installing scrubbers to meet emission targets



Alternative Marine Power

Estimated
Reductions

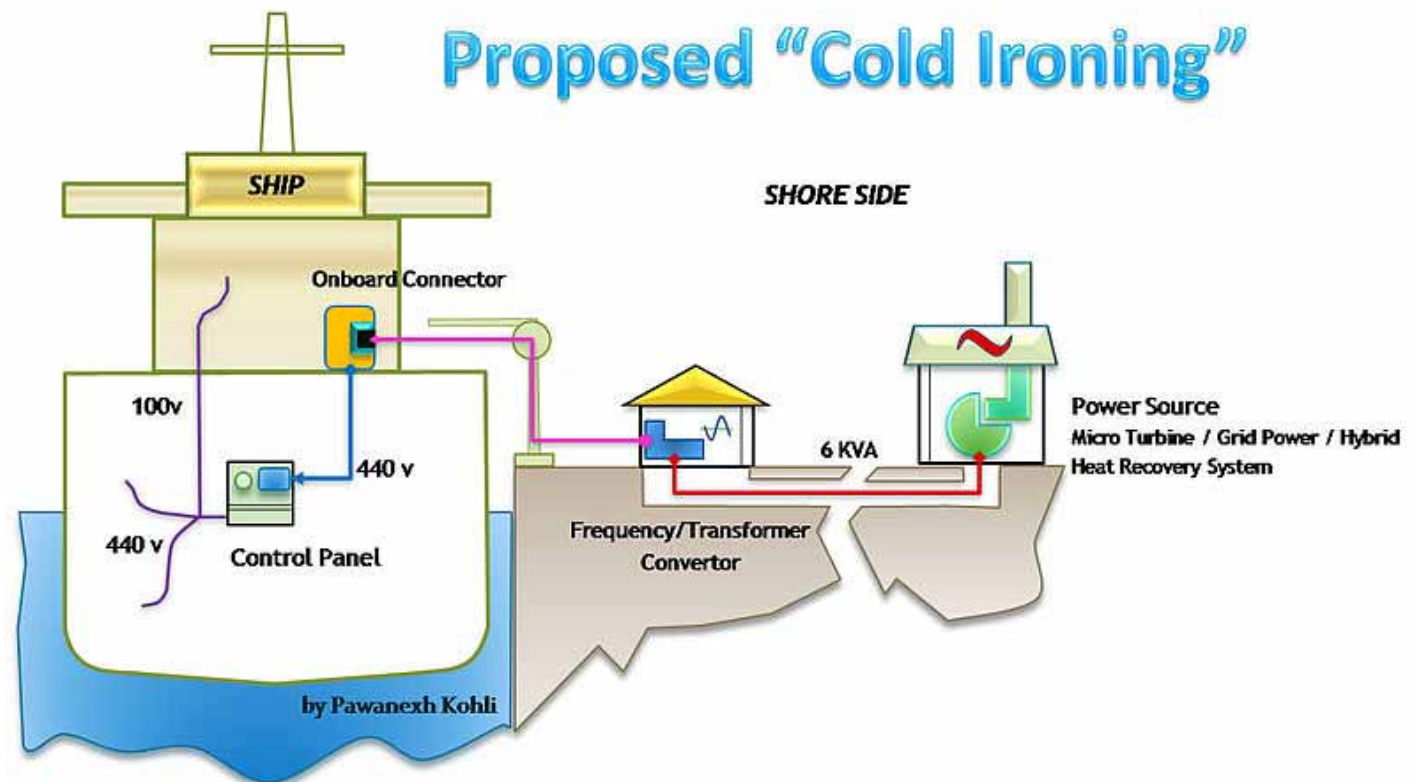
97%
NO_x

89%
PM

94%
VOC

**Cold Ironing/
Alternative Marine
Power (AMP)**

Vessels can be hooked up to an onshore power supply, i.e. connected to the local electricity grid. In this way ships' operations can proceed uninterrupted, while eliminating negative side-effects.



Water Quality

Stormwater Management efforts including:

- Updating the overall Port Everglades Stormwater Pollution Protection Plan
- Database of all National Pollution Discharge Elimination System (NPDES) authorizations within the Port
- Installation of Sediment Traps at selected Storm Drains at Southport

**Maintenance Dredging Contracts
Incorporating Environmental Restrictions
and Compliance**

Wildlife/Natural Habitat

Reduction of Impacts on Sea Turtles

- Changed fixtures at seaside facilities to reduce light toward ocean
- Recently conducted study of high-mast light alternatives
 - Can reduce number of fixtures
 - Decrease light spill
 - Still maintain OSHA work safety lighting standards
 - Increase energy efficiency
- Conducting additional pilot study on use of LEDs later in 2014



Broward County Climate Change Initiatives



High-Mast Lighting

Lighting alternatives to reduce light emission researched in pilot program.



Energy Efficient Vehicle Purchase

Four Ford Fusion Hybrids

Cruise Terminal Improvements

Enable simultaneous embark/debark and utilize energy efficiency measures.



LED Light Fixtures

On-going effort resulting in energy savings



Future Opportunities: Solar and Wind Installation

Hilton Hotel on Fort Lauderdale Beach



Future Opportunities - Natural Gas

NG as fuel applications worldwide:

- Ocean-Going Vessels (Domestic Trade)
- Bunkering Vessels
- Ferry, Tug and Cruise Vessels
- Container Handling Equipment (CHEs)
- Long Haul Transportation



2014 Master/Vision Plan Update

NEXT STEPS



Remaining Meetings

- Public Meeting

May 28 - 5 pm
Main Public Library

- County
Commission
Approval

June 2014



Port Everglades 2014 Master/Vision Plan Update Contact

Natacha J. Yacinthe, Ph.D.

Project Manager

To Submit Comments by E-mail:

portmasterplan@broward.org

portevergladesmasterplan.com