



Port Everglades Master/Vision Plan Update

Final Public Meeting
January 29, 2020



Port Everglades Mission and Master/Vision Plan Outreach

Port Everglades Mission Statement

Port Everglades is Florida's powerhouse global gateway. A respected leader in trade, travel and financial stability, we create economic and social value by working in partnership with world-class clients. We achieve advancements focusing on efficient facilities, trade and cruise expansion, jobs growth, safety, security and environmental stewardship for our customers, stakeholders and community.

Stakeholder Engagement

- More than 40 meetings held since Fall 2018, including:
 - Port tenants and users
 - County commission and administration
 - Environmental community
 - Neighborhood associations
 - Port Everglades Association (PEA)
 - Metropolitan Planning Organization (MPO)
 - General public

Guiding Principals of Update

Increase Capacity

- Add berths where possible
- Facilitate operational improvements to increase intensity of asset utilization portwide

Enhance Efficiency

- Increase adjacency of berths and upland acreage for related uses
- Reduce intra-port movement to minimize traffic and operating costs
- Minimize double-handling and repositioning of cargo, people and equipment

Facilitate Integration

- Activate synergies between related uses (i.e. Automated People Mover)
- Optimize land use and transportation network to provide best possible level of service

Maintain Flexibility

- Plan for expected conditions without precluding unexpected conditions

Preserve the Environment

- Proactively address known Port-related environmental impacts

Plan Drivers

Market Assessments

- Cruise
- Liquid Bulk
- Containers
- Dry Bulk/Break-Bulk/Ro-Ro

Ongoing Projects/Current CIP

- T2/T4 Parking Garage; Slip 1/Phase 1 Expansion
- Southport Turning Notch Expansion (STNE); USACE Deepening & Widening
- PEV International Logistics Center (ILC); Phase 9A Container Yard

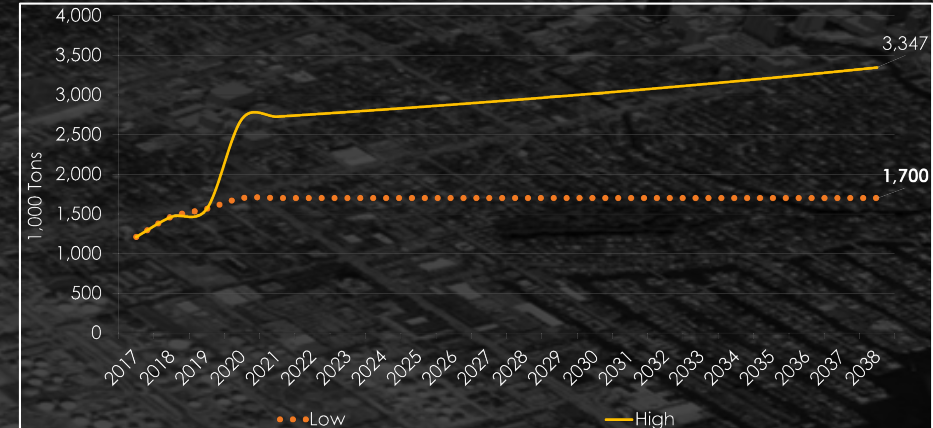
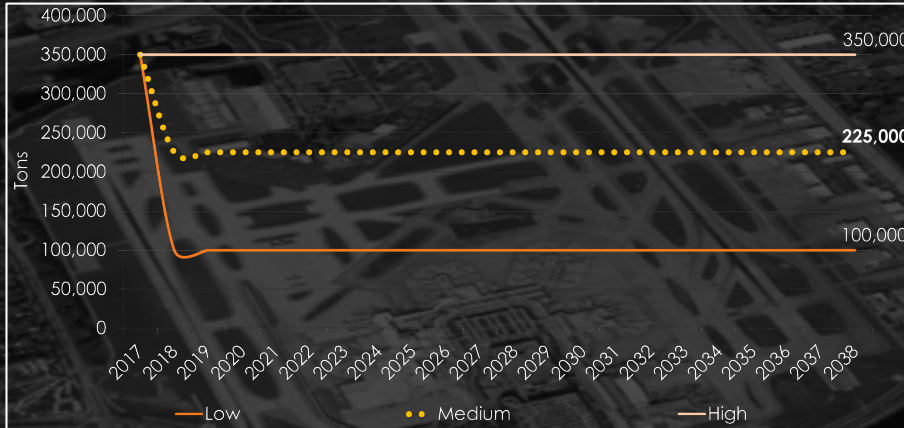
Constraints

- Costs vs. benefits (project-specific)
- Affordability/available funding (overall)
- Impact to operations

An aerial photograph of a city, likely Los Angeles, showing a large airport with multiple runways and taxiways in the upper left. A complex highway interchange is visible in the center. A river, possibly the Los Angeles River, flows through the lower right portion of the image. The city's urban grid is clearly visible throughout the rest of the frame. The image is darkened to serve as a background for the text.

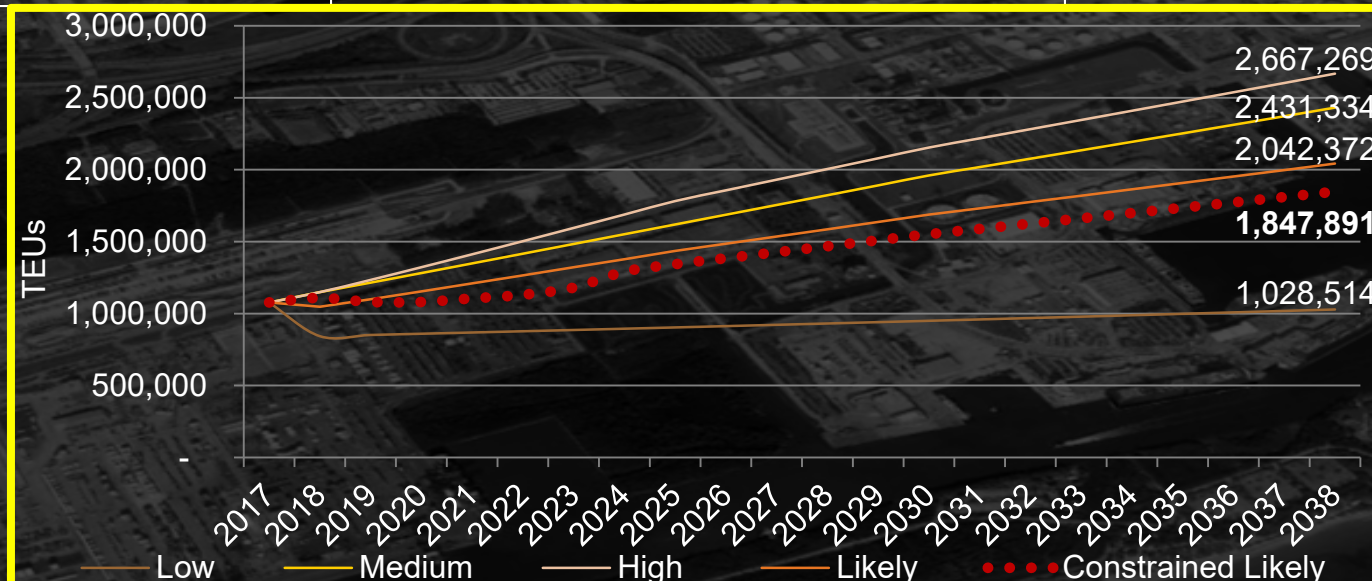
Market Assessments

2019-2038



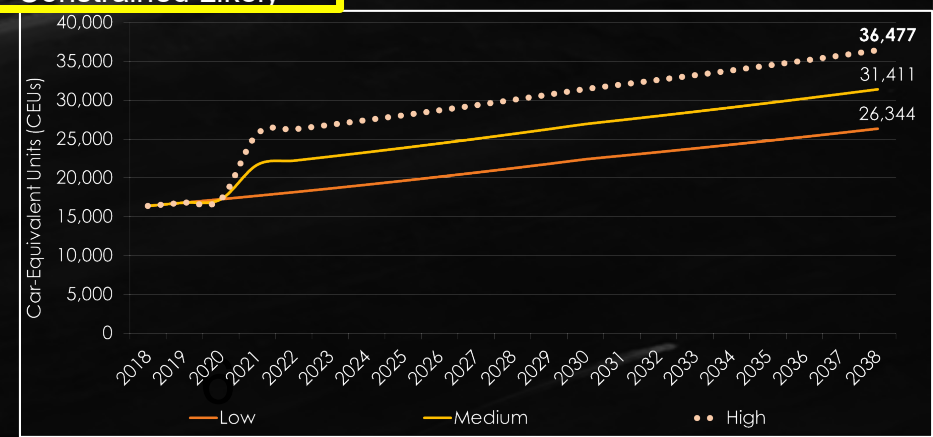
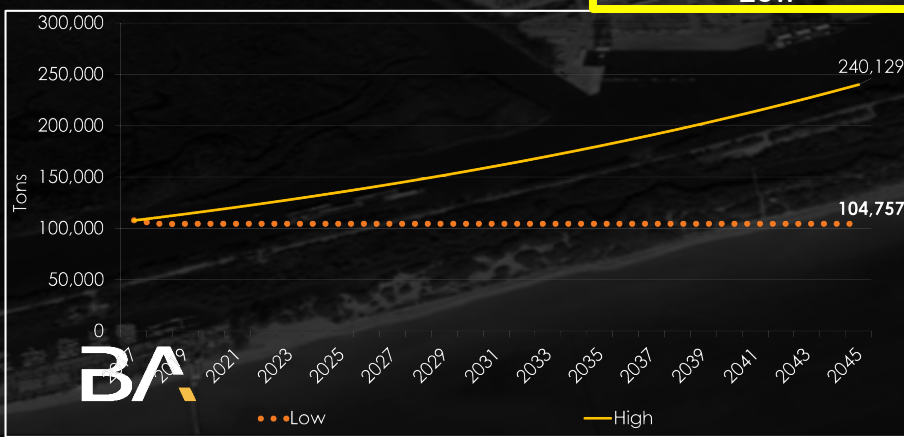
Break-bulk

Dry Bulk

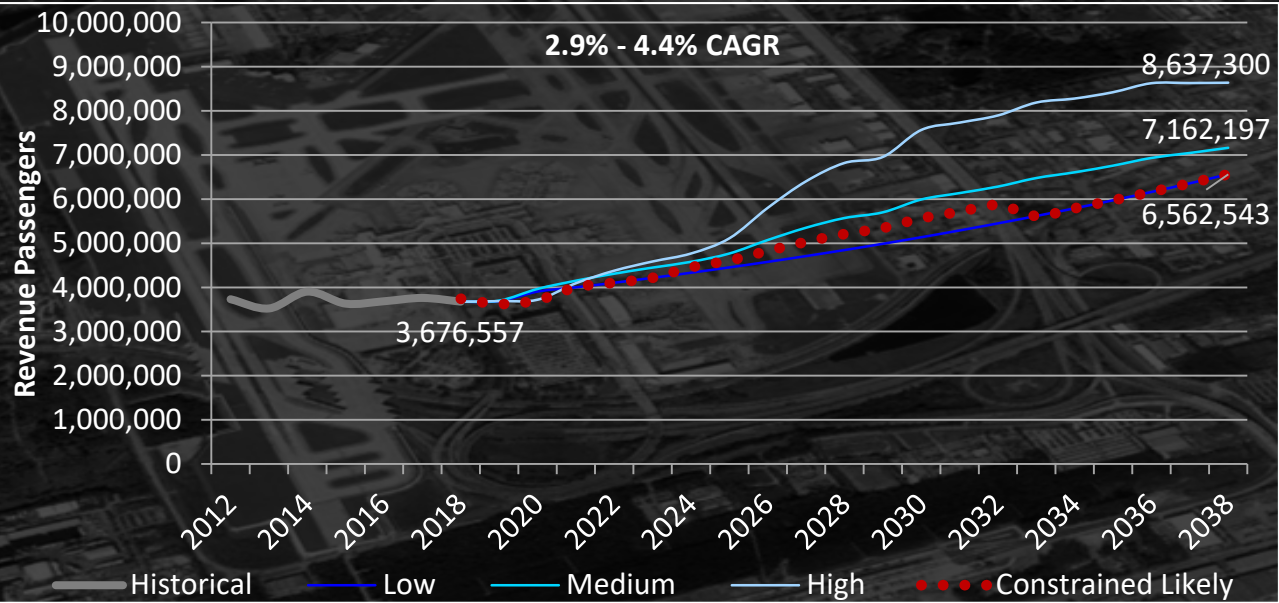


Used Ro-Ro + Yachts

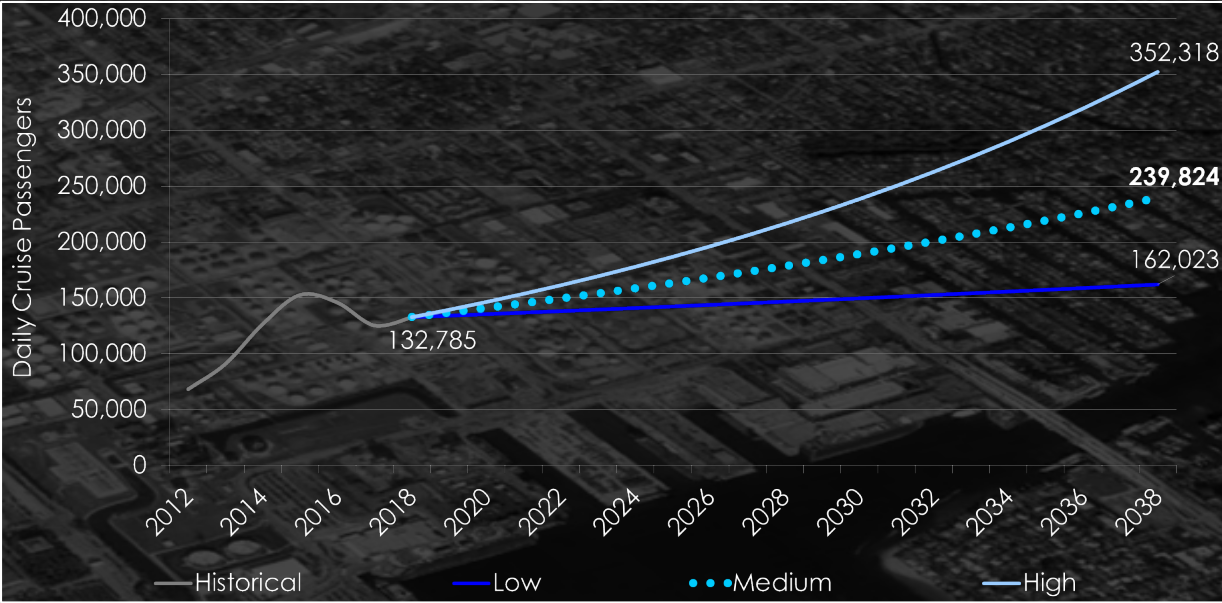
New Autos



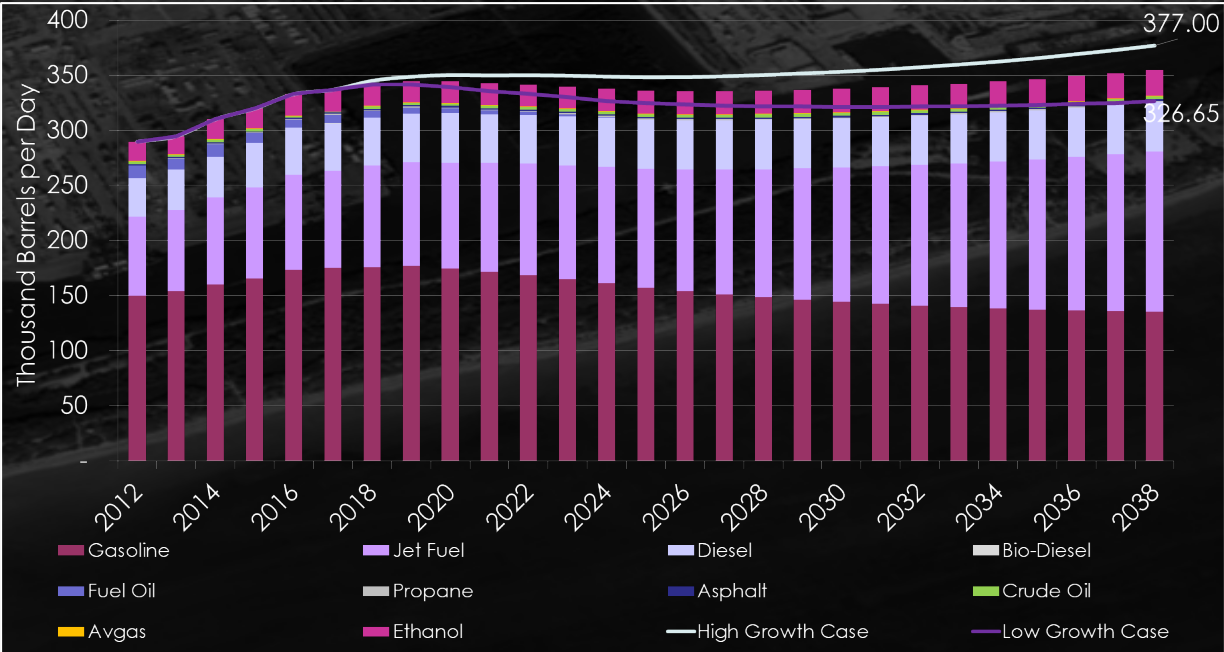
Cruise - Multi-Day



Cruise - Daily



Liquid Bulk



An aerial photograph of an airport and surrounding urban area, rendered in a dark, monochromatic style. The airport features a large runway, taxiway, and terminal building. The surrounding area is densely packed with buildings and roads. The text "Master/Vision Plan" is overlaid in the center in a bright yellow color.

Master/Vision Plan

2019-2038

Projects Summary

By Milestone

5-Year Master Plan (2019-2023)	22 projects (~\$1.679 billion)
10-year Vision Plan (2024-2028)	15 projects (~\$540 million)
20-year Vision Plan (2029-2038)	13 projects (~\$802 million)
TOTAL	50 projects (~\$3.02 billion)

By Location

Northport	7 projects (~\$489 million)
Midport	11 projects (~\$892 million)
Southport	12 projects (~\$732 million)
Portwide + bulkheads	20 projects (~\$907 million)
TOTAL	50 projects (~\$3.02 billion)

By Business Line

Cruise + parking	9 projects (~\$1.175 billion)
Cargo (containers/dry bulk/break-bulk/ro-ro)	17 projects (~\$837 million)
Liquid Bulk	3 projects (~\$318 million)
Other	21 projects (~\$691 million)
TOTAL	50 projects (~\$3.02 billion)

Project Decision Matrix

Category	Evaluation Criteria		
Competitiveness	Capacity	Efficiency	Integration
Economics	Return on Investment (ROI)	Flexibility	Economic Impacts
Sustainability	Asset Preservation	Environmental Stewardship	Resiliency
High (H) Moderate (M) Low (L)			

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Existing Conditions

Griffin Rd

NE 7th Avenue

Wetland/Vacant/FPL Transmission Lines

Spoils (6 acres)

FEC ICTF (43 acres)

Containers (20 acres)

McIntosh Loop Rd

Containers (259 acres)

Conservation Area

Private (Commercial)

Private (Miscellaneous)

Stormwater Storage (8 acres)

Wetland (2 acres)

Private (Commercial)

Private (Miscellaneous)

Private (Petroroleum)

Vacant (19 Acres)

Private (Commercial)

Private (Miscellaneous)

Private (Commercial)

Logistics (7 acres)

Commercial (14 acres)

Logistics (26 acres)

Vacant (4 acres)

Fire Station (5 acres)

Mixed Cargo/Ro-Ro (40 acres)

Cruise (5 acres)

Commercial (3 acres)

FPL - Private

Dry Bulk (13 acres)

Containers (22 acres)

Logistics (5 acres)

Cruise (60 acres, incl. parking)

Spangler Blvd/SR-84

Logistics (8 acres)

Commercial (3 acres)

Maintenance (5 acres)

Vacant (13 acres)

Eisenhower Blvd

CVB/County

Cruise (23 acres incl. parking)

Dry/Break-bulk (6 acres)

PORT BOUNDARY

North Arrow

Existing Conditions

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Dry/Break-bulk (6 acres)

PORT BOUNDARY

North Arrow

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Existing Conditions

This map illustrates the current land use and ownership within the Port of Everett. The area is divided into numerous colored zones, each representing a specific parcel or group of parcels.

- Griffin Rd**: Located at the top left.
- NE 7th Avenue**: A horizontal road near the top.
- McIntosh Loop Rd**: A curved road on the left side.
- Spangler Blvd/SR-84**: A vertical road on the right side.
- Eller Dr**: A vertical road in the center-right.
- SE 17th St**: A vertical road on the far right.
- PORT BOUNDARY**: Indicated by a dashed yellow line along the water's edge.

Land Use and Ownership Labels:

- Private (Commercial)**: Multiple locations, including a large red area at the top center.
- Vacant**: Several areas, including a large purple area at the top right and a yellow area on the right.
- Stormwater Storage (8 acres)** and **Wetland (2 acres)**: Green areas near the top center.
- Private (Petroleum)**: Large purple area on the right.
- Private (Miscellaneous)**: Blue areas scattered throughout.
- FPL - Private**: Dark grey/black area in the center.
- Logistics**: Yellow areas, including a large one on the left and several smaller ones on the right.
- Containers**: Orange areas, including a very large one on the left and several smaller ones on the right.
- Dry Bulk**: Orange area on the right.
- Liquid Bulk**: Purple area on the right.
- Maintenance**: Yellow area on the right.
- CVB/County**: Yellow area on the right.
- Cruise**: Blue areas, including a large one on the right and several smaller ones near the bottom.
- Dry/Break-bulk**: Yellow area on the right.
- Mixed Cargo/Ro-Ro**: Orange area at the bottom center.
- Conservation Area**: Green area at the bottom center.
- FEC ICTF (43 acres)**: Grey area on the left.
- PEV ILC (16 acres)**: Yellow area on the left.
- Spoils (6 acres)**: Orange area on the far left.
- Wetland/Vacant/FPL Transmission Lines**: Green area on the left.
- Fire Station**: Small blue area near the bottom center.

The map also shows various ship icons and numbers (e.g., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28 A, 28 F, 29) indicating specific berths or docking areas.

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Existing Conditions

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NE 7th Avenue

Wetland/Vacant/FPL Transmission Lines

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FEC ICTF (43 acres)

Containers (20 acres)

McIntosh Loop Rd

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Eisenhower Blvd

CVB/County

Cruise (23 acres incl. parking)

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Liquid Bulk (23 acres)

Dry/Break-bulk (6 acres)

Cruise (60 acres, incl. parking)

Mixed Cargo/Ro-Ro (40 acres)

Commercial (3 acres)

Cruise (5 acres)

Fire Station (5 acres)

Vacant (4 acres)

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FPL - Private

Conservation Area

Port Boundary

SE 17th St

N

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Conservation Area

PORT BOUNDARY

SE 17th St

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Existing Conditions

This map illustrates the existing land use conditions within the Port of Everett. The map is color-coded to show different types of land and infrastructure:

- Wetland/Vacant/FPL Transmission Lines:** Shown in green along the northern and western edges.
- Containers:** Large orange areas, including a 259-acre area on the west and a 20-acre area near the center.
- Logistics:** Yellow areas, including a 26-acre area near the center and an 8-acre area on the east.
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- Vacant:** Light yellow areas, including a 19-acre area near the top center and a 13-acre area on the east.
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- McIntosh Loop Rd:** A road running horizontally across the middle.
- Griffin Rd:** A road running vertically on the left.
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- SE 17th St:** A road running vertically on the far right.
- Port Boundary:** Indicated by a yellow dashed line.
- Infrastructure:** Includes the FEC ICTF (43 acres), PEV ILC (16 acres), Fire Station (5 acres), and various ship berths (e.g., 14, 13, 15, 12, 11, 10, 8, 7, 6, 5, 4, 3, 2, 1, 28 F, 28 A, 27, 26, 25, 24, 23, 22, 21, 20, 19, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1).
- Other Land Uses:** Includes Dry Bulk (13 acres), Liquid Bulk (23 acres), Dry/Break-bulk (6 acres), CVB/County (23 acres incl. parking), Cruise (23 acres), and Maintenance (5 acres).

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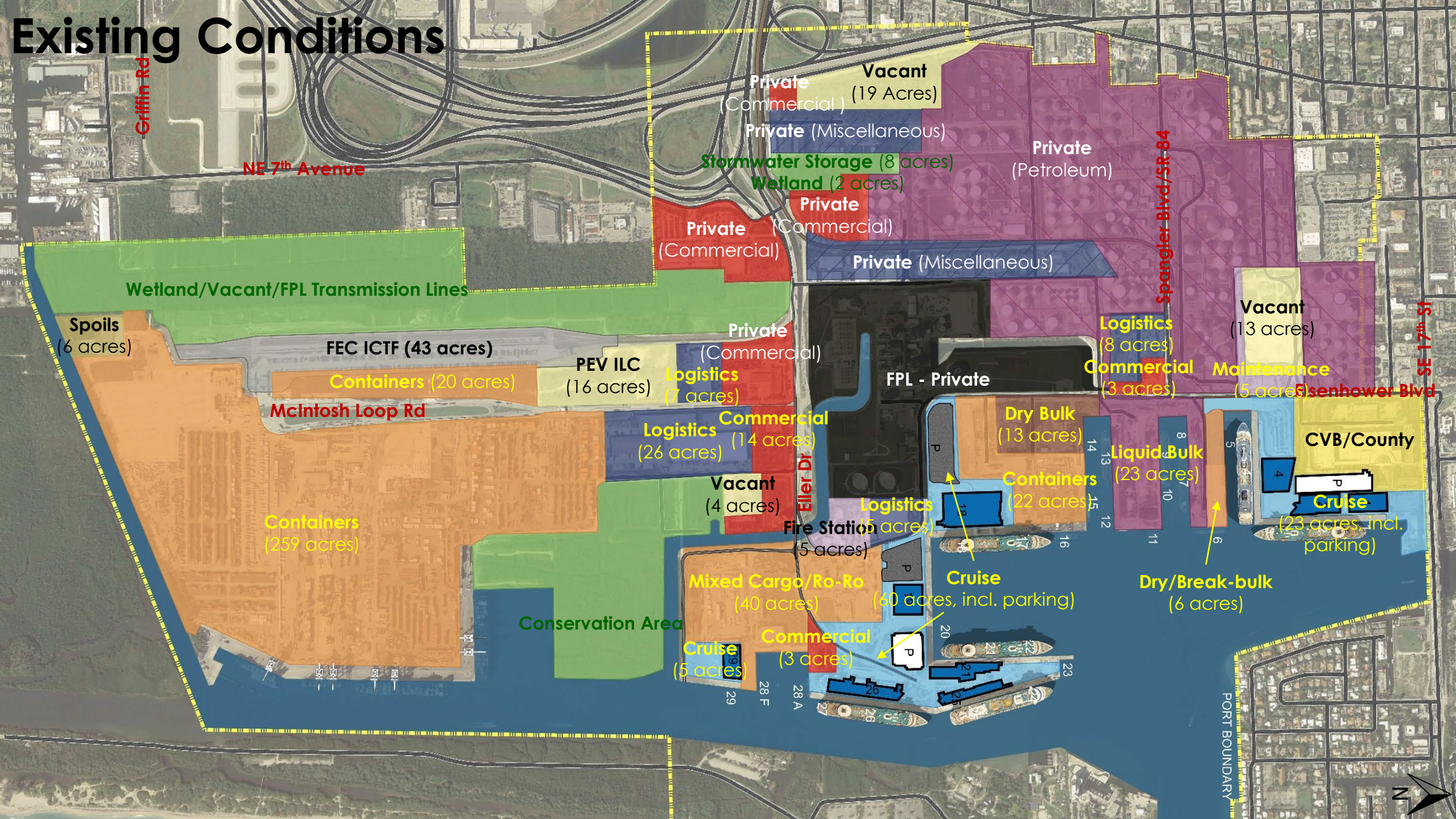
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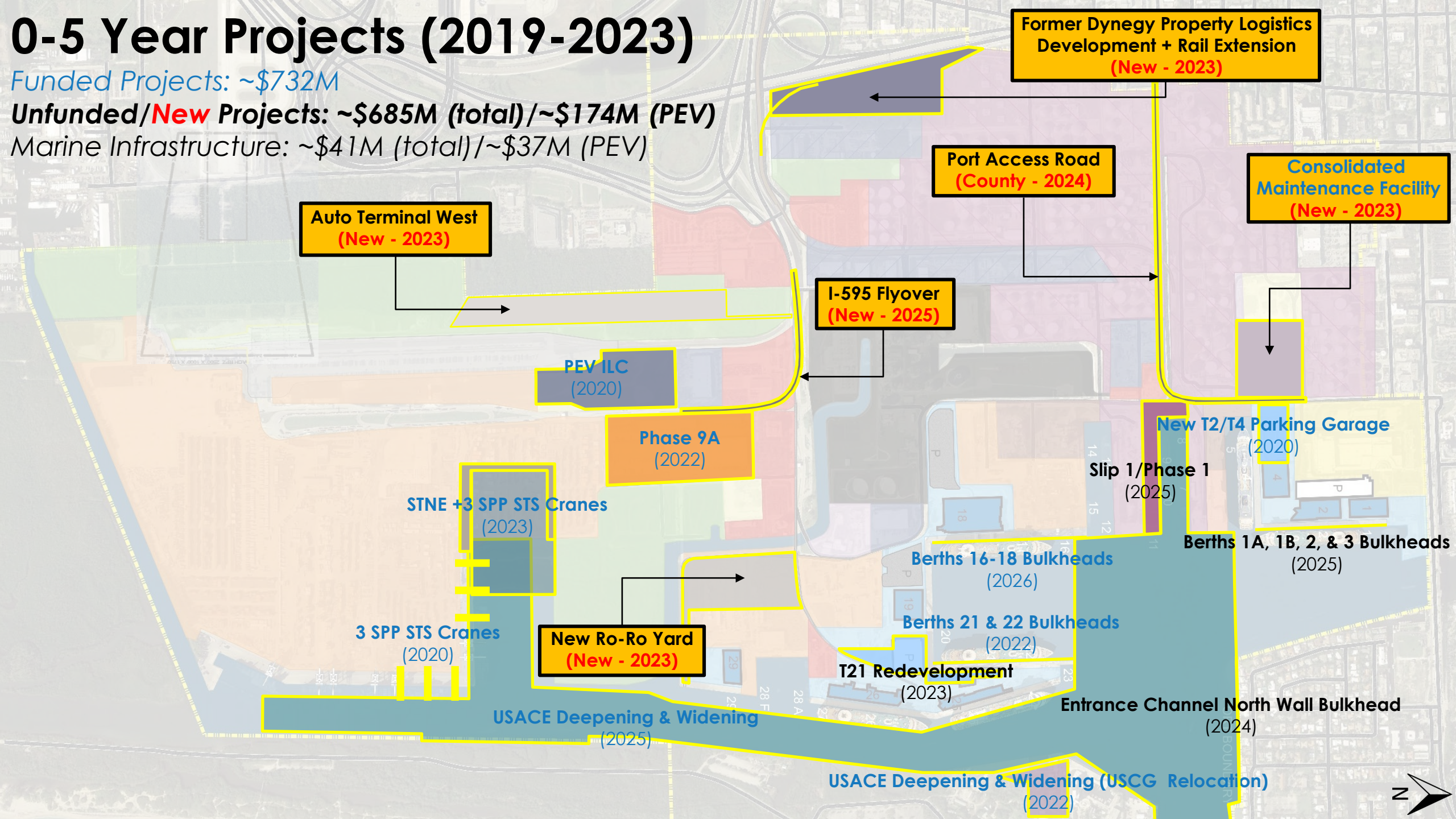


0-5 Year Projects (2019-2023)

Funded Projects: ~\$732M

Unfunded/**New** Projects: ~\$685M (total)/~\$174M (PEV)

Marine Infrastructure: ~\$41M (total)/~\$37M (PEV)



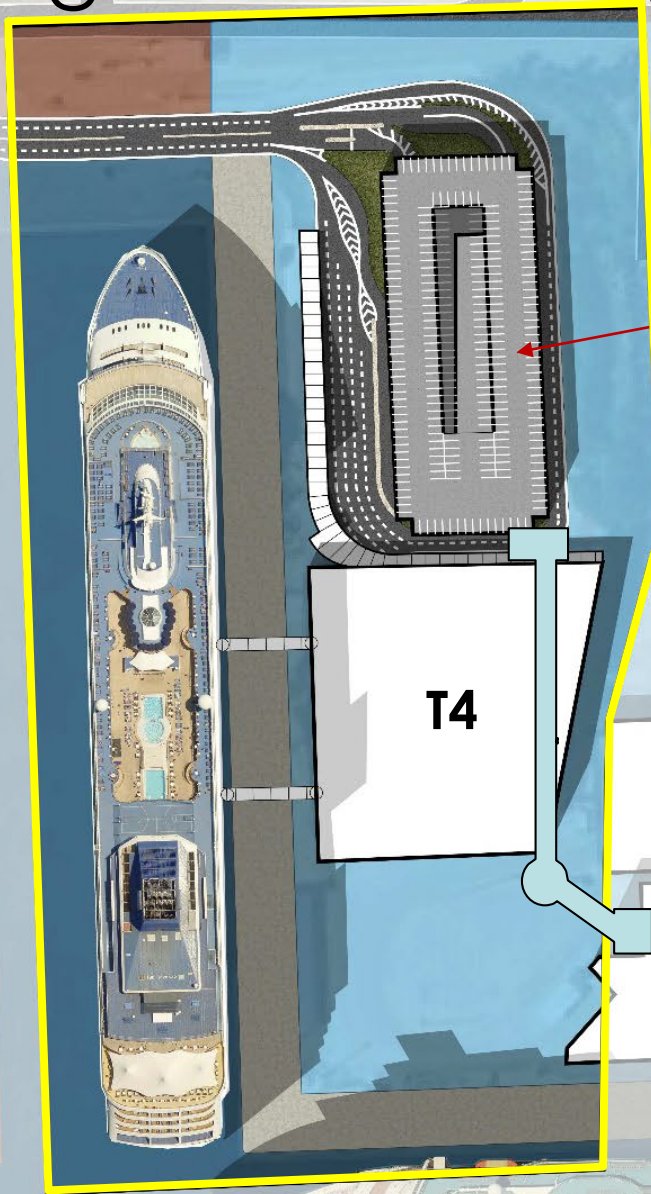
An aerial photograph of the Northport area, showing a large airport with multiple runways and taxiways in the upper left. A complex highway interchange with several overpasses and ramps is visible in the center. The surrounding area is densely packed with residential and commercial buildings. The coastline is visible at the bottom of the frame.

0-5 Year Projects

Northport

T2/T4 Parking Garage: 2018-2020 (~\$112M)

Project	Category	Evaluation Criteria					
T2/T4 Parking Garage							
	Competitiveness	Capacity	M	Efficiency	H	Integration	H
	Economics	Port ROI	M	Flexibility	M	Economic Impacts	L
	Sustainability	Asset Preservation	L	Environmental Stewardship	M	Resiliency	L



T2/T4 Parking Garage

79,775 SF (footprint)
1,818 total spaces



Maintenance Facility Consolidation: 2019-2023 (~\$21M)

Project	Category		Evaluation Criteria				
Maintenance Facility Consolidation							
	Competitiveness	Capacity	M	Efficiency	H	Integration	H
	Economics	Port ROI	L	Flexibility	M	Economic Impacts	L
	Sustainability	Asset Preservation	H	Environmental Stewardship	L	Resiliency	M

**Consolidated
Maintenance Facility**

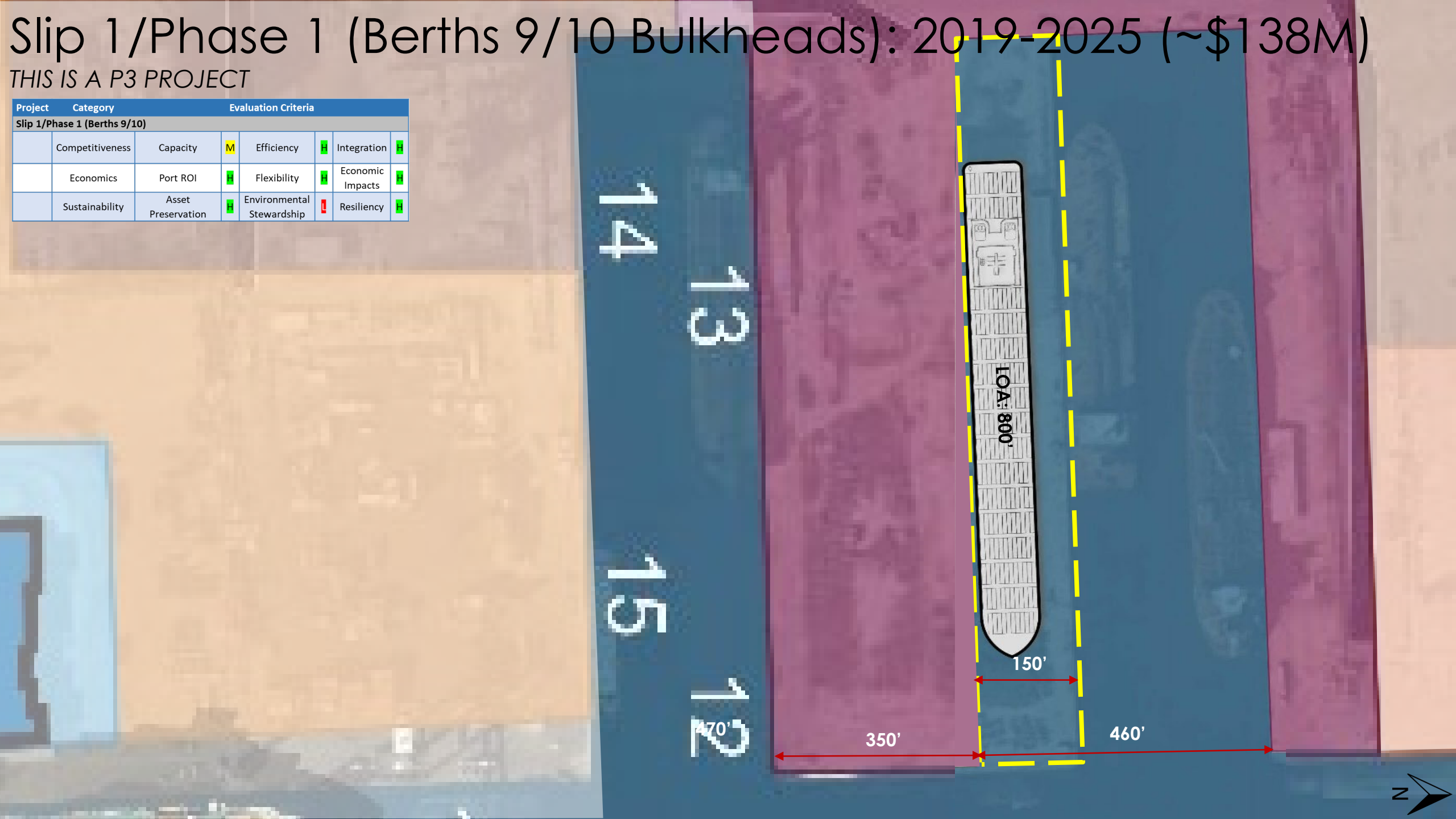
11 acres



Slip 1/Phase 1 (Berths 9/10 Bulkheads): 2019-2025 (~\$138M)

THIS IS A P3 PROJECT

Project	Category		Evaluation Criteria				
Slip 1/Phase 1 (Berths 9/10)							
	Competitiveness	Capacity	M	Efficiency	H	Integration	H
	Economics	Port ROI	H	Flexibility	H	Economic Impacts	H
	Sustainability	Asset Preservation	H	Environmental Stewardship	L	Resiliency	H

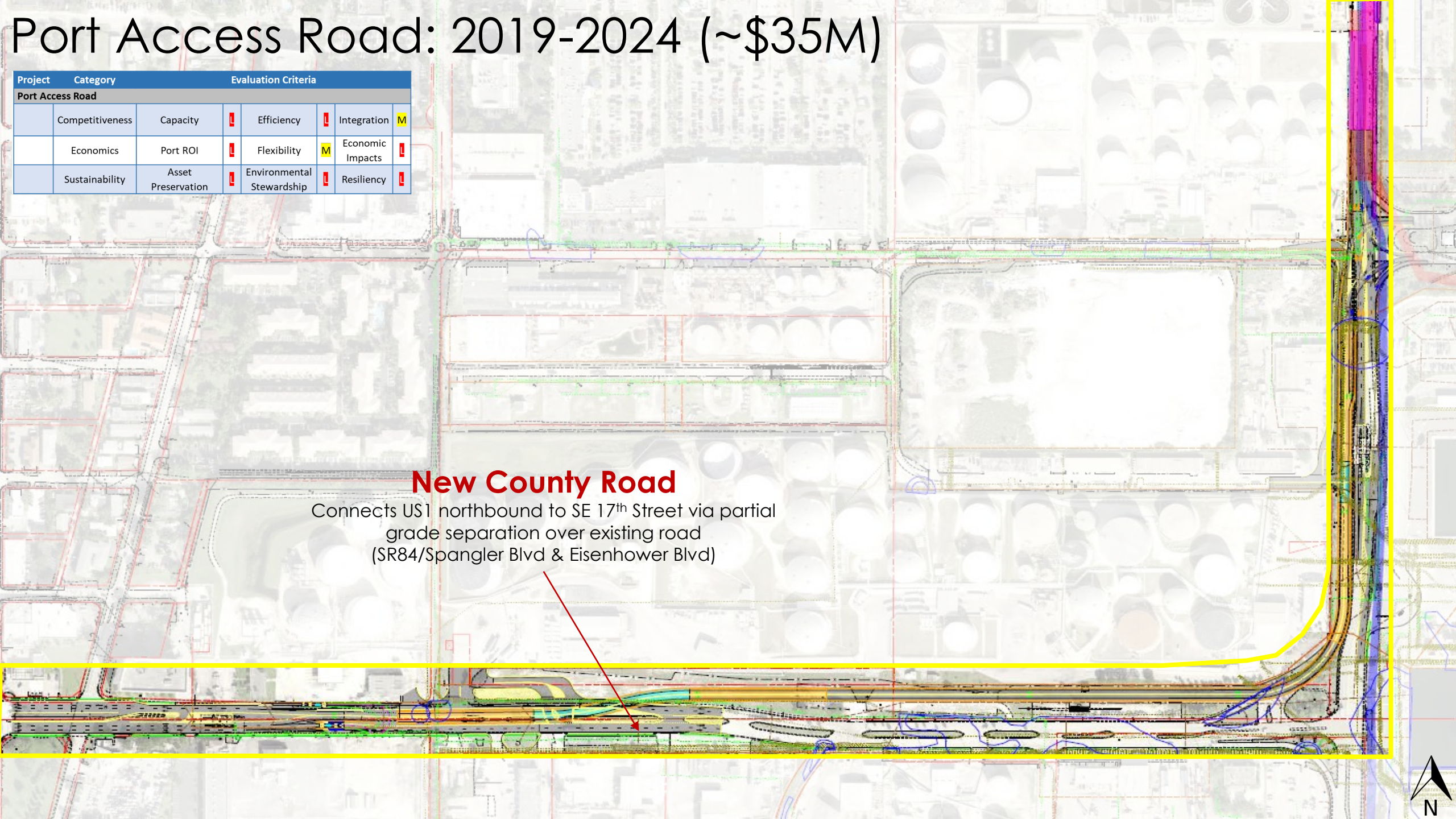


Port Access Road: 2019-2024 (~\$35M)

Project	Category			Evaluation Criteria			
Port Access Road							
	Competitiveness	Capacity	L	Efficiency	L	Integration	M
	Economics	Port ROI	L	Flexibility	M	Economic Impacts	L
	Sustainability	Asset Preservation	L	Environmental Stewardship	L	Resiliency	L

New County Road

Connects US1 northbound to SE 17th Street via partial grade separation over existing road (SR84/Spangler Blvd & Eisenhower Blvd)



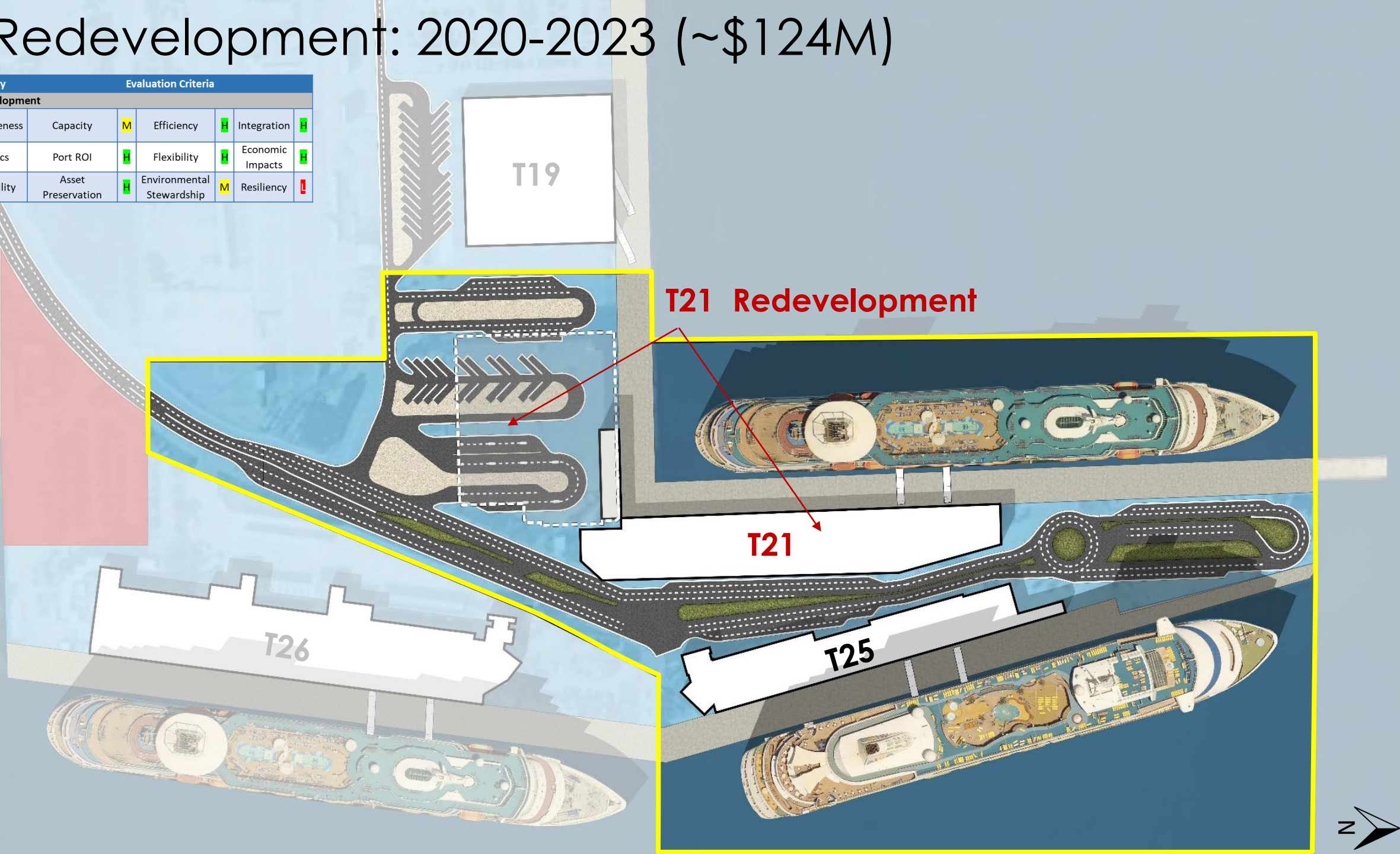
An aerial photograph of the Midport area, showing a large airport with multiple runways and taxiways on the left, and a complex highway interchange with several overpasses and ramps in the center. The surrounding area is densely packed with residential and commercial buildings. The foreground shows a body of water, likely a river or bay, with a sandy beach area. The entire image is overlaid with a dark, semi-transparent filter.

0-5 Year Projects

Midport

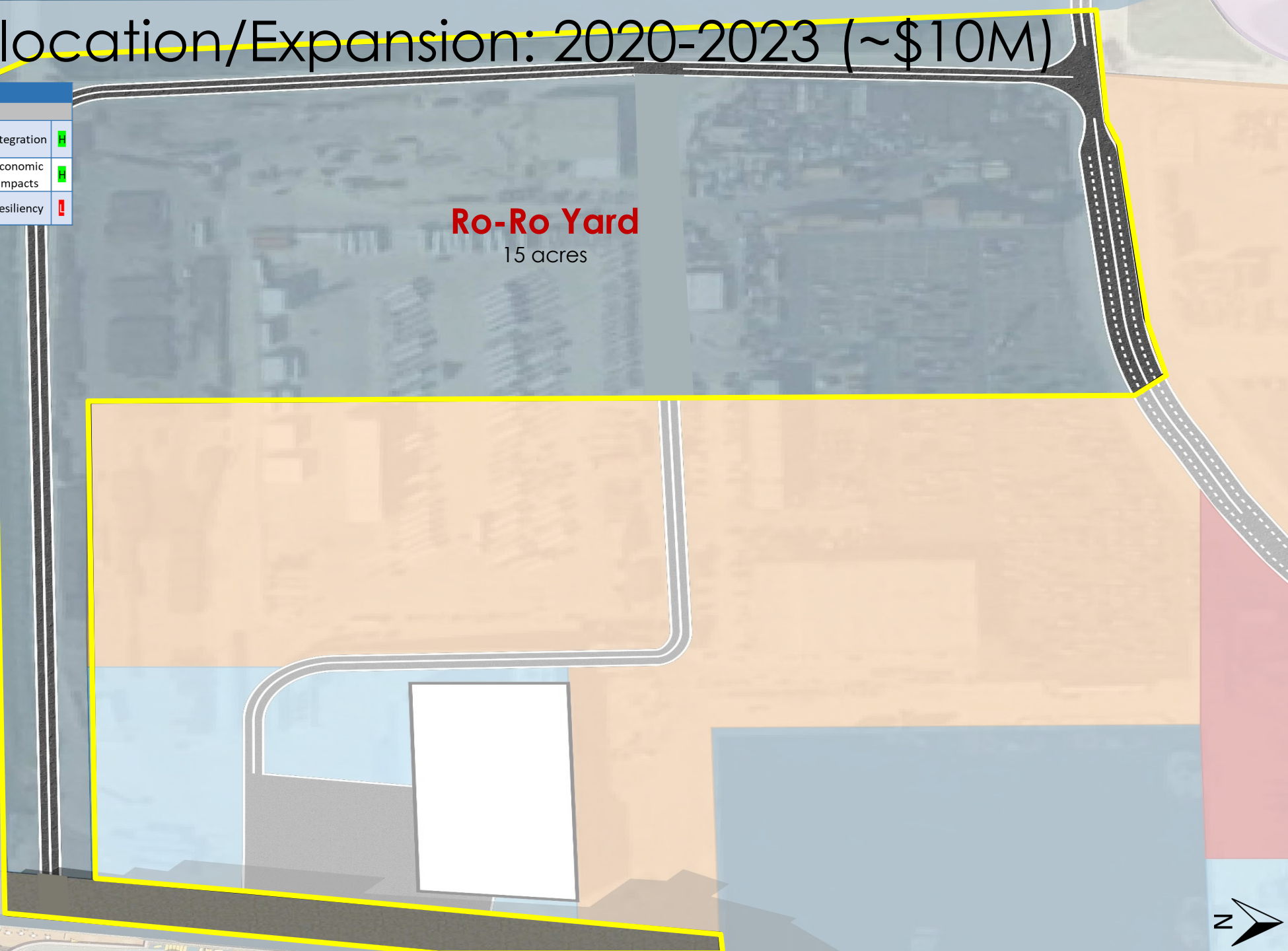
T21 Redevelopment: 2020-2023 (~\$124M)

Project	Category	Evaluation Criteria					
Terminal 21 Redevelopment							
	Competitiveness	Capacity	M	Efficiency	H	Integration	H
	Economics	Port ROI	H	Flexibility	H	Economic Impacts	H
	Sustainability	Asset Preservation	H	Environmental Stewardship	M	Resiliency	L



Ro-Ro Yard Relocation/Expansion: 2020-2023 (~\$10M)

Project	Category		Evaluation Criteria				
Ro-Ro Yard Relocation/Expansion (Phase 1 of 3)							
	Competitiveness	Capacity	<div><div></div></div>	Efficiency	<div><div></div></div>	Integration	<div><div></div></div>
	Economics	Port ROI	<div><div></div></div>	Flexibility	<div><div></div></div>	Economic Impacts	<div><div></div></div>
	Sustainability	Asset Preservation	<div><div></div></div>	Environmental Stewardship	<div><div></div></div>	Resiliency	<div><div></div></div>



Ro-Ro Yard
15 acres



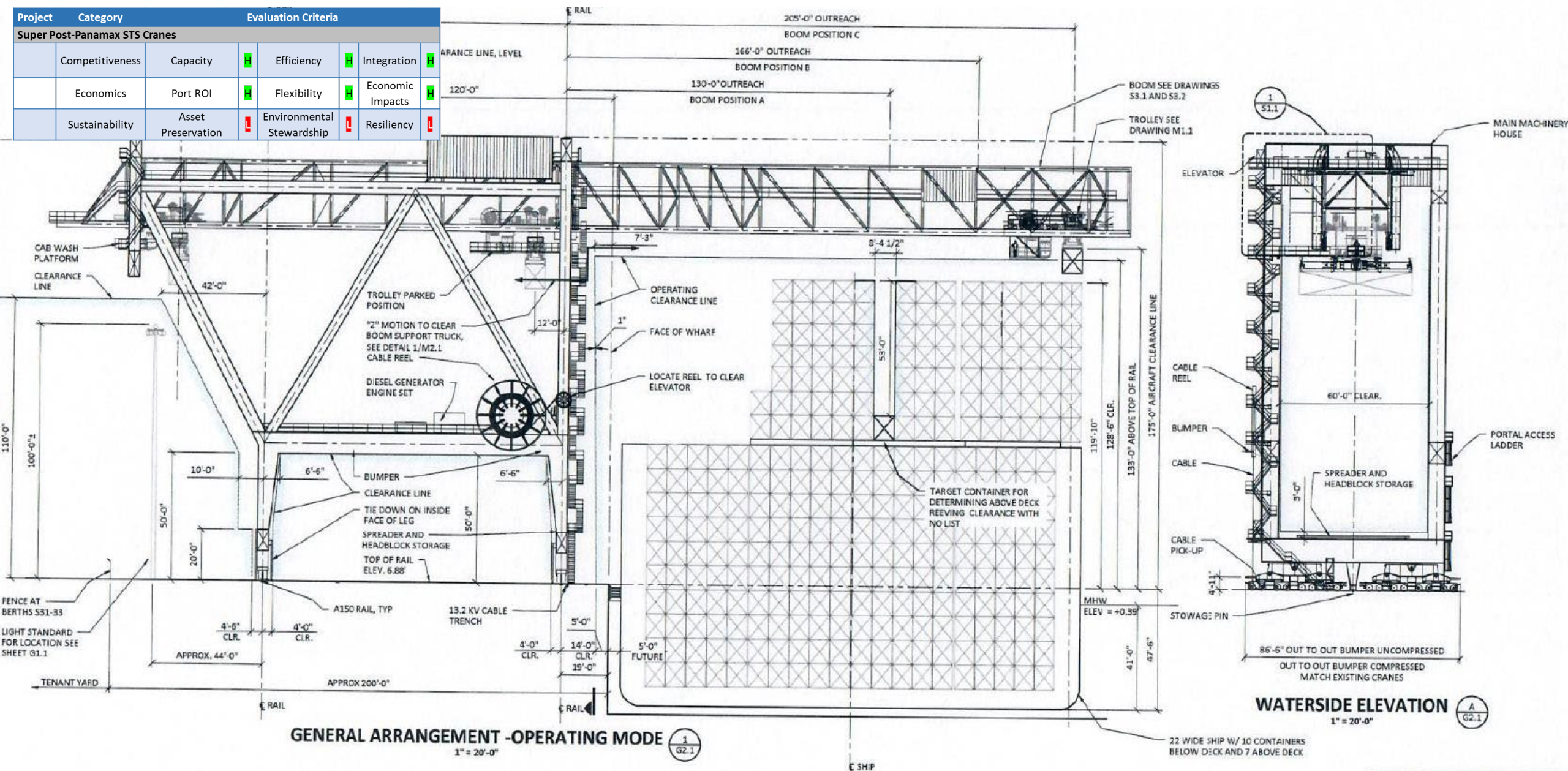
An aerial photograph of an airport and surrounding urban area, overlaid with a dark, semi-transparent filter. The airport's runways and taxiways are visible in the upper left, while a dense urban grid occupies the rest of the frame. A body of water is visible at the bottom. The text "0-5 Year Projects" is centered in a bold, yellow font, and "Southport" is centered below it in a white font.

0-5 Year Projects

Southport

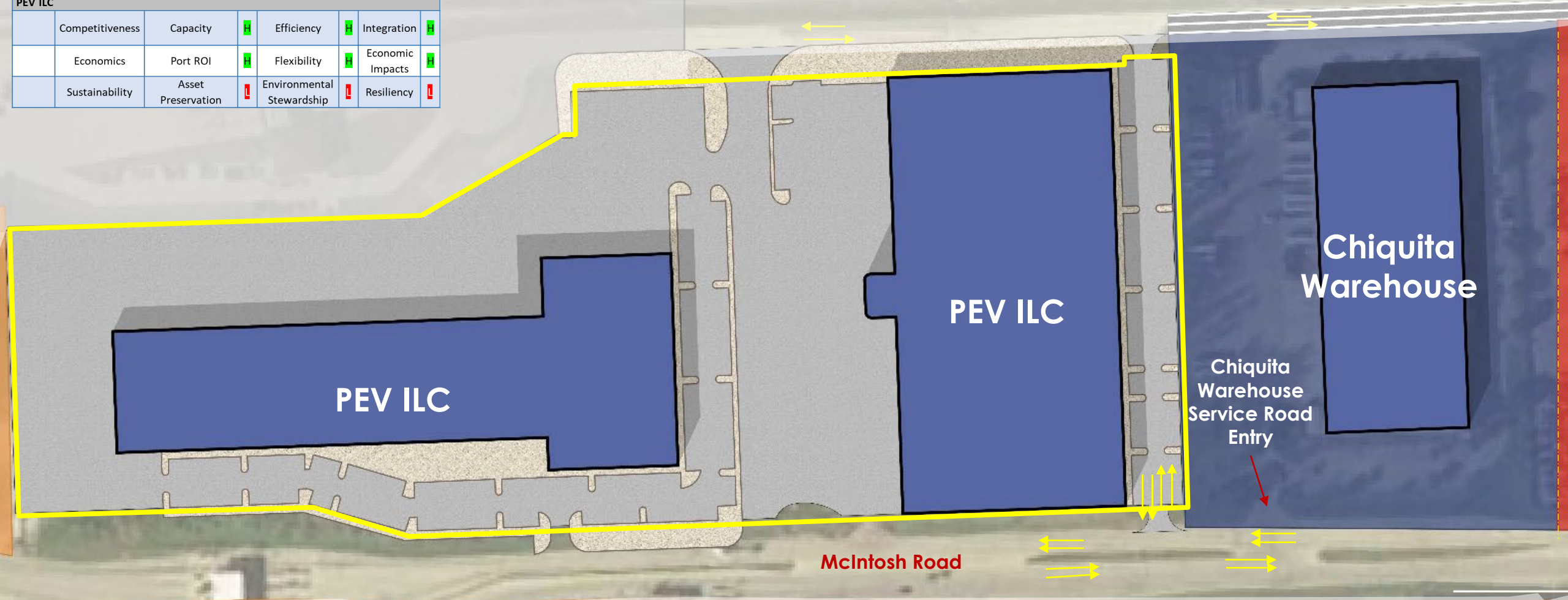
3 SPP STS Cranes (Berths 31/32): 2017-2020 (~\$55M)

Project	Category	Evaluation Criteria					
Super Post-Panamax STS Cranes							
	Competitiveness	Capacity	<div><div></div></div>	Efficiency	<div><div></div></div>	Integration	<div><div></div></div>
	Economics	Port ROI	<div><div></div></div>	Flexibility	<div><div></div></div>	Economic Impacts	<div><div></div></div>
	Sustainability	Asset Preservation	<div><div></div></div>	Environmental Stewardship	<div><div></div></div>	Resiliency	<div><div></div></div>



PEV ILC: 2019-2020 (~\$30M)

Project	Category	Evaluation Criteria					
PEV ILC							
	Competitiveness	Capacity	<div><div></div></div>	Efficiency	<div><div></div></div>	Integration	<div><div></div></div>
	Economics	Port ROI	<div><div></div></div>	Flexibility	<div><div></div></div>	Economic Impacts	<div><div></div></div>
	Sustainability	Asset Preservation	<div><div></div></div>	Environmental Stewardship	<div><div></div></div>	Resiliency	<div><div></div></div>



Phase 9A (Container Yard): 2018-2022 (~\$19M)

Project	Category		Evaluation Criteria				
Phase 9A CY							
	Competitiveness	Capacity	<div><div></div></div>	Efficiency	<div><div></div></div>	Integration	<div><div></div></div>
	Economics	Port ROI	<div><div></div></div>	Flexibility	<div><div></div></div>	Economic Impacts	<div><div></div></div>
	Sustainability	Asset Preservation	<div><div></div></div>	Environmental Stewardship	<div><div></div></div>	Resiliency	<div><div></div></div>



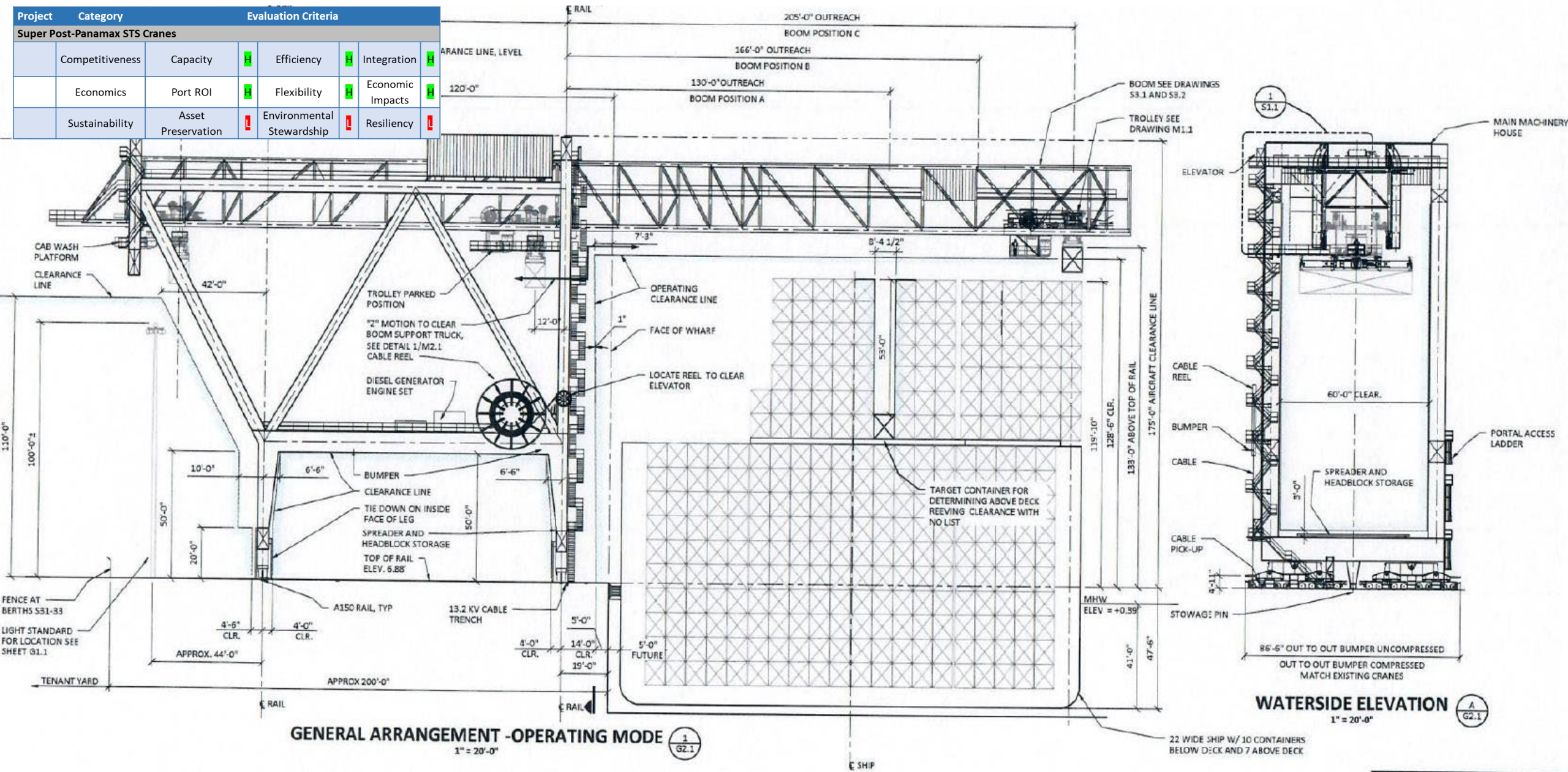
STNE (inc Crane Rail): 2015-2023 (~\$471M)

Project	Category		Evaluation Criteria				
STNE							
	Competitiveness	Capacity	<div><div></div></div>	Efficiency	<div><div></div></div>	Integration	<div><div></div></div>
	Economics	Port ROI	<div><div>M</div></div>	Flexibility	<div><div></div></div>	Economic Impacts	<div><div></div></div>
	Sustainability	Asset Preservation	<div><div>I</div></div>	Environmental Stewardship	<div><div></div></div>	Resiliency	<div><div></div></div>



3 SPP STS Cranes (Berth 30): 2021-2023 (~\$41M)

Project	Category		Evaluation Criteria				
Super Post-Panamax STS Cranes							
	Competitiveness	Capacity	<div></div>	Efficiency	<div></div>	Integration	<div></div>
	Economics	Port ROI	<div></div>	Flexibility	<div></div>	Economic Impacts	<div></div>
	Sustainability	Asset Preservation	<div></div>	Environmental Stewardship	<div></div>	Resiliency	<div></div>

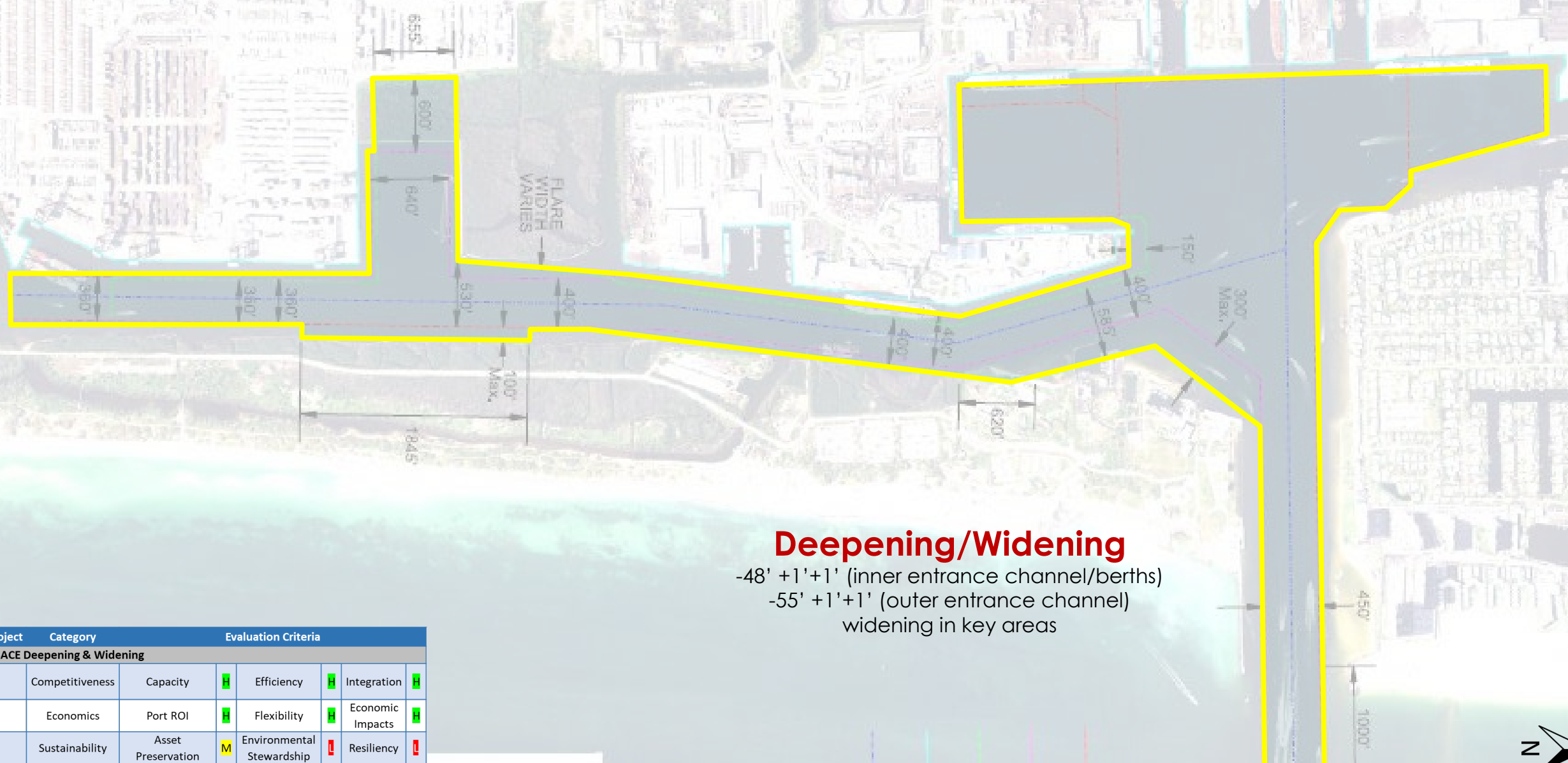


An aerial photograph of a city, likely Portland, Oregon, showing a large airport with multiple runways and taxiways in the upper left. A river, the Willamette River, flows through the center of the city. The text "0-5 Year Projects" is overlaid in yellow, and "Portwide" is overlaid in white below it.

0-5 Year Projects

Portwide

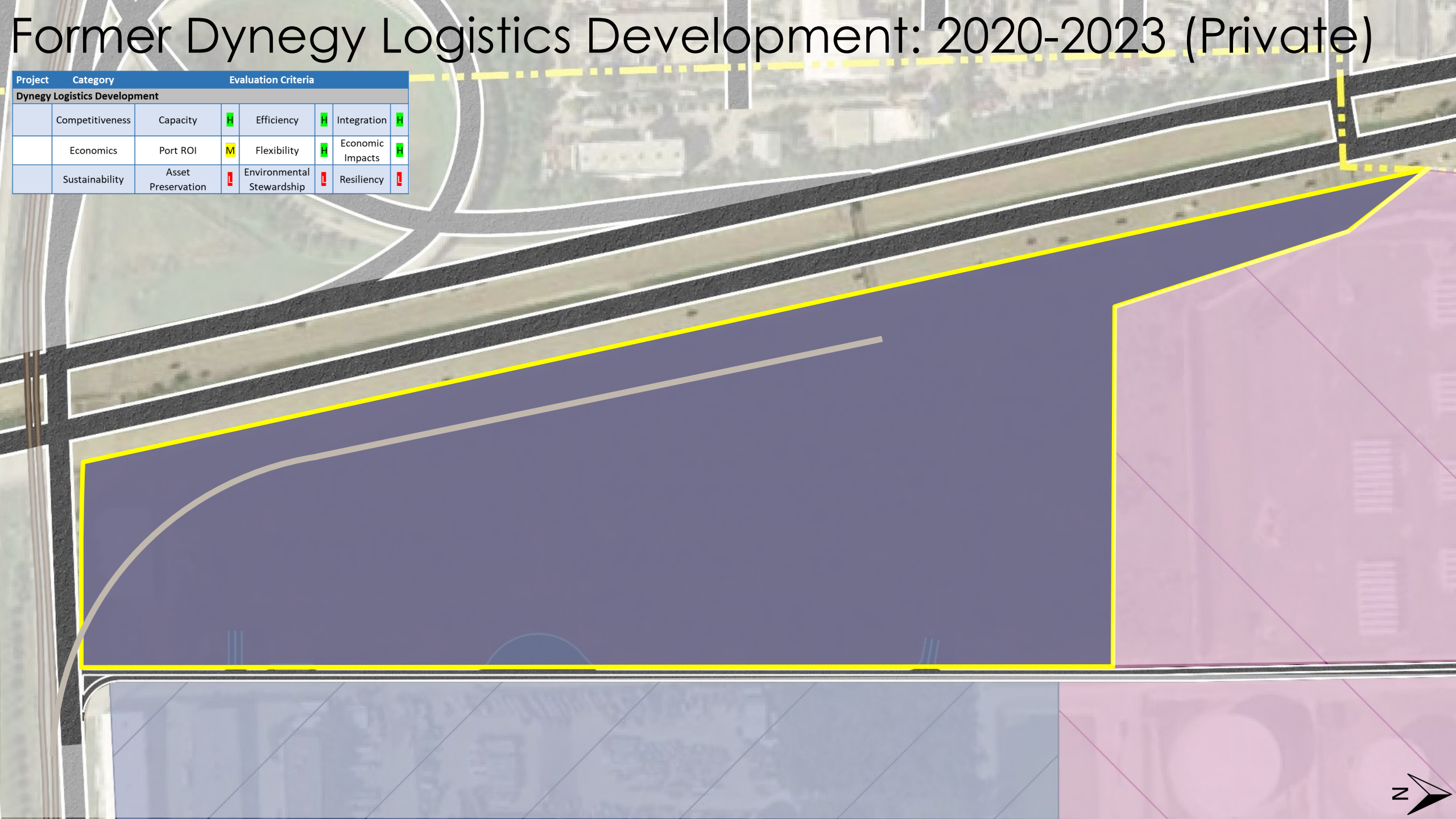
USACE Deepening/Widening (inc USCG Reconfig): 2019-2025 (~\$420M total; ~\$261M Fed/~\$92M State/~\$67M PEV)



Deepening/Widening

- 48' +1'+1' (inner entrance channel/berths)
- 55' +1'+1' (outer entrance channel)
- widening in key areas

Project	Category		Evaluation Criteria				
USACE Deepening & Widening							
	Competitiveness	Capacity	H	Efficiency	H	Integration	H
	Economics	Port ROI	H	Flexibility	H	Economic Impacts	H
	Sustainability	Asset Preservation	M	Environmental Stewardship	L	Resiliency	L



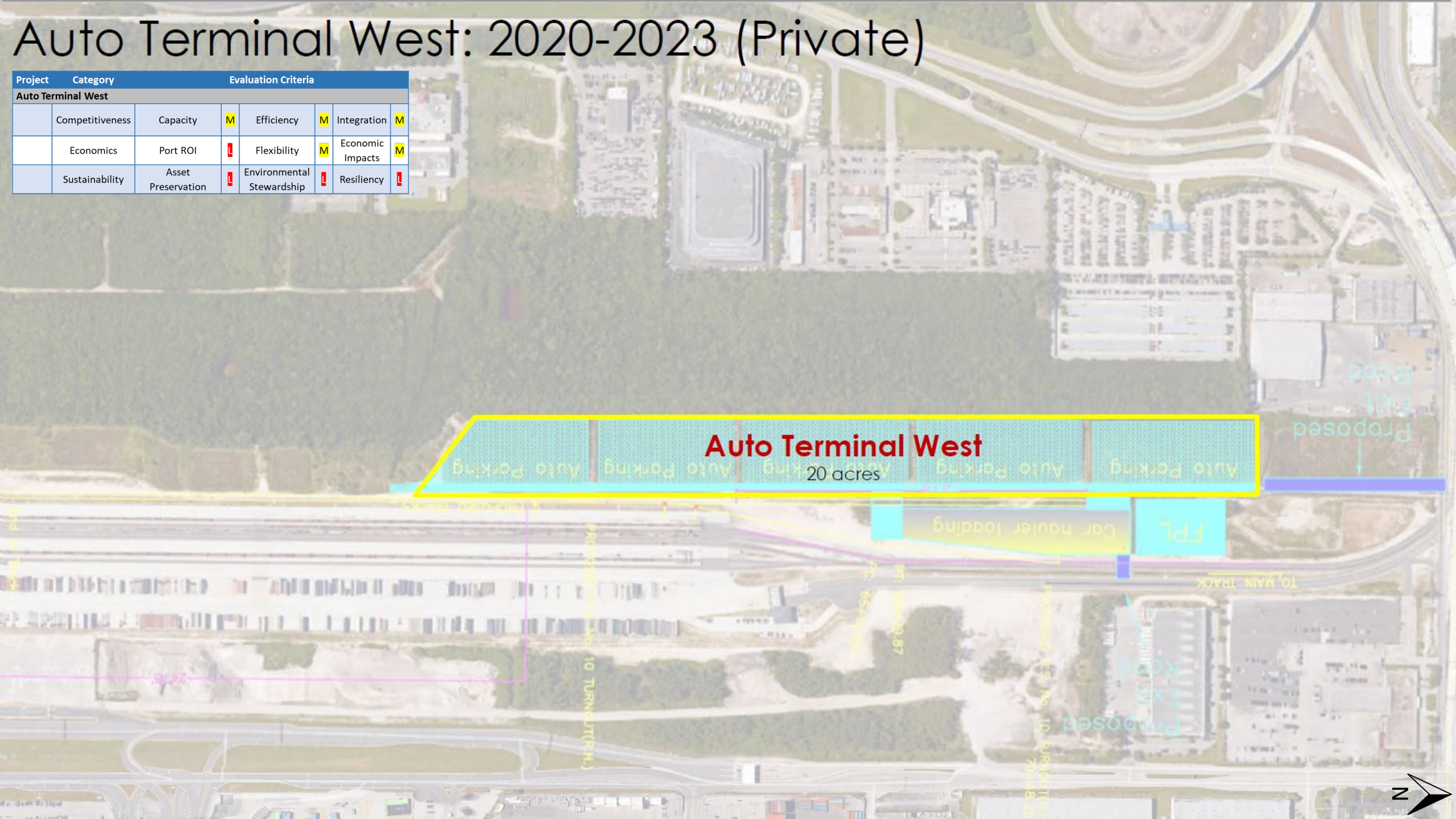
Former Dynegy Logistics Development: 2020-2023 (Private)

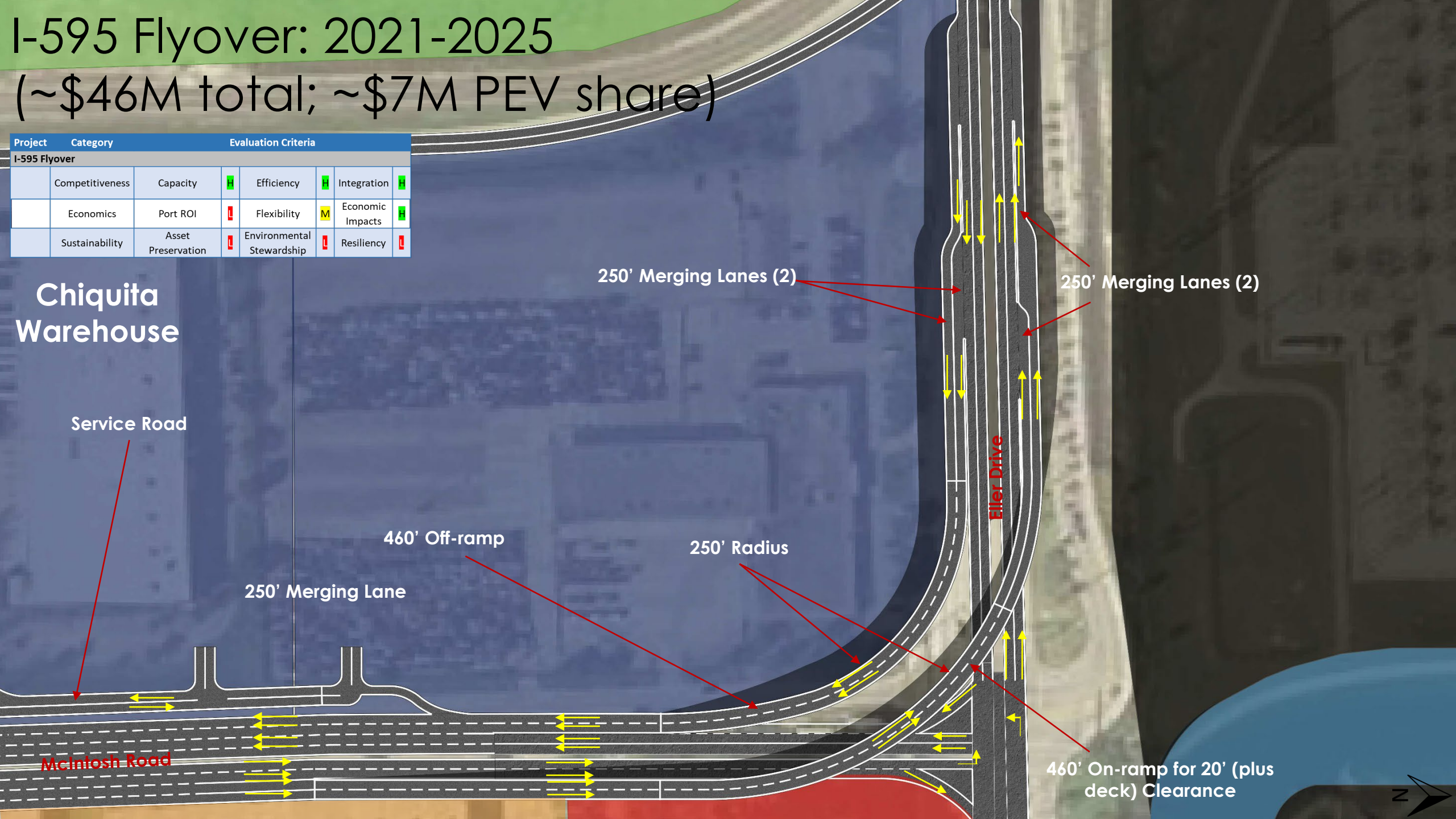
Project	Category		Evaluation Criteria				
Dynegy Logistics Development							
	Competitiveness	Capacity	<div><div></div><div>H</div></div>	Efficiency	<div><div></div><div>H</div></div>	Integration	<div><div></div><div>H</div></div>
	Economics	Port ROI	<div><div></div><div>M</div></div>	Flexibility	<div><div></div><div>H</div></div>	Economic Impacts	<div><div></div><div>H</div></div>
	Sustainability	Asset Preservation	<div><div></div><div>L</div></div>	Environmental Stewardship	<div><div></div><div>L</div></div>	Resiliency	<div><div></div><div>L</div></div>



Auto Terminal West: 2020-2023 (Private)

Project	Category	Evaluation Criteria					
Auto Terminal West							
	Competitiveness	Capacity	M	Efficiency	M	Integration	M
	Economics	Port ROI	L	Flexibility	M	Economic Impacts	M
	Sustainability	Asset Preservation	L	Environmental Stewardship	L	Resiliency	L





I-595 Flyover: 2021-2025

(~\$46M total; ~\$7M PEV share)

Project	Category		Evaluation Criteria				
I-595 Flyover							
	Competitiveness	Capacity	<div></div>	Efficiency	<div></div>	Integration	<div></div>
	Economics	Port ROI	<div></div>	Flexibility	<div></div>	Economic Impacts	<div></div>
	Sustainability	Asset Preservation	<div></div>	Environmental Stewardship	<div></div>	Resiliency	<div></div>

Chiquita Warehouse

250' Merging Lanes (2)

250' Merging Lanes (2)

Service Road

460' Off-ramp

250' Radius

250' Merging Lane

McIntosh Road

Eller Drive

460' On-ramp for 20' (plus deck) Clearance



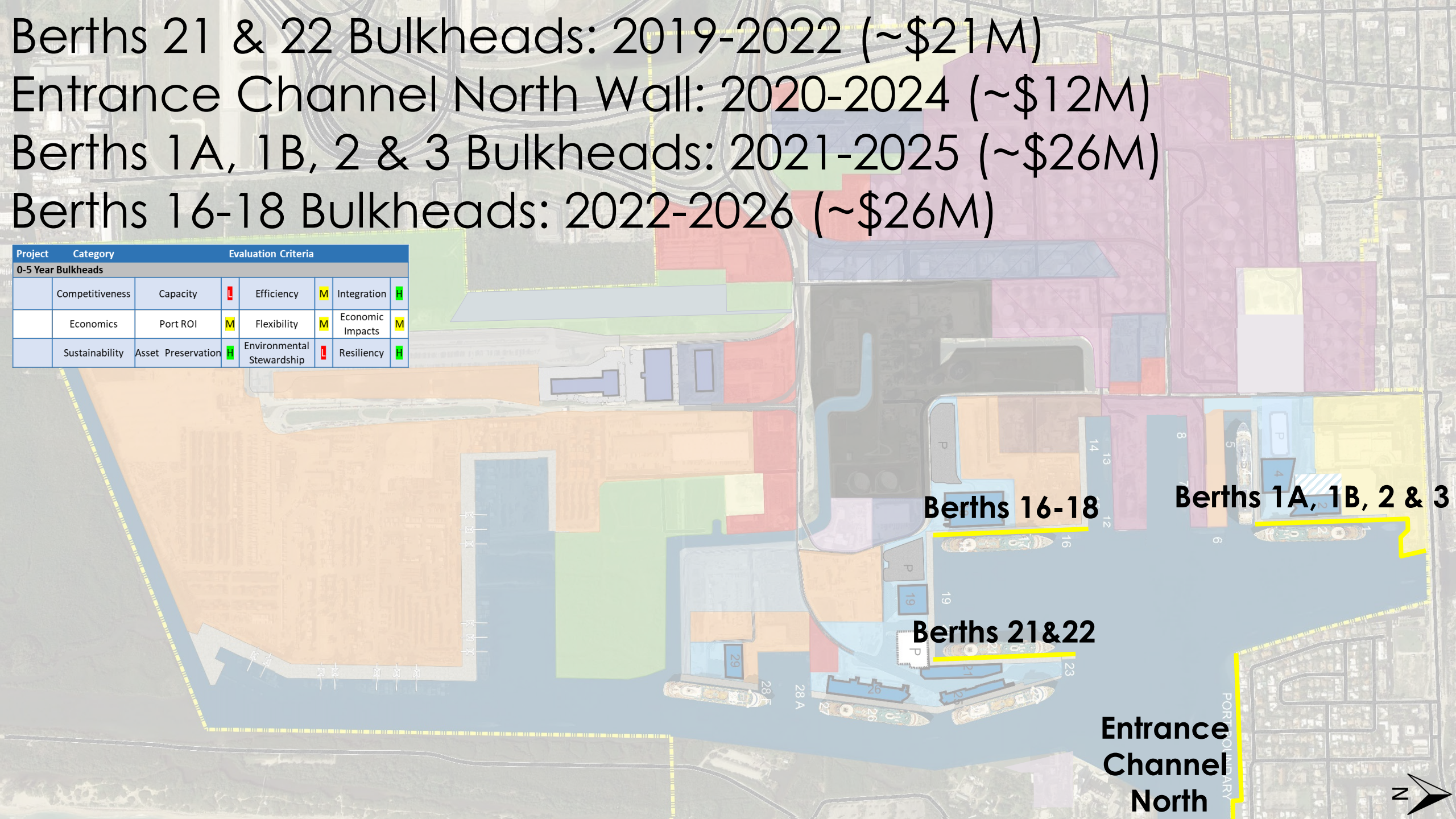
Berths 21 & 22 Bulkheads: 2019-2022 (~\$21M)

Entrance Channel North Wall: 2020-2024 (~\$12M)

Berths 1A, 1B, 2 & 3 Bulkheads: 2021-2025 (~\$26M)

Berths 16-18 Bulkheads: 2022-2026 (~\$26M)

Project	Category		Evaluation Criteria				
0-5 Year Bulkheads							
	Competitiveness	Capacity	L	Efficiency	M	Integration	H
	Economics	Port ROI	M	Flexibility	M	Economic Impacts	M
	Sustainability	Asset Preservation	H	Environmental Stewardship	L	Resiliency	H



Berths 16-18

Berths 1A, 1B, 2 & 3

Berths 21&22

Entrance
Channel
North

PORT BOUNDARY



2023 Land Use

Griffin Rd

NE 7th Avenue

Wetland/Vacant/FPL Transmission Lines

Spoils (6 acres)

FEC ICTF (43 acres)

Containers (20 acres)

McIntosh Loop Rd

Private (Commercial)

Private (Miscellaneous)

Private (Petroroleum)

Logistics (19 acres)

Stormwater Storage (8 acres)

Wetland (2 acres)

Private (Commercial)

Private (Miscellaneous)

Auto Terminal West (20 acres)

Private (Commercial)

Logistics (7 acres)

PEV ILC (16 acres)

Private (Commercial)

FPL - Private

Logistics (8 acres)

Commercial (3 acre)

Maintenance (11 acres)

Vacant (7 acres)

Spangler Blvd/SR 84

Eisenhower Blvd

CVB - County

Cruise (19 acres)

Dry Bulk (13 acres)

Containers (22 acres)

Liquid Bulk (19 acres)

Dry/Break-bulk (6 acres)

Cruise (66 acres)

Break-bulk (11 acres)

Ro-Ro (15 acres)

Containers (14 acres)

Commercial (3 acres)

Vacant (4 acres)

Commercial (14 acres)

Logistics (5 acres)

Fire Station (5 acres)

Conservation Area

Port Boundary

SE 17th St

North Arrow

Griffin Rd

NE 7th Avenue

Logistics
(19 acres)

Private (Miscellaneous)

Stormwater Storage (8 acres)

Wetland (2 acres)

Private

Private
(Commercial)

ommercial)

Private (Miscellaneous)

Private
Petroleum)

Wetland/Vacant/FPL Transmission Lines

Auto Terminal West (20 acres)

Spoils
(6 acres)

FEC ICTF (43 acres)

Containers (20 acres)

PEV ILC
(16 acres)

Logistics
(7 acres)

Private
(Commercial)

McIntosh Loop Rd

Commercial
(14 acres)

Vacant
(4 acres)

Containers
(252 acres)

Conservation Area

Ro-Ro
(15 acres)

Containers (11 acres)
(14 acres)

Commercial
(3 acres)

Fire Station
(5 acres)

Break-bulk
rs (11 acres)

Logistics
(5 acres)

FPL - Private

Dry Bulk
(13 acres)

Containers (22 acres)

Logistics
(5 acres)

uise
(acres)

Dry/Break-bulk (6 acres)

Logistics
(8 acres)

Commercial
(3 acre)

Maintenance
(11 acres)

Vacant
(7 acres)

Eisenhower Blvd

CVB - County
se
(res)

FOR A BOUNDARY

W

Economic Impacts – 5-Year Master Plan

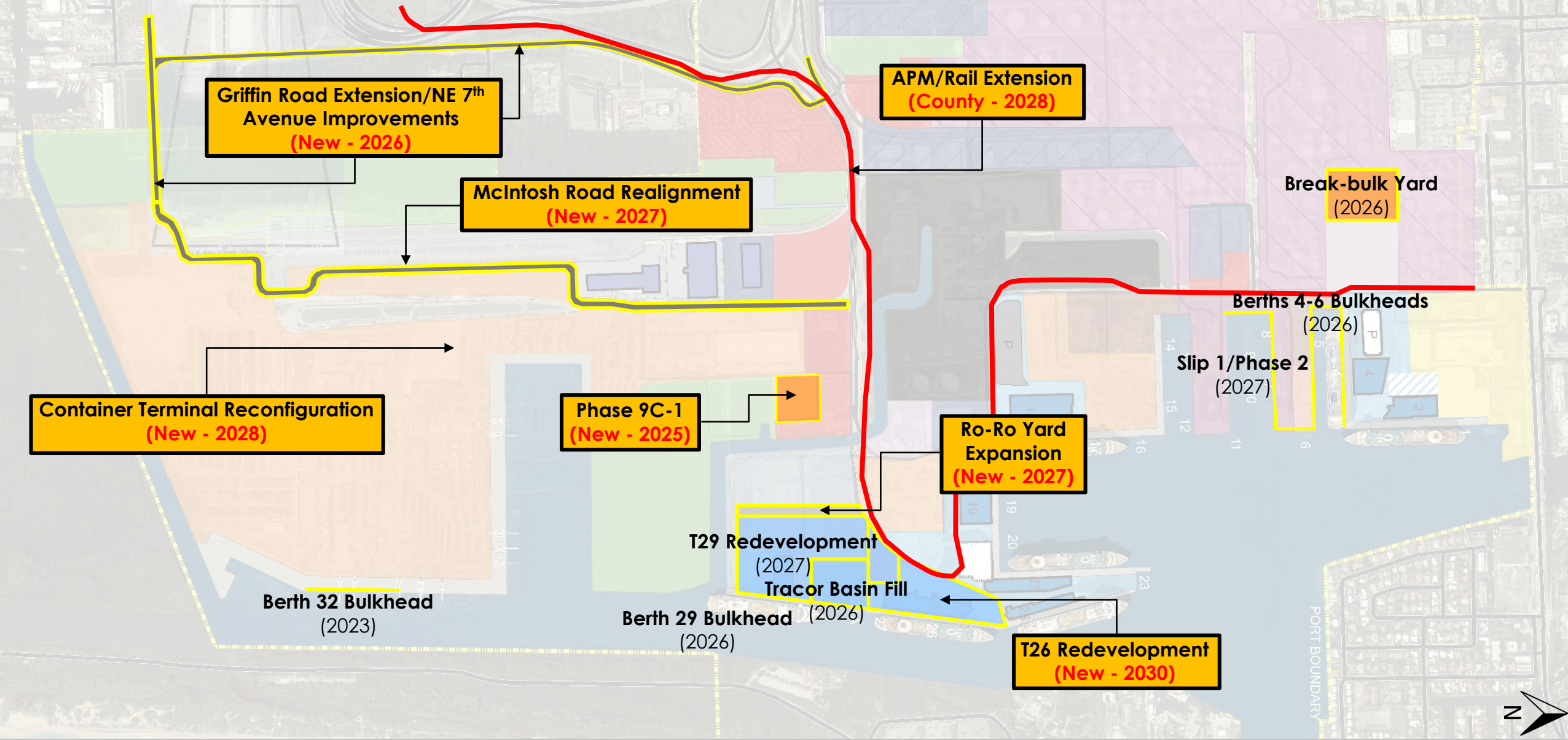
Impact Category	2018 (Total)	2023 (Cruise)	2023 (Cargo)*	2023 (Total)	% Change
JOBS					
DIRECT	13,127	6,618	8,276	14,893	13%
INDUCED	8,624	3,437	6,329	9,766	13%
INDIRECT	9,660	4,638	6,492	11,130	15%
TOTAL JOBS	31,411	14,693	21,096	35,789	14%
PERSONAL INCOME (\$ 000)					
DIRECT	\$531,097	\$195,650	\$405,322	\$600,972	13%
INDUCED	\$1,008,260	\$335,623	\$805,131	\$1,140,754	13%
INDIRECT	\$396,137	\$147,613	\$309,293	\$456,906	15%
TOTAL PERSONAL INCOME (\$ 000)	\$1,935,494	\$678,886	\$1,519,746	\$2,198,632	14%
BUSINESS SERVICES REVENUE (\$ 000)	\$3,804,571	\$2,254,777	\$2,119,538	\$4,374,315	15%
LOCAL PURCHASES (\$ 000)	\$744,436	\$206,838	\$653,104	\$859,942	16%
STATE & LOCAL TAXES (\$ 000)	\$202,577	\$76,288	\$154,339	\$230,627	14%

* Cargo includes liquid bulk, dry bulk, break-bulk, ro-ro and containers

5-10 Year Projects (2024-2028)

Unfunded/**New** Projects: ~\$487M (total)/~\$352M (PEV)

Marine Infrastructure: ~\$53M (total)/~\$46M (PEV)



An aerial photograph of the Northport area, showing a large airport with multiple runways and taxiways in the upper left. A complex highway interchange with several overpasses and ramps is visible in the center. The surrounding area is densely packed with residential and commercial buildings. The coastline is visible at the bottom of the frame.

5-10 Year Projects

Northport

Break-bulk Yard: 2024-2026 (~\$7M)

Project	Category	Evaluation Criteria					
New Break-Bulk Yard							
	Competitiveness	Capacity	<div><div></div></div>	Efficiency	<div><div></div></div>	Integration	<div><div></div></div>
	Economics	Port ROI	<div><div></div></div>	Flexibility	<div><div></div></div>	Economic Impacts	<div><div></div></div>
	Sustainability	Asset Preservation	<div><div></div></div>	Environmental Stewardship	<div><div></div></div>	Resiliency	<div><div></div></div>

New Break-bulk Yard
7 acres



Slip 1/Phase 2 (Berths 7, 8 and 8a Bulkheads): 2025-2027 (~\$41M)

Project	Category		Evaluation Criteria				
Slip 1/Phase 2							
	Competitiveness	Capacity	L	Efficiency	H	Integration	H
	Economics	Port ROI	H	Flexibility	H	Economic Impacts	H
	Sustainability	Asset Preservation	H	Environmental Stewardship	M	Resiliency	H

14

13

15

12
470'



An aerial photograph of an airport and surrounding urban area, rendered in a dark, monochromatic style. The airport's runways and taxiways are visible in the upper left, while a dense urban grid occupies the rest of the frame. A body of water is visible at the bottom. Overlaid on the center of the image is the text "5-10 Year Projects" in a bright yellow, bold, sans-serif font, and "Midport" in a white, sans-serif font directly below it.

5-10 Year Projects

Midport

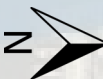
Tracor Basin Fill: 2024-2026 (~\$68M)

Project	Category		Evaluation Criteria				
Tracor Basin Fill							
	Competitiveness	Capacity	M	Efficiency	H	Integration	H
	Economics	Port ROI	H	Flexibility	H	Economic Impacts	H
	Sustainability	Asset Preservation	H	Environmental Stewardship	M	Resiliency	M



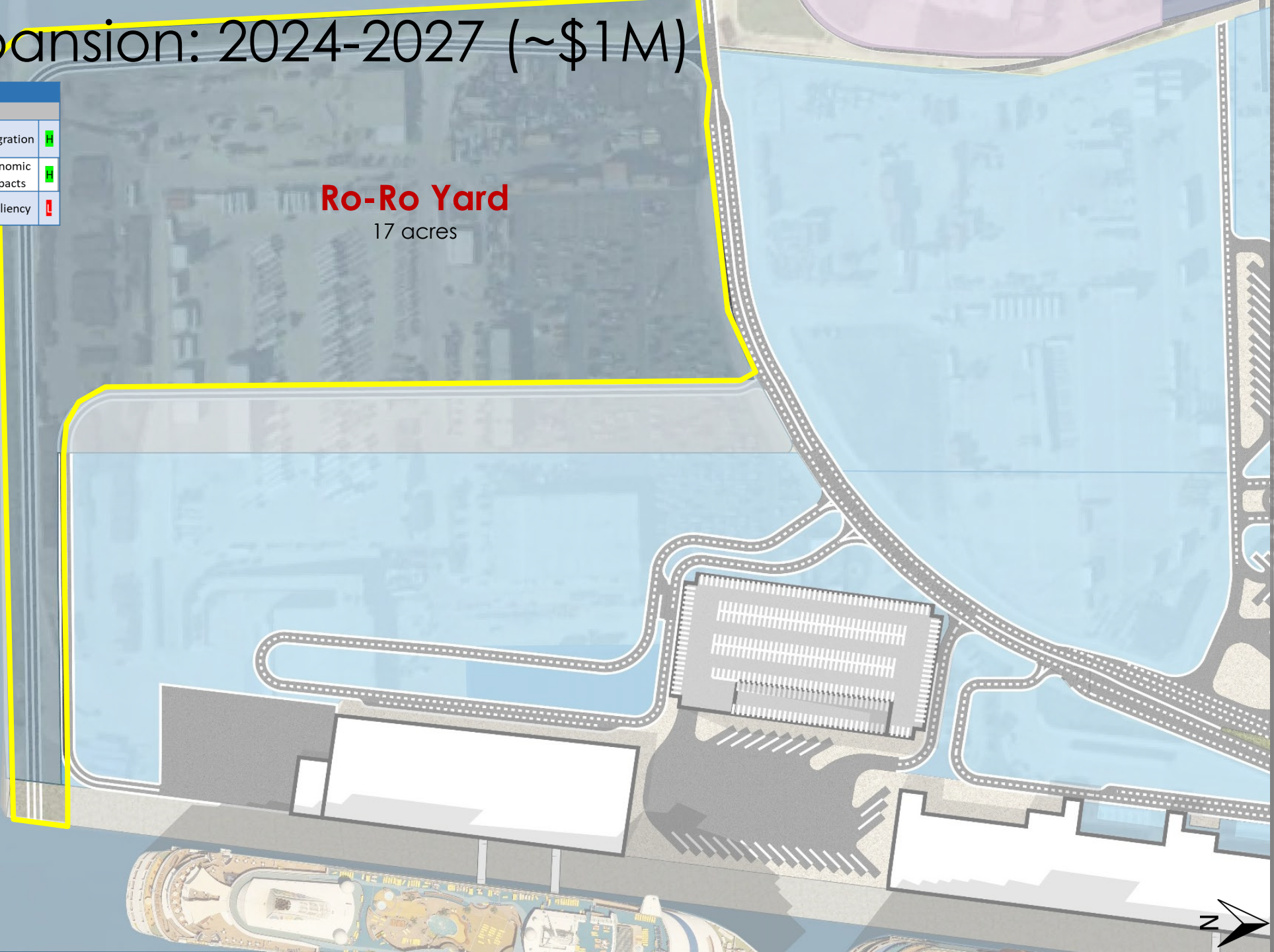
Tracor Basin

4 acres (fill)
54,000 SF (new apron)



Ro-Ro Yard Expansion: 2024-2027 (~\$1M)

Project	Category		Evaluation Criteria				
Ro-Ro Yard Relocation/Expansion (Phase 2 of 3)							
	Competitiveness	Capacity	<div><div></div></div>	Efficiency	<div><div></div></div>	Integration	<div><div></div></div>
	Economics	Port ROI	<div><div></div></div>	Flexibility	<div><div>M</div></div>	Economic Impacts	<div><div></div></div>
	Sustainability	Asset Preservation	<div><div></div></div>	Environmental Stewardship	<div><div></div></div>	Resiliency	<div><div></div></div>

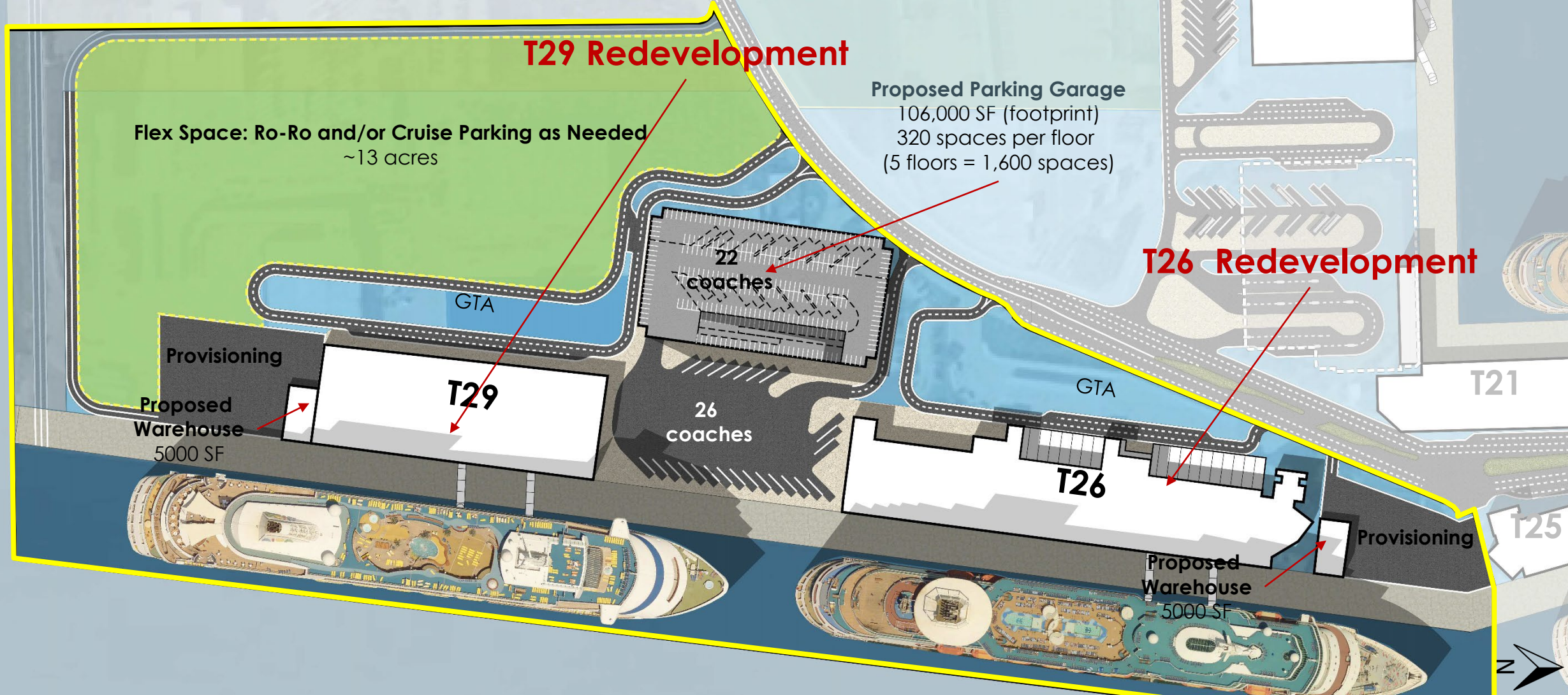


Ro-Ro Yard
17 acres



T29 Redevelopment: 2024-2027 (~\$124M)
T26 Redevelopment: 2026-2030 (~\$124M)
T29/T26 Parking Structure: 2026-2030 (~\$41M)

Project	Category	Evaluation Criteria					
T29/T26 Redevelopments + T29/T26 Parking Structure							
	Competitiveness	Capacity	<div><div></div></div>	Efficiency	<div><div></div></div>	Integration	<div><div></div></div>
	Economics	Port ROI	<div><div></div></div>	Flexibility	<div><div></div></div>	Economic Impacts	<div><div></div></div>
	Sustainability	Asset Preservation	<div><div></div></div>	Environmental Stewardship	<div><div></div></div>	Resiliency	<div><div></div></div>



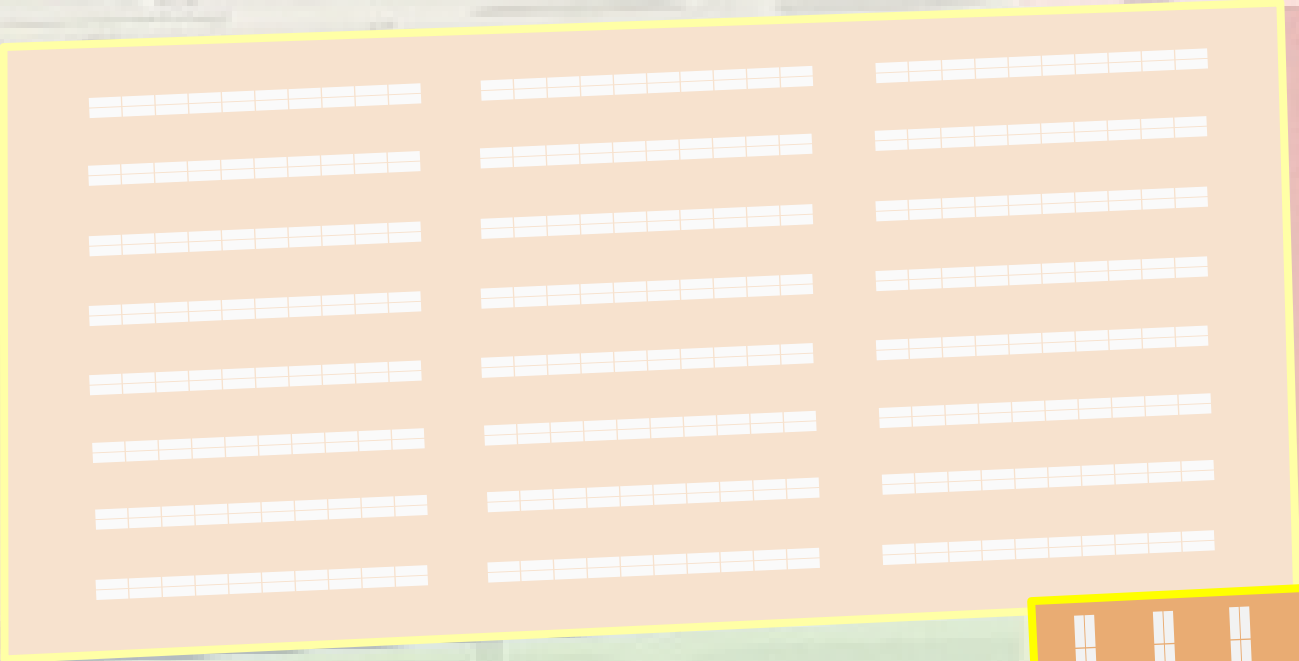
An aerial photograph of an airport and surrounding urban area, rendered in a dark, monochromatic style. The airport's runways and taxiways are visible in the upper left, while a dense urban grid occupies the rest of the frame. A body of water is visible along the bottom edge. Overlaid on the center of the image is the text "5-10 Year Projects" in a bright yellow, bold, sans-serif font, and "Southport" in a white, sans-serif font directly below it.

5-10 Year Projects

Southport

Phase 9C-1 (Container Yard): 2024-2025 (~\$4M)

Project	Category		Evaluation Criteria				
Phase 9C-1 CY							
	Competitiveness	Capacity	<div><div></div></div>	Efficiency	<div><div></div></div>	Integration	<div><div></div></div>
	Economics	Port ROI	<div><div></div></div>	Flexibility	<div><div></div></div>	Economic Impacts	<div><div></div></div>
	Sustainability	Asset Preservation	<div><div></div></div>	Environmental Stewardship	<div><div></div></div>	Resiliency	<div><div></div></div>

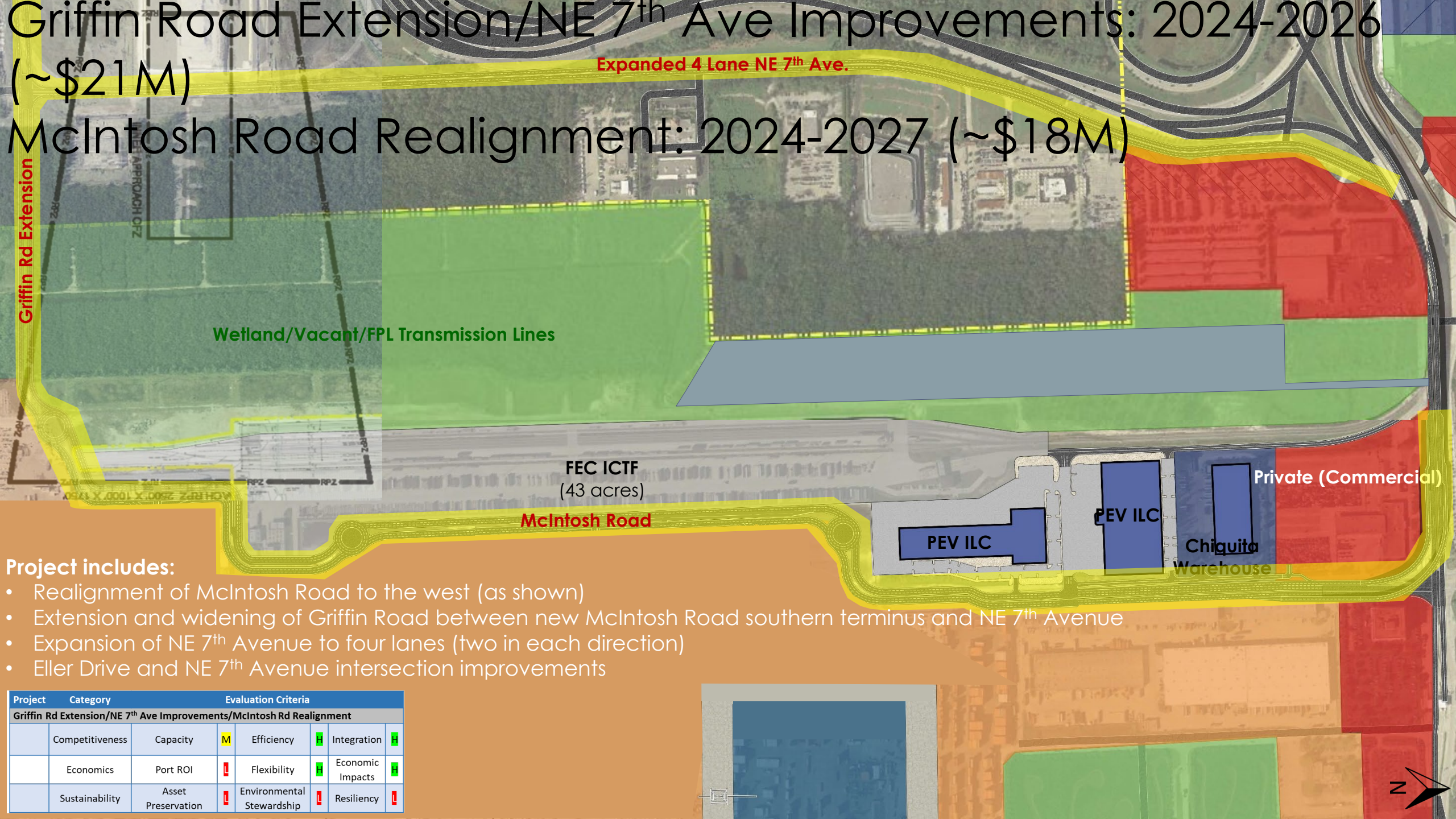


New Container Yard
4 acres



Griffin Road Extension/NE 7th Ave Improvements: 2024-2026 (~\$21M)

McIntosh Road Realignment: 2024-2027 (~\$18M)



Project includes:

- Realignment of McIntosh Road to the west (as shown)
- Extension and widening of Griffin Road between new McIntosh Road southern terminus and NE 7th Avenue
- Expansion of NE 7th Avenue to four lanes (two in each direction)
- Eller Drive and NE 7th Avenue intersection improvements

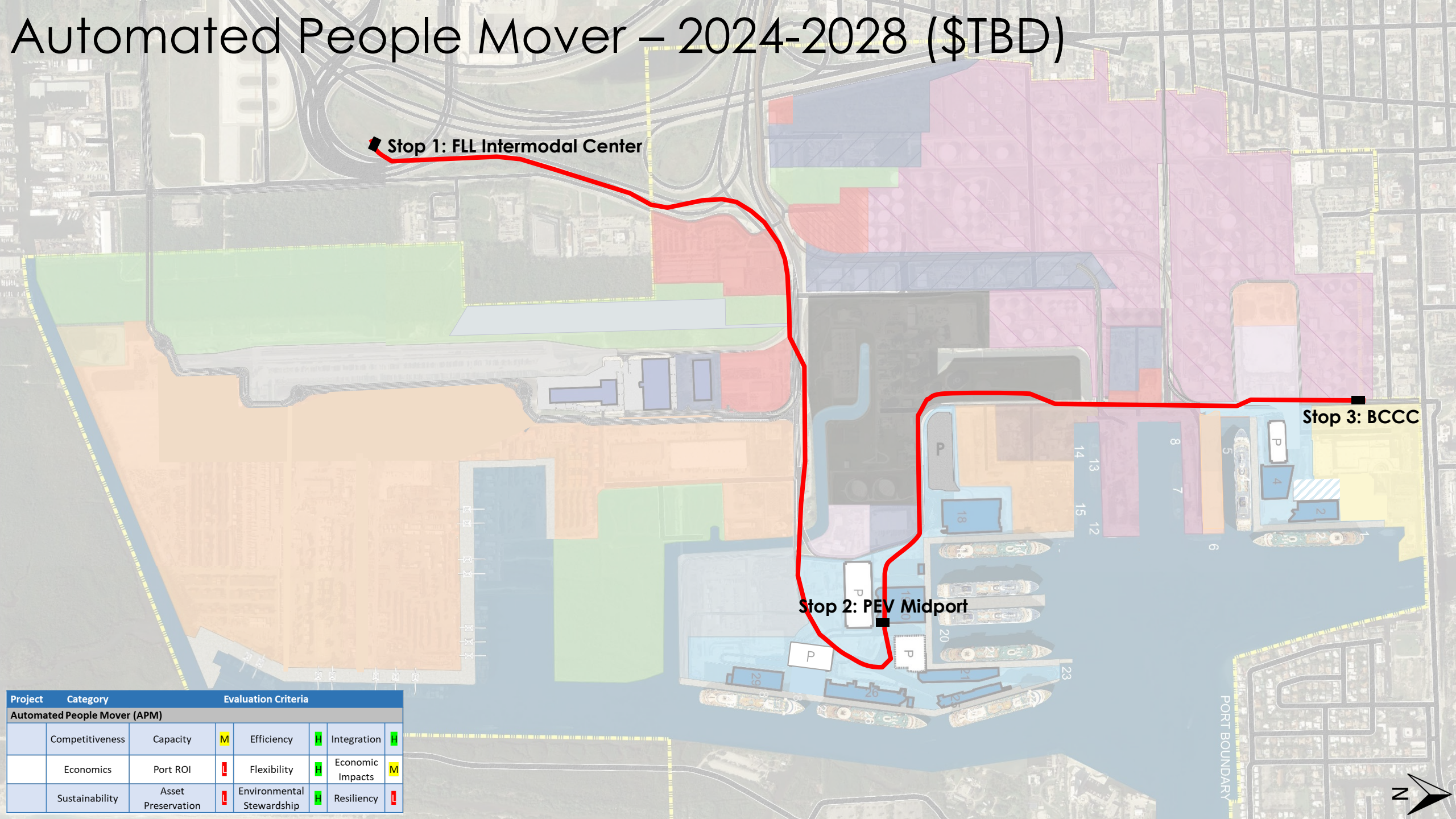
Project	Category		Evaluation Criteria				
Griffin Rd Extension/NE 7 th Ave Improvements/McIntosh Rd Realignment							
	Competitiveness	Capacity	M	Efficiency	H	Integration	H
	Economics	Port ROI	L	Flexibility	H	Economic Impacts	H
	Sustainability	Asset Preservation	L	Environmental Stewardship	L	Resiliency	L

An aerial photograph of a city, likely Portland, Oregon, showing a large airport with multiple runways and taxiways in the upper left. A river, the Willamette River, flows through the center of the city. The text "5-10 Year Projects" is overlaid in yellow, and "Portwide" is overlaid in white below it.

5-10 Year Projects

Portwide

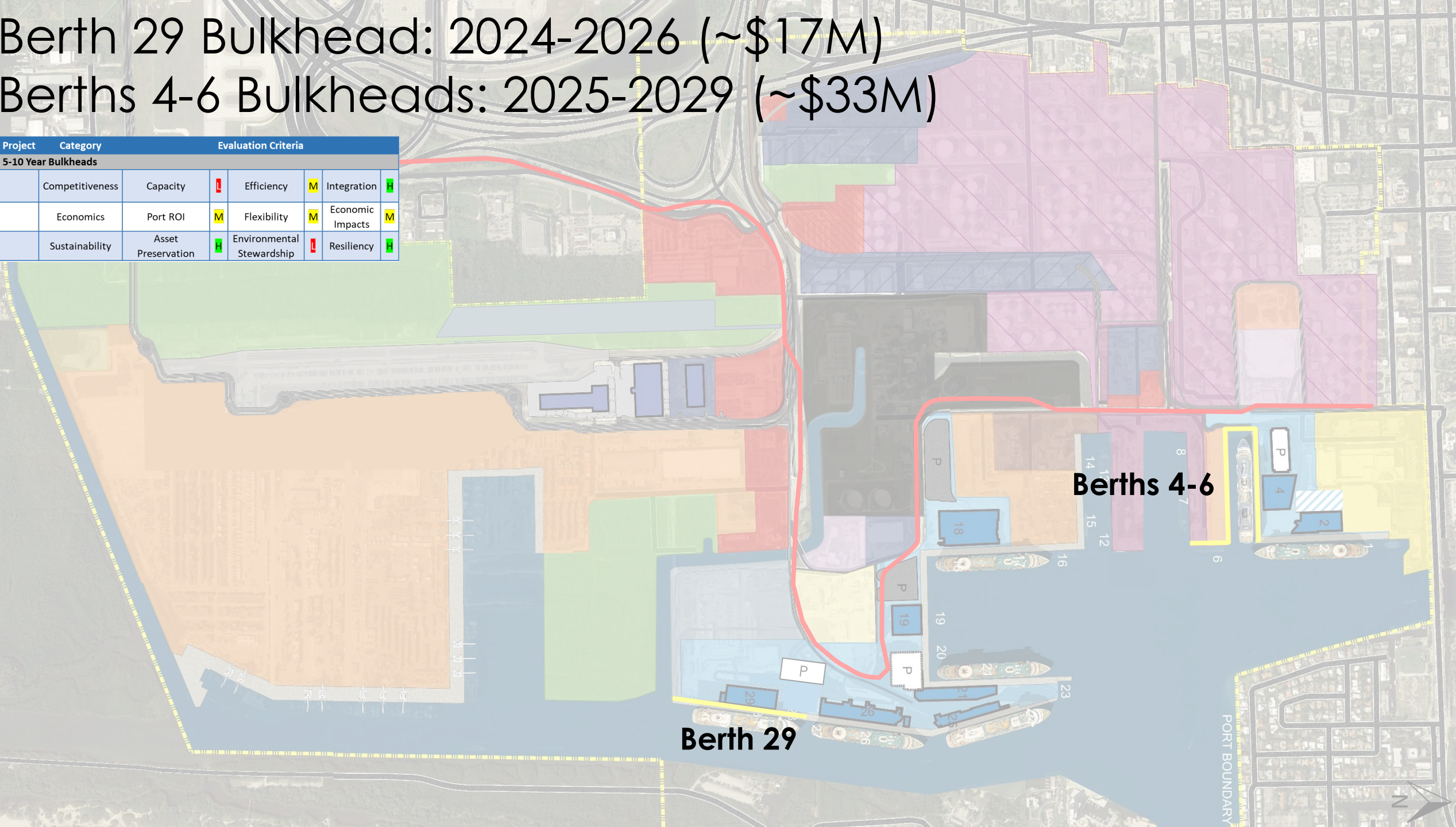
Automated People Mover – 2024-2028 (\$TBD)



Project	Category		Evaluation Criteria				
Automated People Mover (APM)							
	Competitiveness	Capacity	M	Efficiency	H	Integration	H
	Economics	Port ROI	L	Flexibility	H	Economic Impacts	M
	Sustainability	Asset Preservation	L	Environmental Stewardship	H	Resiliency	L

Berth 29 Bulkhead: 2024-2026 (~\$17M)
Berths 4-6 Bulkheads: 2025-2029 (~\$33M)

Project	Category	Evaluation Criteria					
5-10 Year Bulkheads							
	Competitiveness	Capacity	<div></div>	Efficiency	<div></div>	Integration	<div></div>
	Economics	Port ROI	<div></div>	Flexibility	<div></div>	Economic Impacts	<div></div>
	Sustainability	Asset Preservation	<div></div>	Environmental Stewardship	<div></div>	Resiliency	<div></div>



Economic Impacts – 10-Year Vision Plan

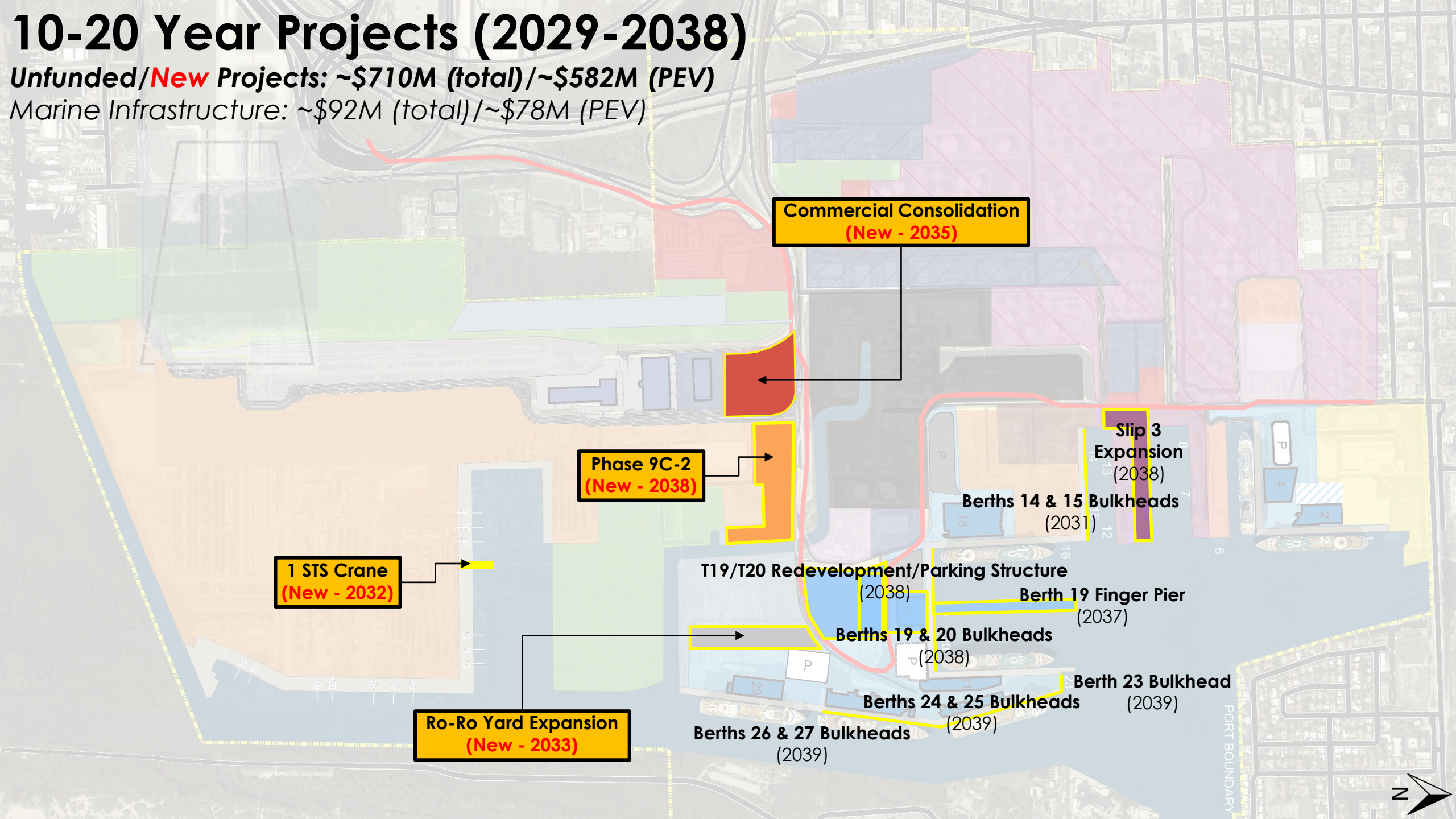
Impact Category	2018 (Total)	2028 (Cruise)	2028 (Cargo)*	2028 (Total)	% Change
JOBS					
DIRECT	13,127	8,090	9,029	17,119	30%
INDUCED	8,624	4,187	6,903	11,090	29%
INDIRECT	9,660	5,720	7,197	12,917	34%
TOTAL JOBS	31,411	17,997	23,129	41,126	31%
PERSONAL INCOME (\$ 000)					
DIRECT	\$531,097	\$237,794	\$442,052	\$679,847	28%
INDUCED	\$1,008,260	\$407,685	\$878,093	\$1,285,777	28%
INDIRECT	\$396,137	\$182,032	\$342,903	\$524,935	33%
TOTAL PERSONAL INCOME (\$ 000)	\$1,935,494	\$827,511	\$1,663,048	\$2,490,558	29%
BUSINESS SERVICES REVENUE (\$ 000)	\$3,804,571	\$2,774,011	\$2,349,862	\$5,123,873	35%
LOCAL PURCHASES (\$ 000)	\$744,436	\$255,838	\$724,075	\$979,913	32%
STATE & LOCAL TAXES (\$ 000)	\$202,577	\$93,144	\$169,228	\$262,372	30%

* Cargo includes liquid bulk, dry bulk, break-bulk, ro-ro and containers

10-20 Year Projects (2029-2038)

Unfunded/**New** Projects: ~\$710M (total)/~\$582M (PEV)

Marine Infrastructure: ~\$92M (total)/~\$78M (PEV)



An aerial photograph of an airport and surrounding urban area, rendered in a dark, monochromatic style. The airport's runways, taxiways, and terminal building are visible in the upper left. A complex highway interchange is situated in the center. The surrounding urban landscape is densely packed with buildings and streets. A body of water is visible along the bottom edge of the frame. Overlaid on the center of the image is the text "10-20 Year Projects" in a bright yellow, bold, sans-serif font, and below it, the word "Northport" in a white, sans-serif font.

10-20 Year Projects

Northport

Slip 3 Expansion (Berths 11-13 Bulkheads): 2033-2038 (~\$134M)

Project	Category		Evaluation Criteria				
Slip 3 Expansion							
	Competitiveness	Capacity	M	Efficiency	H	Integration	H
	Economics	Port ROI	H	Flexibility	H	Economic Impacts	H
	Sustainability	Asset Preservation	H	Environmental Stewardship	L	Resiliency	H



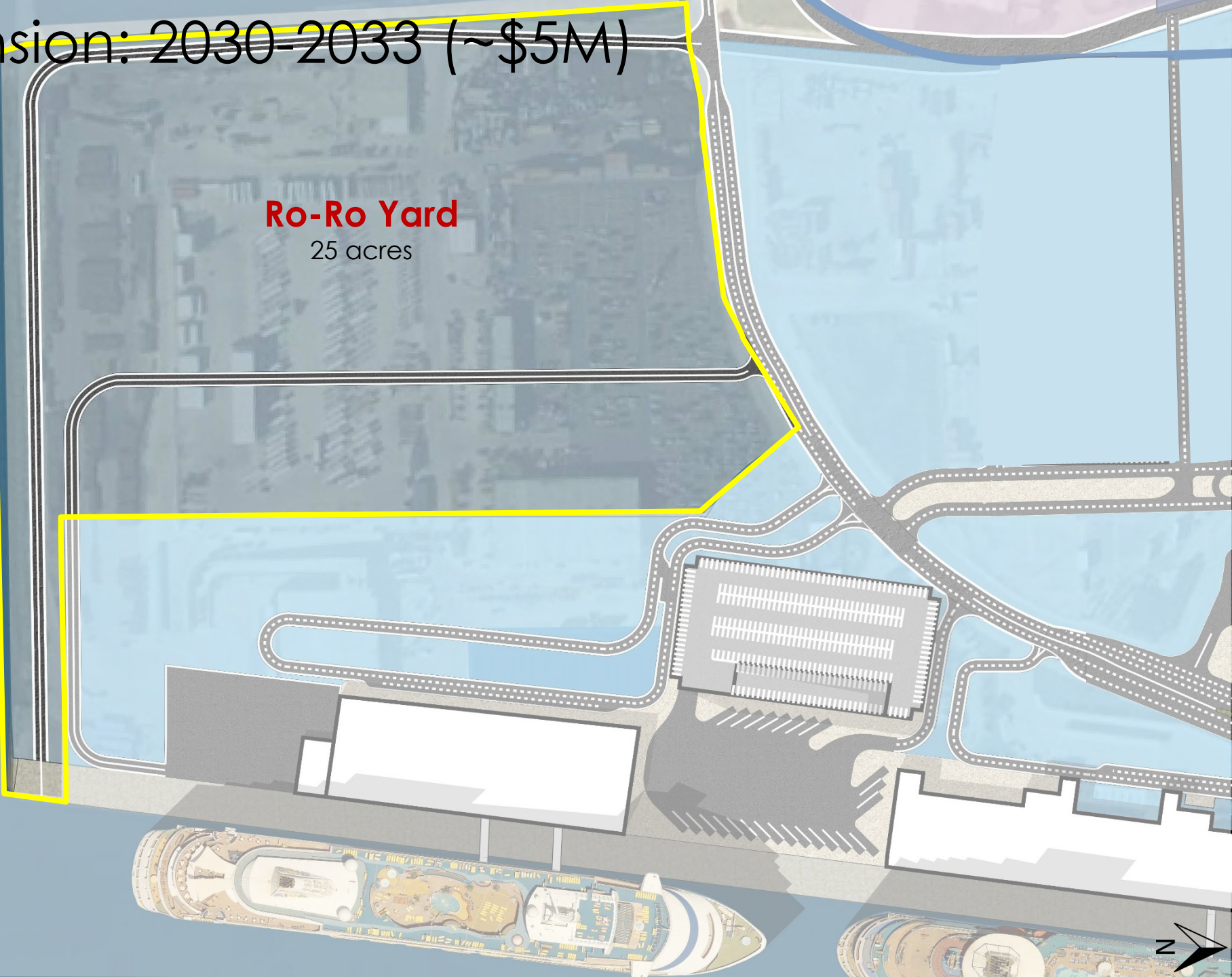
An aerial photograph of the Midport area, showing a large airport with multiple runways and taxiways on the left, and a complex highway interchange with several overpasses and ramps in the center. The surrounding area is densely packed with residential and commercial buildings. The image is dark and serves as a background for the text.

10-20 Year Projects

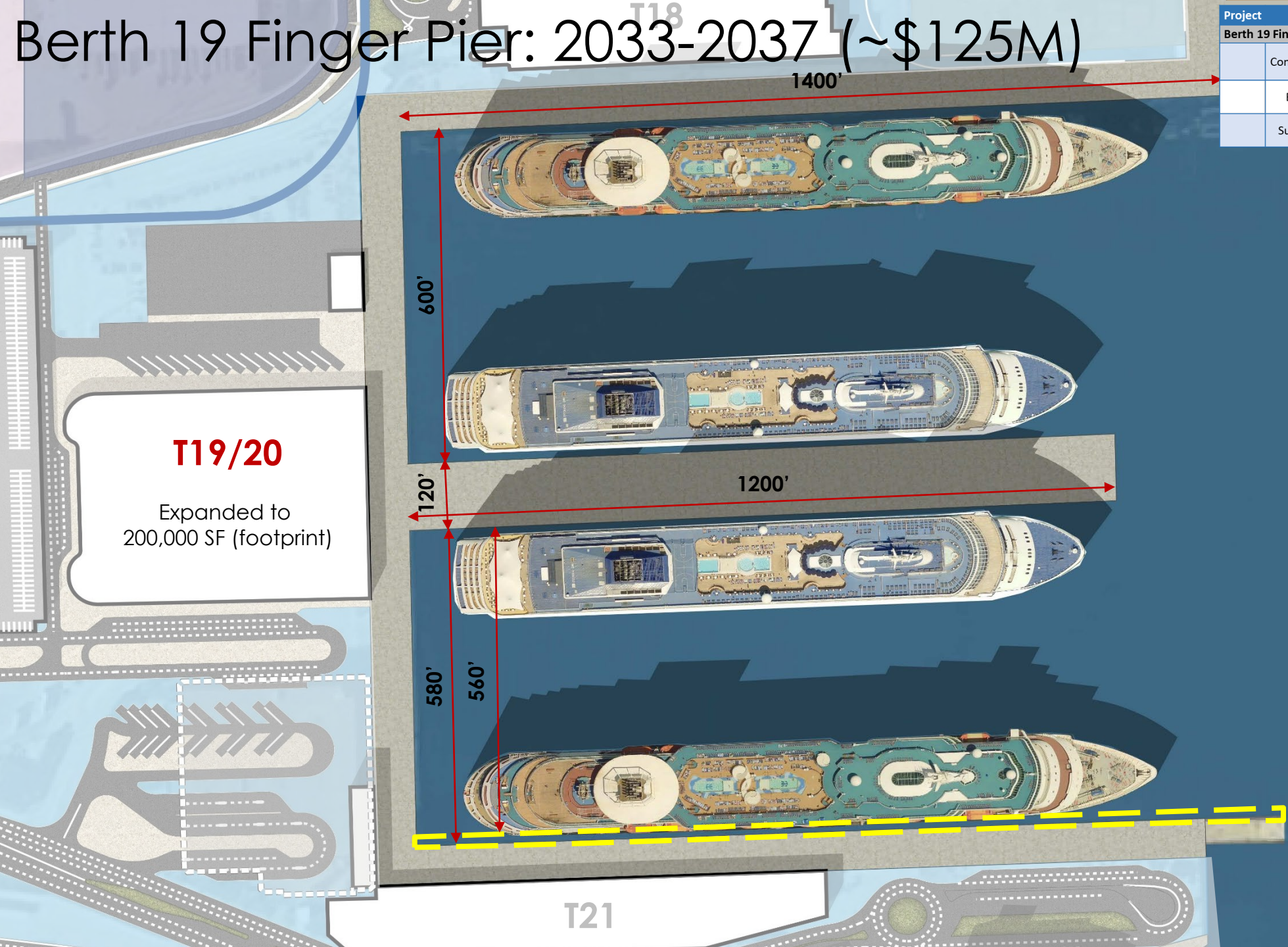
Midport

Ro-Ro Yard Expansion: 2030-2033 (~\$5M)

Project	Category		Evaluation Criteria				
Ro-Ro Yard Relocation/Expansion (Phase 3 of 3)							
	Competitiveness	Capacity	<div><div></div></div>	Efficiency	<div><div></div></div>	Integration	<div><div></div></div>
	Economics	Port ROI	<div><div></div></div>	Flexibility	<div><div>M</div></div>	Economic Impacts	<div><div></div></div>
	Sustainability	Asset Preservation	<div><div></div></div>	Environmental Stewardship	<div><div></div></div>	Resiliency	<div><div></div></div>



Berth 19 Finger Pier: 2033-2037 (~\$125M)

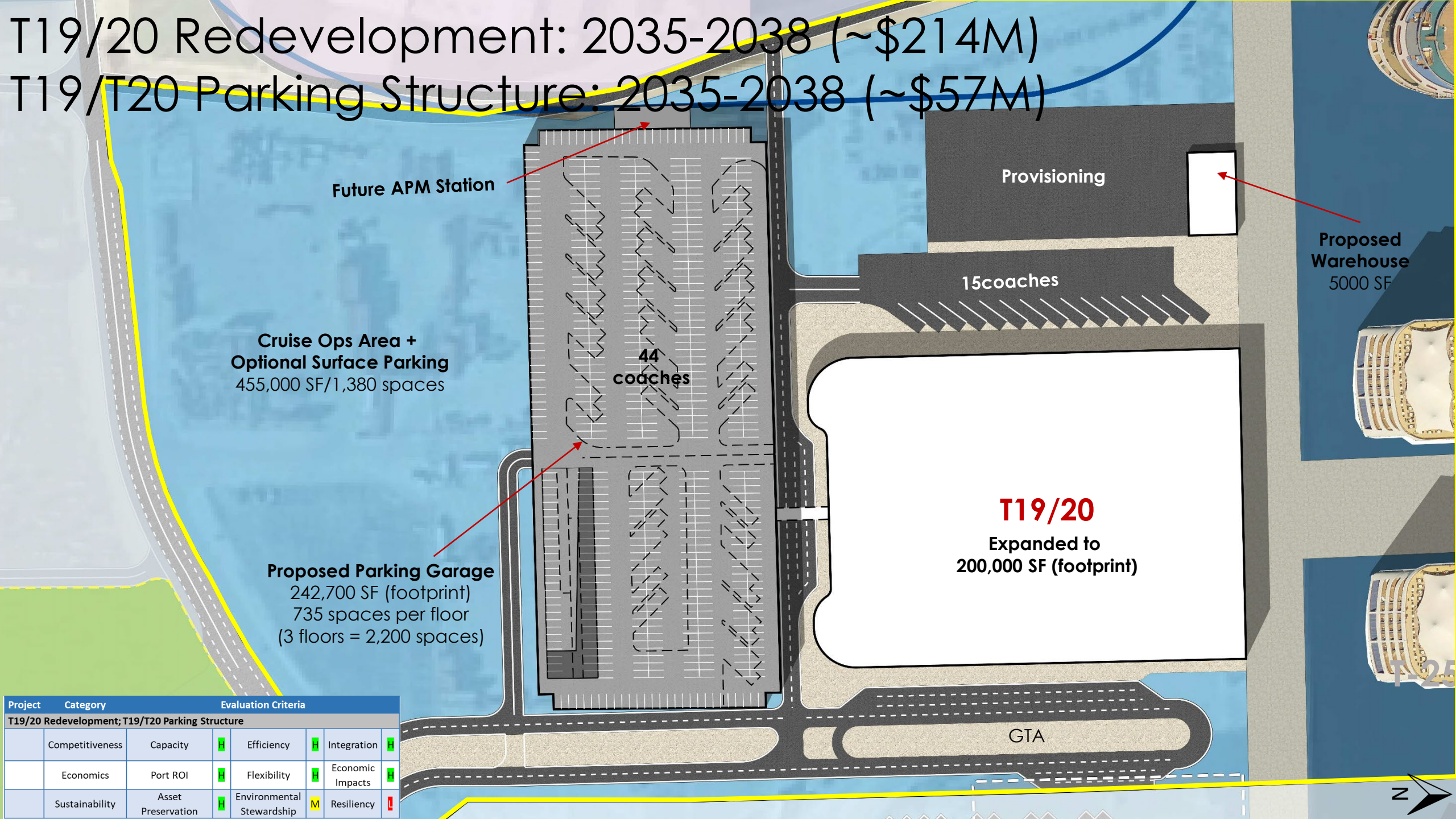


Project	Category	Evaluation Criteria					
Berth 19 Finger Pier							
	Competitiveness	Capacity	<div></div>	Efficiency	<div></div>	Integration	<div></div>
	Economics	Port ROI	<div></div>	Flexibility	<div></div>	Economic Impacts	<div></div>
	Sustainability	Asset Preservation	<div></div>	Environmental Stewardship	<div></div>	Resiliency	<div></div>



T19/20 Redevelopment: 2035-2038 (~\$214M)

T19/T20 Parking Structure: 2035-2038 (~\$57M)



Project	Category		Evaluation Criteria				
T19/20 Redevelopment; T19/T20 Parking Structure							
	Competitiveness	Capacity	<div><div></div></div>	Efficiency	<div><div></div></div>	Integration	<div><div></div></div>
	Economics	Port ROI	<div><div></div></div>	Flexibility	<div><div></div></div>	Economic Impacts	<div><div></div></div>
	Sustainability	Asset Preservation	<div><div></div></div>	Environmental Stewardship	<div><div></div></div>	Resiliency	<div><div></div></div>

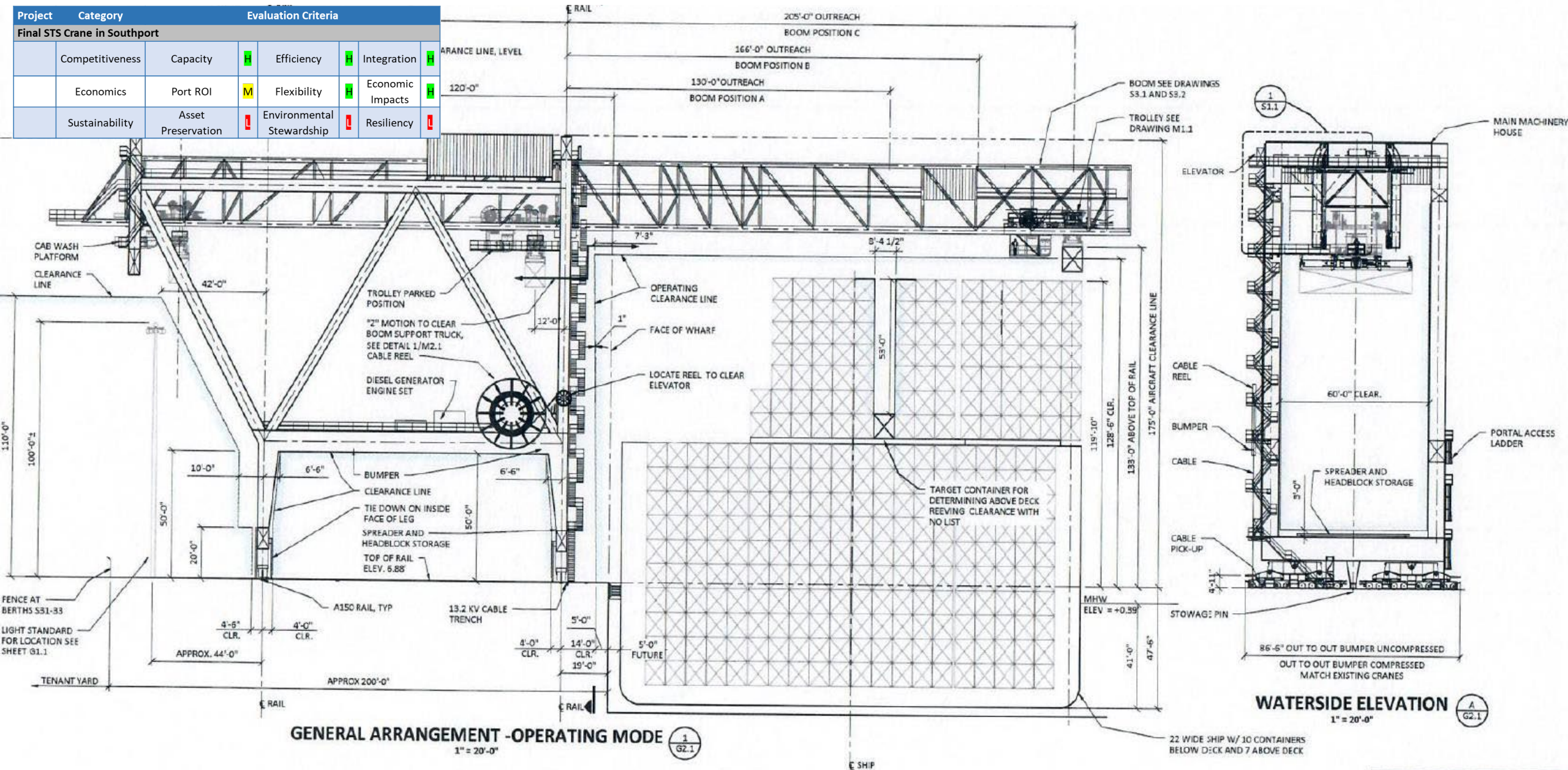
An aerial photograph of an airport and surrounding urban area, rendered in a dark, monochromatic style. The airport's runways and taxiways are visible in the upper left, while a dense urban grid occupies the rest of the frame. A large body of water is visible in the lower right corner. The text "10-20 Year Projects" is overlaid in a bright yellow, bold, sans-serif font, and "Southport" is overlaid in a white, sans-serif font below it.

10-20 Year Projects

Southport

1 STS Crane (Berth 30X): 2029-2032

Project	Category	Evaluation Criteria					
Final STS Crane in Southport							
	Competitiveness	Capacity	<div><div></div></div>	Efficiency	<div><div></div></div>	Integration	<div><div></div></div>
	Economics	Port ROI	<div><div></div></div>	Flexibility	<div><div></div></div>	Economic Impacts	<div><div></div></div>
	Sustainability	Asset Preservation	<div><div></div></div>	Environmental Stewardship	<div><div></div></div>	Resiliency	<div><div></div></div>



Commercial Consolidation: 2031-2035 (~\$137M)

Project	Category		Evaluation Criteria				
Commercial Consolidation							
	Competitiveness	Capacity	H	Efficiency	H	Integration	H
	Economics	Port ROI	M	Flexibility	H	Economic Impacts	M
	Sustainability	Asset Preservation	L	Environmental Stewardship	M	Resiliency	L

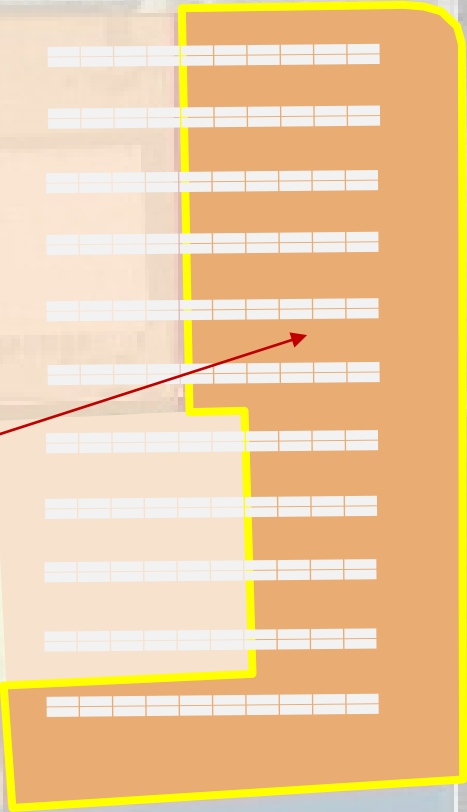
**PEV Administration +
Maritime/Government Offices**
12 acres



Phase 9C-2 (Container Yard): 2035-2038 (~\$21M)

Project	Category		Evaluation Criteria				
Phase 9C-2 CY							
	Competitiveness	Capacity	<div><div></div></div>	Efficiency	<div><div></div></div>	Integration	<div><div></div></div>
	Economics	Port ROI	<div><div></div></div>	Flexibility	<div><div></div></div>	Economic Impacts	<div><div></div></div>
	Sustainability	Asset Preservation	<div><div></div></div>	Environmental Stewardship	<div><div></div></div>	Resiliency	<div><div></div></div>

Phase 9C-2
14 acres



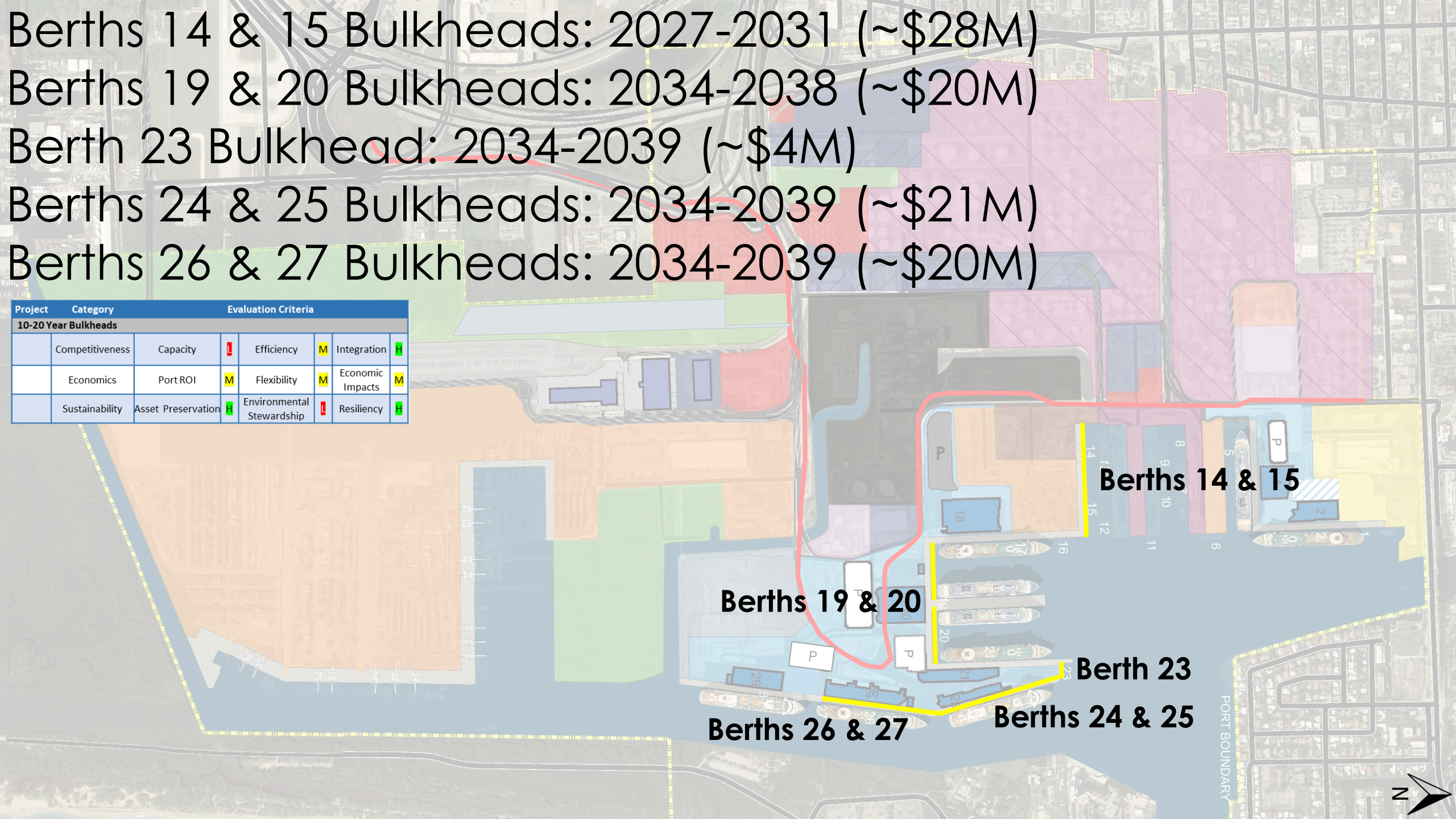
An aerial photograph of a city, likely Portland, Oregon, showing a large airport with multiple runways and taxiways in the upper left. A river, the Willamette River, flows through the center of the city. The text "10-20 Year Projects" is overlaid in yellow, and "Portwide" is overlaid in white below it.

10-20 Year Projects

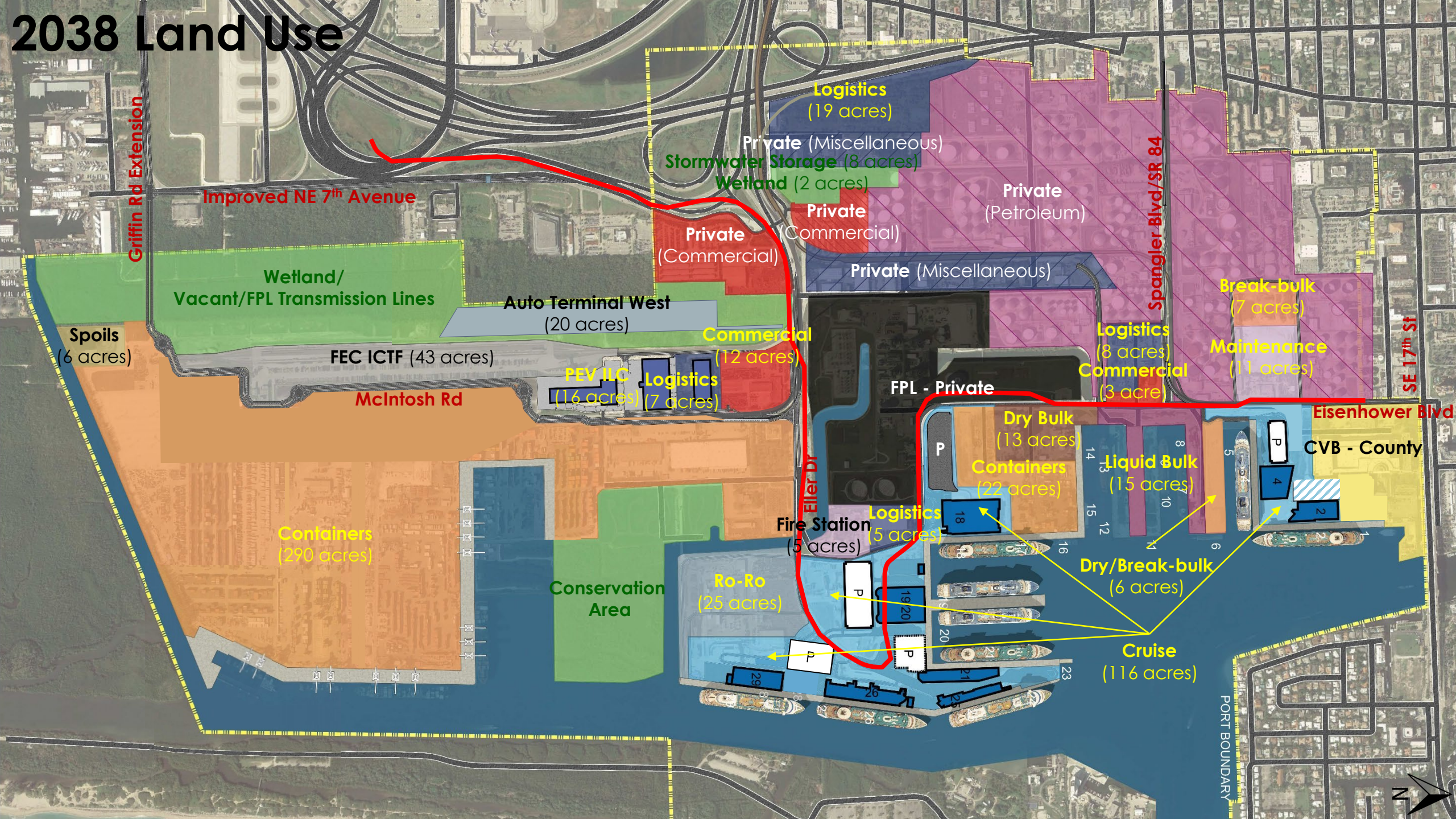
Portwide

Berths 14 & 15 Bulkheads: 2027-2031 (~\$28M)
Berths 19 & 20 Bulkheads: 2034-2038 (~\$20M)
Berth 23 Bulkhead: 2034-2039 (~\$4M)
Berths 24 & 25 Bulkheads: 2034-2039 (~\$21M)
Berths 26 & 27 Bulkheads: 2034-2039 (~\$20M)

Project	Category	Evaluation Criteria					
10-20 Year Bulkheads							
	Competitiveness	Capacity	L	Efficiency	M	Integration	H
	Economics	Port ROI	M	Flexibility	M	Economic Impacts	M
	Sustainability	Asset Preservation	H	Environmental Stewardship	L	Resiliency	H



2038 Land Use



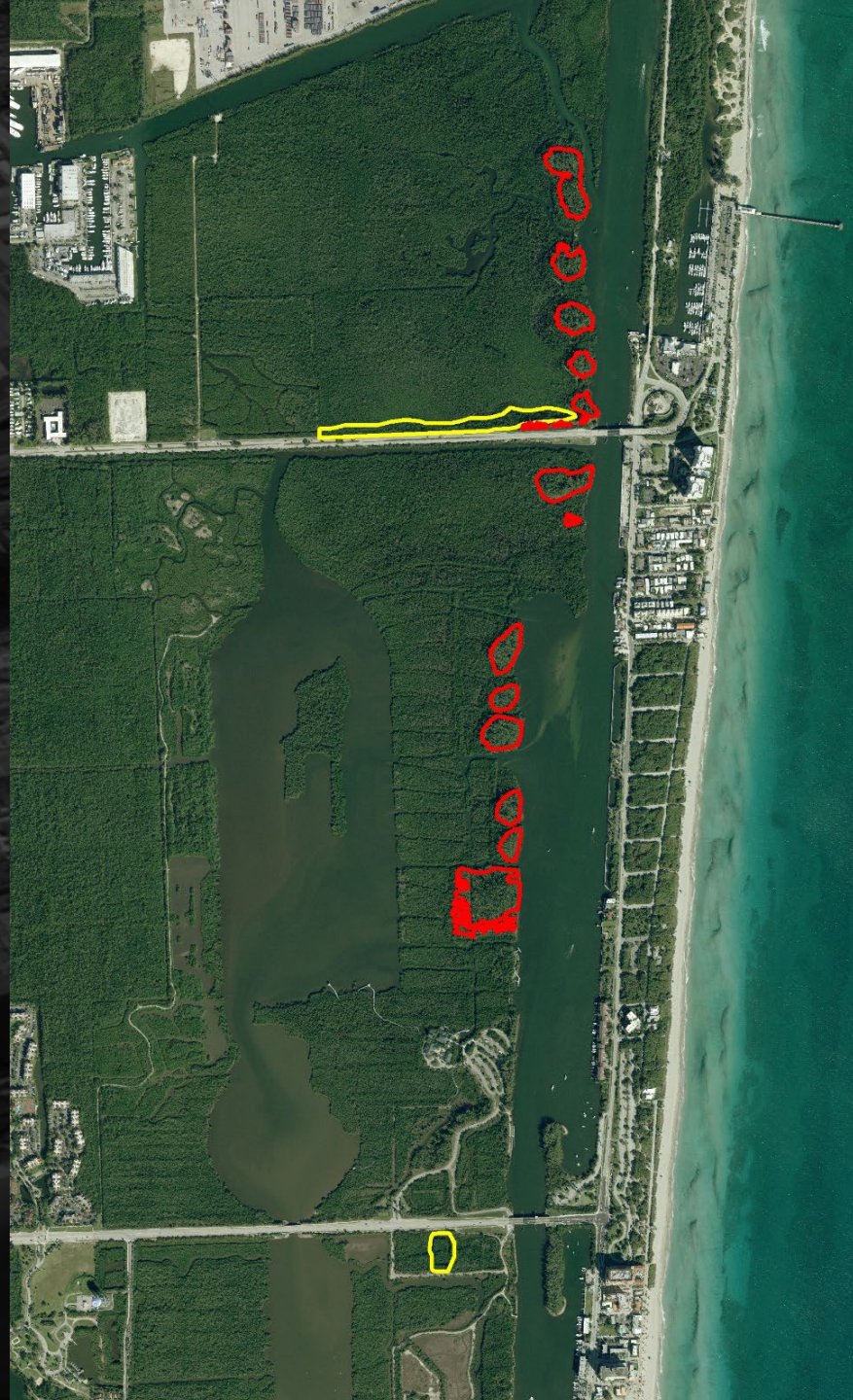
Economic Impacts – 20-Year Vision Plan

Impact Category	2018 (Total)	2038 (Cruise)	2038 (Cargo)*	2038 (Total)	% Change
JOBS					
DIRECT	13,127	9,958	10,040	19,998	52%
INDUCED	8,624	5,134	7,670	12,804	48%
INDIRECT	9,660	7,135	8,090	15,225	58%
TOTAL JOBS	31,411	22,227	25,799	48,027	53%
PERSONAL INCOME (\$ 000)					
DIRECT	\$531,097	\$291,110	\$490,981	782,092	47%
INDUCED	\$1,008,260	\$498,611	\$975,285	1,473,896	46%
INDIRECT	\$396,137	\$226,969	\$385,433	612,403	55%
TOTAL PERSONAL INCOME (\$ 000)	\$1,935,494	\$1,016,691	\$1,851,699	\$2,868,391	48%
BUSINESS SERVICES REVENUE (\$ 000)	\$3,804,571	\$3,448,424	\$2,641,315	\$6,089,739	60%
LOCAL PURCHASES (\$ 000)	\$744,436	\$320,564	\$813,882	\$1,134,446	52%
STATE & LOCAL TAXES (\$ 000)	\$202,577	\$114,608	\$188,698	\$303,307	50%

** Cargo includes liquid bulk, dry bulk, break-bulk, ro-ro and containers*

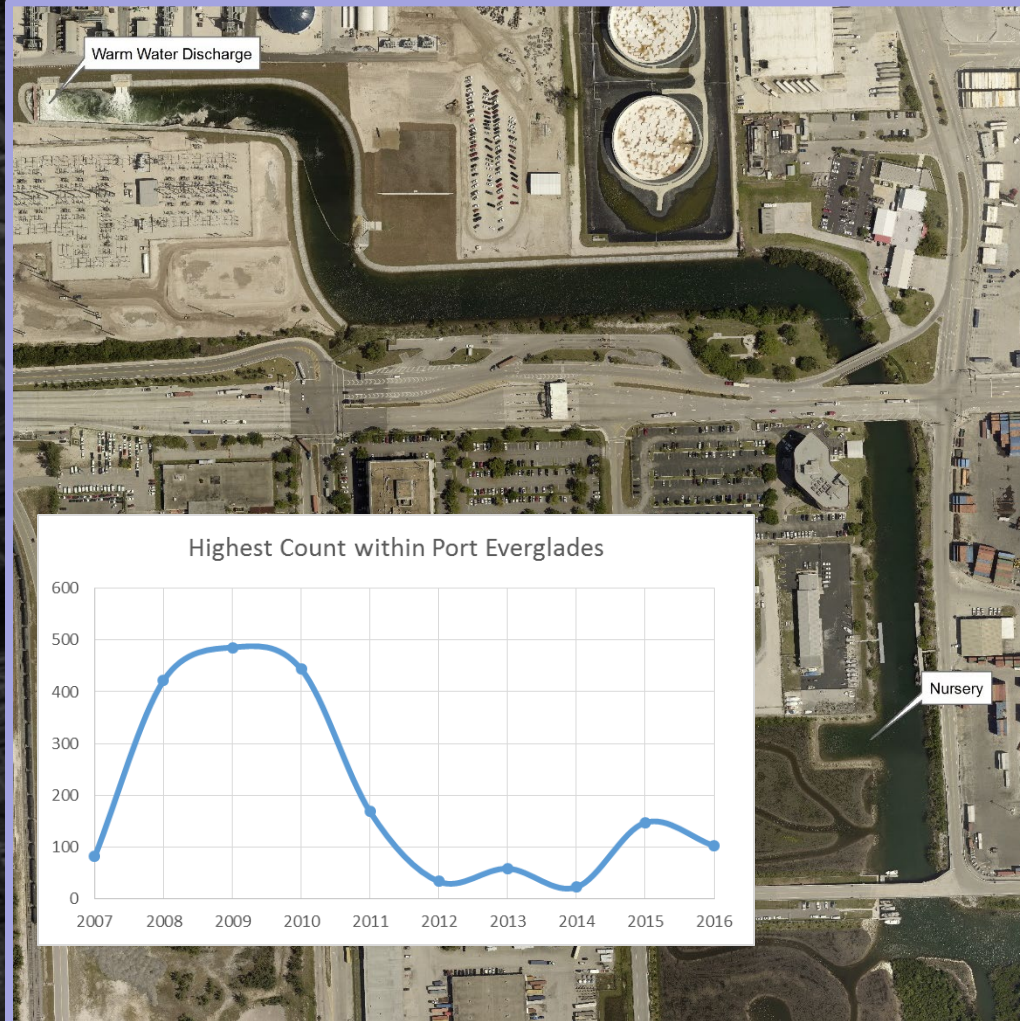
West Lake Natural Area Restoration

- Broward County Park
- USACE Navigation Improvements Project
- Joint-Project with FLL Runway Extension
- 168 acres of flushing, mangrove and seagrass
- Purchased wetland parcels for conservation
- More improvements scheduled (Segment 4)



Manatee Aggregation Area

- Second Largest in Broward
- FPL Cooling Canal
- 455 Manatees in 2010
- Year-Round Presence
- Manatee Protection Plan and Tariff Requirements
- 3' Manatee Fenders on 26,000' of Bulkhead
- Manatee Exclusion Devices on Stormwater Outfalls
- Enhanced "Nursery Area"



Upland Habitat Restoration

- Most landscaping native.
- Removing Florida Exotic Pest Plant Council Categories I-II plants
- Facilities maintenance planting native Broward species for replacement landscaping
- Certified Wildlife Habitat
- Committed to optimizing habitat in green areas



Sustainable Facilities

- \$4.4 million energy-efficient building upgrades.
- USGBC LEED certifications
- Broward County's *GoGreen Seal of Sustainability*
- *Green Supply Chain Award*
- Green Marine certification
- Vehicle & boat engine energy-efficient retrofits.
- Florida Recycling Partnership 75% Goal



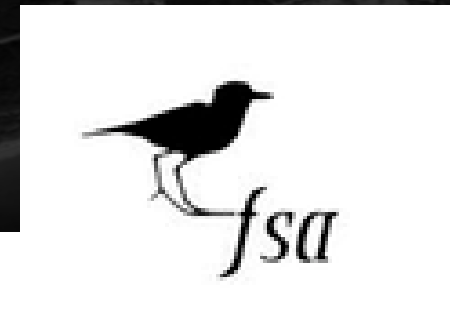
Resiliency Studies

- University of Illinois
- Critical Infrastructure Resiliency Institute
- Florida Atlantic University
- U.S. Coast Guard
- U.S. Department of Homeland Security
- 1.8" Vertical Resolution LIDAR Elevation Data



Environmental Restoration Collaboration

- Interagency Working Groups
- American Association of Port Authorities Environment Committee
- Broward County NatureScape
- Florida Ports Council Environmental Committee
- Green Marine/GreenTech 2017
- Southeast Florida Coral Reef Initiative
- Southeast Florida Regional Climate Change Compact
- Broward County Sustainability Stewards
- Broward County Critical Infrastructure and Future Flood Risk Workgroup
- Florida Shorebird Alliance
- South Florida Audubon Society
- FAEP/SFAEP

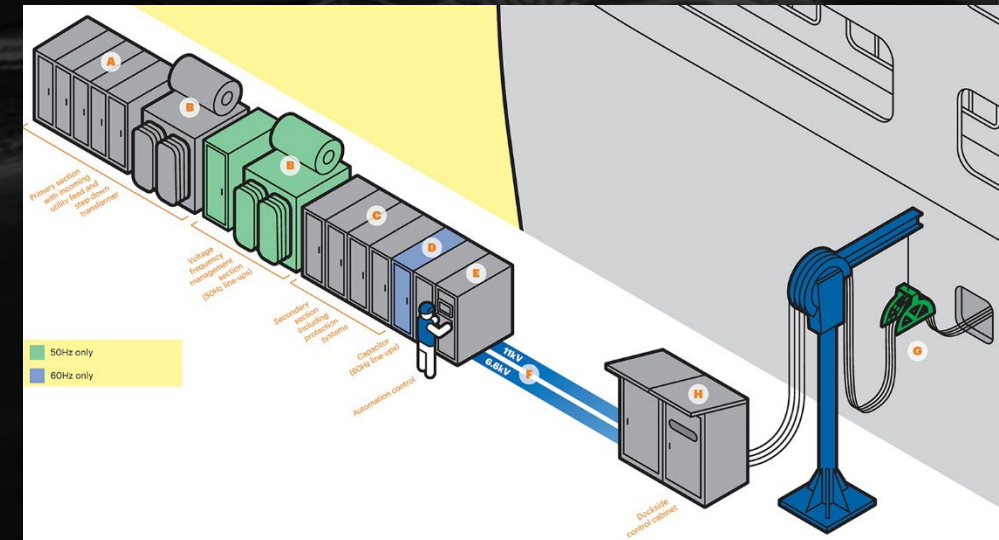


Shore Power

- Previously considered by Port Everglades in 2009 and 2014
- The principal challenges with implementing shore power at PEV are:
 - Availability of electricity
 - Cost
 - Competitive factors
- Even without shore power, vessel operations are getting cleaner



Source: cochranmarine.com



An aerial photograph of an airport and surrounding urban area, rendered in a dark, monochromatic style. The airport features a large terminal building, multiple runways, and taxiways. The surrounding area is densely packed with buildings and roads. The text "Capital Investment Phasing/Distribution" is overlaid in a bright yellow color, and "2019-2038" is overlaid in white below it.

Capital Investment Phasing/Distribution

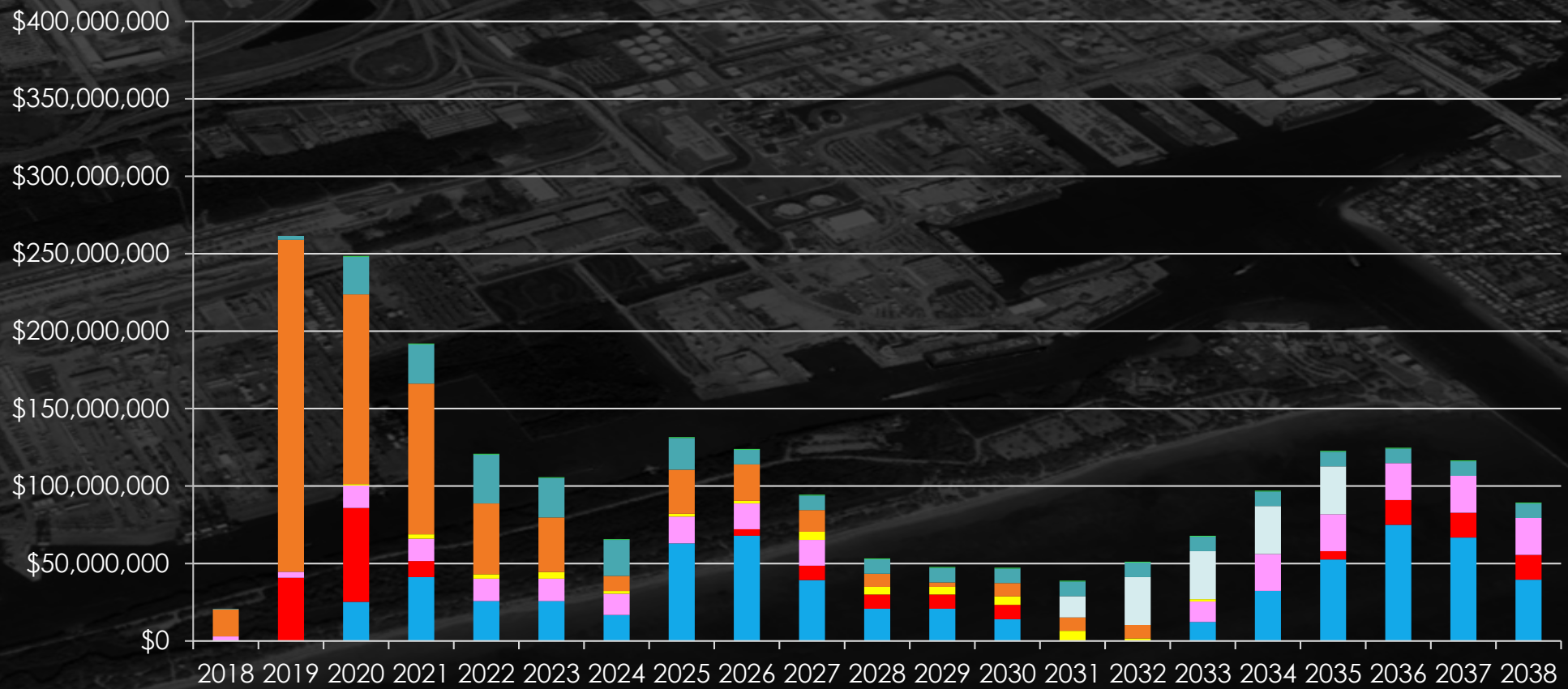
2019-2038

CAPEX by Business Line (~\$3.02B Total/~\$2.01B PEV)

~\$732M already funded

PEV Investment Distribution by Line of Business:

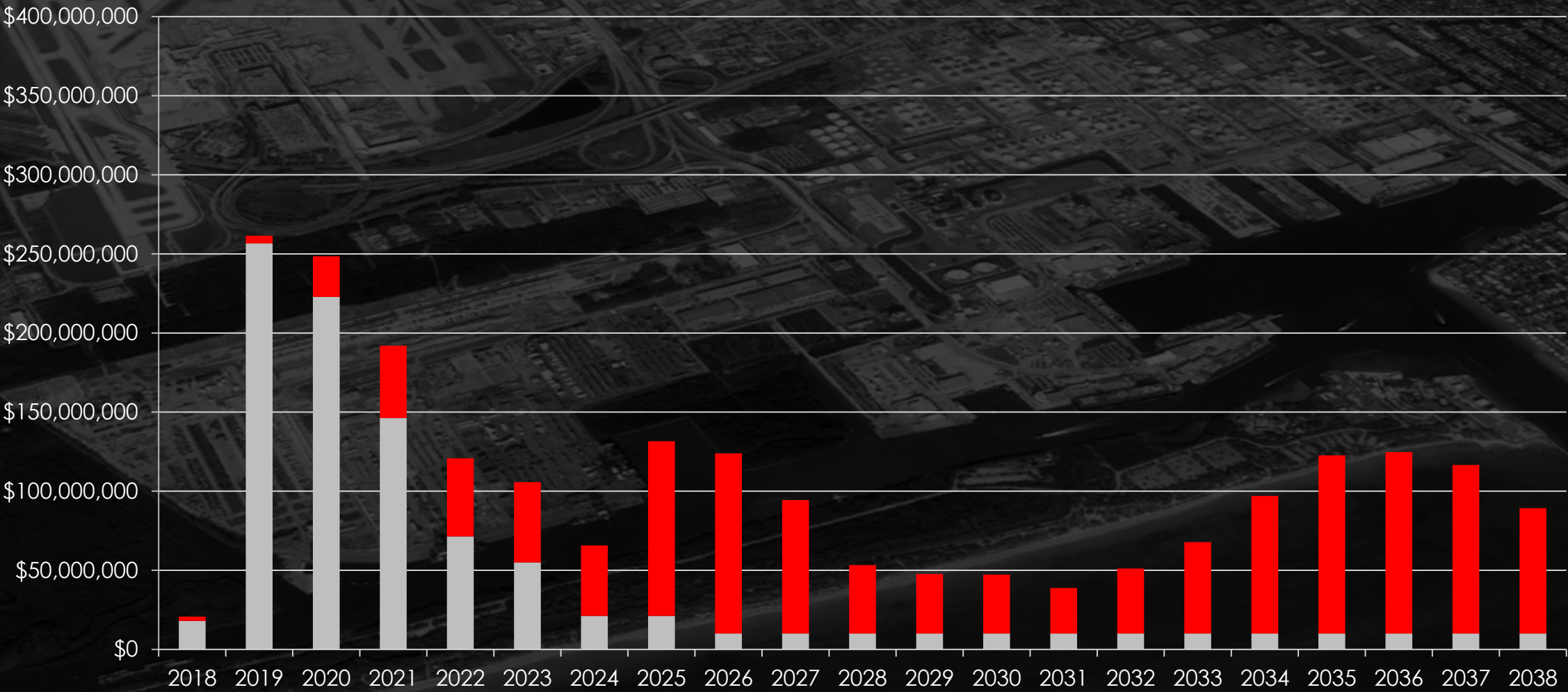
Cruise	29%
Containers	29%
Liquid Bulk	12%
Parking	9%
Real Estate	6%
Other	15%



■ Cruise projects ■ Parking ■ Petroleum ■ Break Bulk ■ Containers ■ Real estate ■ Other ■ Project management



CAPEX by Funding Source (~\$2.01B) – PEV Only



Next Steps

Finalize Phase 2 Technical Reports and Add Executive Summary

Develop 3-D Animated Video to Showcase Proposed Projects

County Commission Adoption Meeting

Update Deepwater Port Element of Broward County Comprehensive Plan



Port Everglades Master/Vision Plan Update

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Email:

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