



Port Everglades Master/Vision Plan Update

Final Tenant/Stakeholder Meeting
January 17, 2020



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

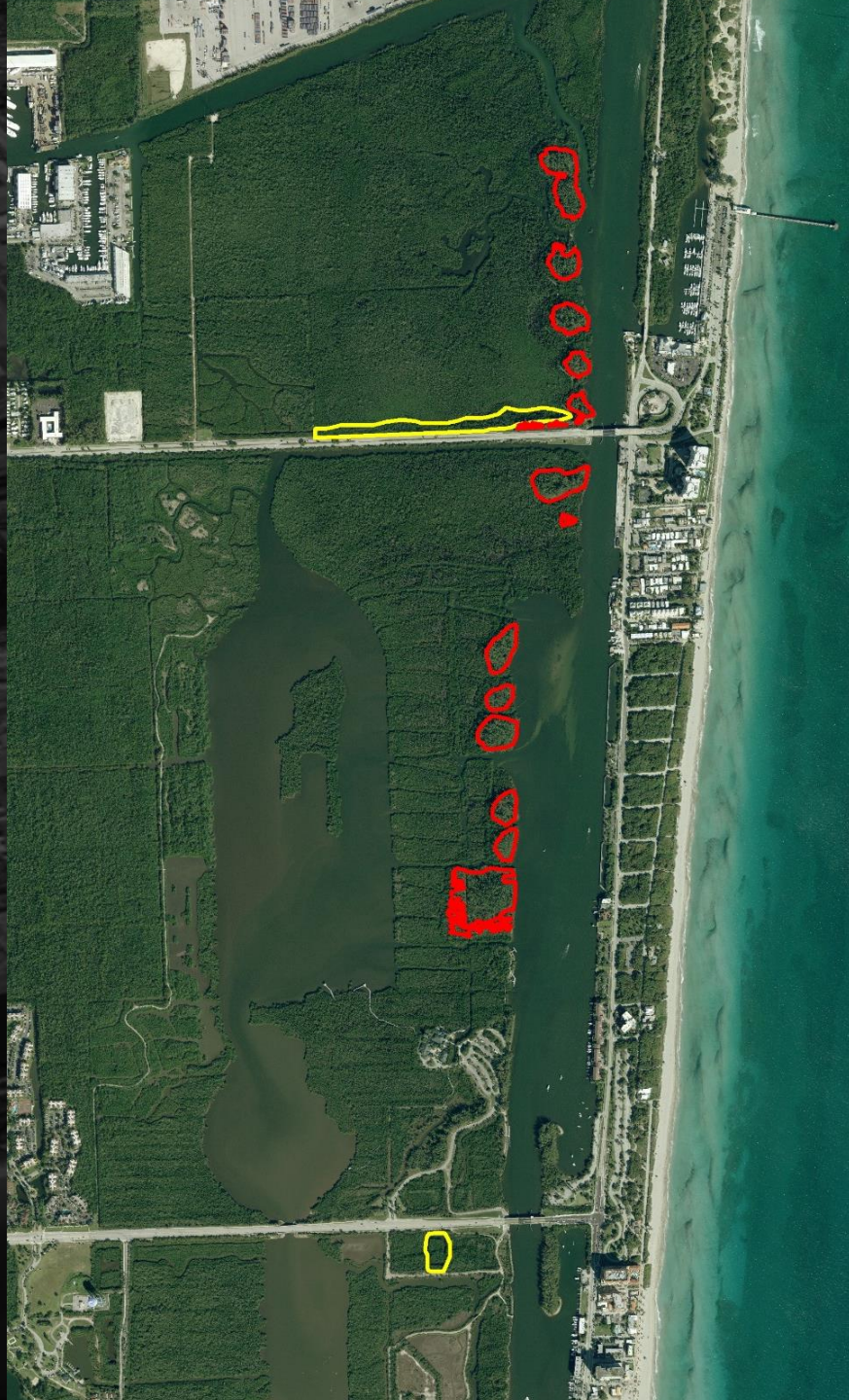
- Plan for expected conditions without precluding unexpected conditions

Preserve the Environment

- Proactively address known Port-related environmental impacts

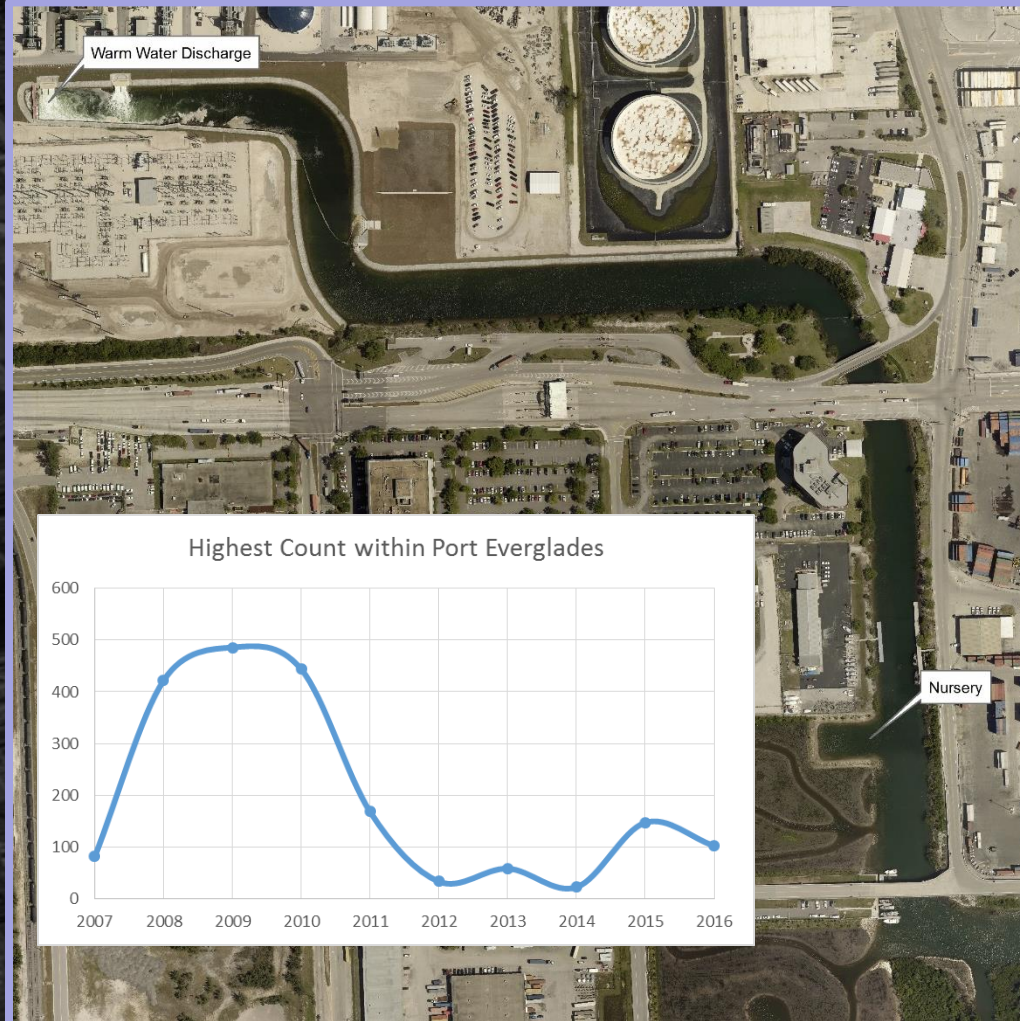
West Lake Natural Area Restoration

- 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



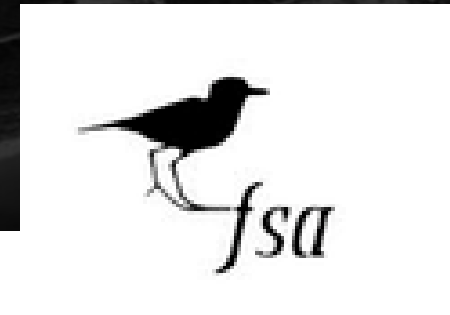
Resiliency Studies

- 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



Plan Drivers

2018 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

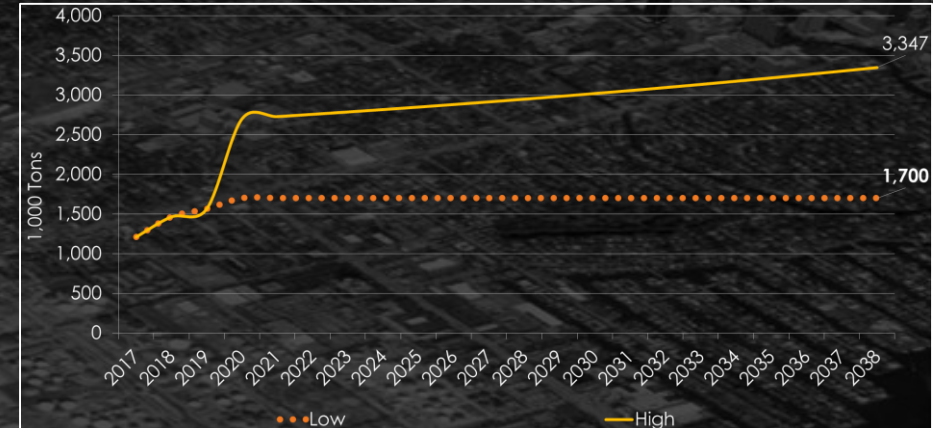
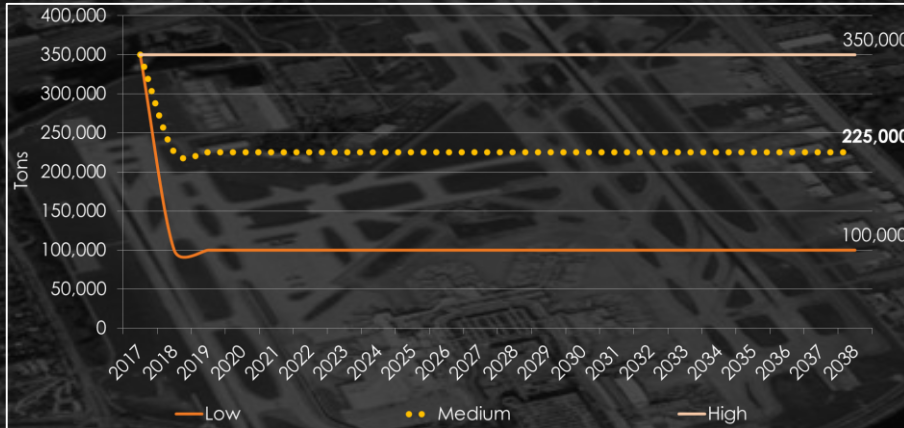
Constraints

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

An aerial photograph of a city, likely San Francisco, showing a large airport with multiple runways and taxiways in the upper left. A complex highway interchange is visible in the center. A river or bay runs along the bottom of the frame. The entire image is in grayscale and has a dark, semi-transparent overlay.

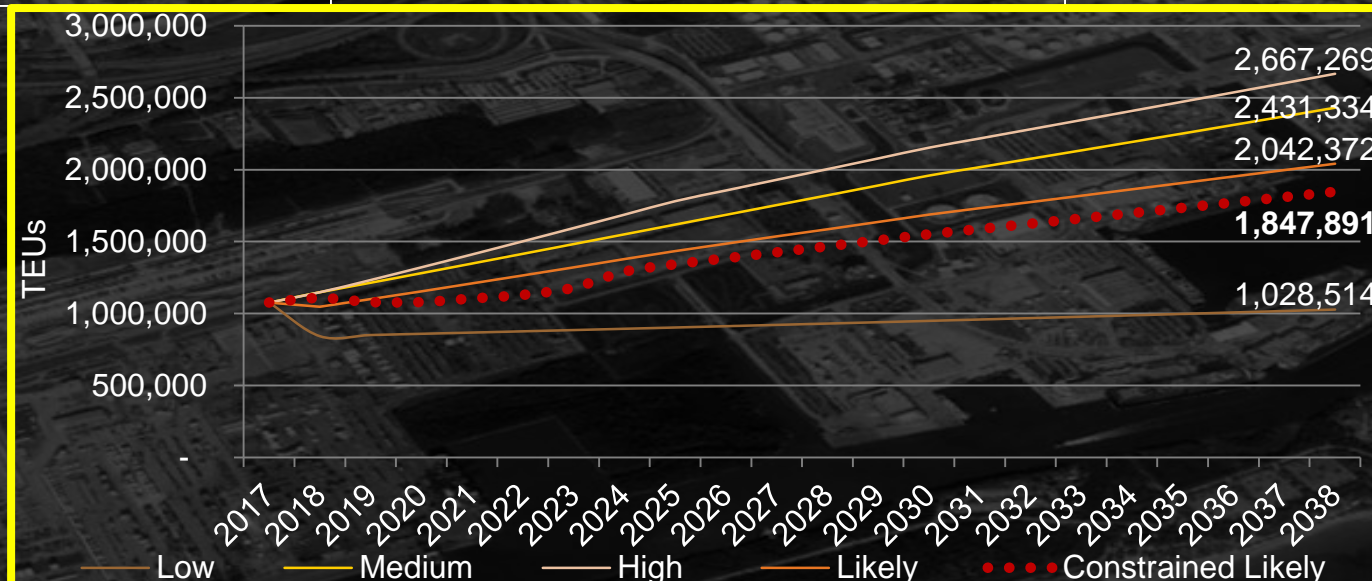
Market Assessments

2019-2038



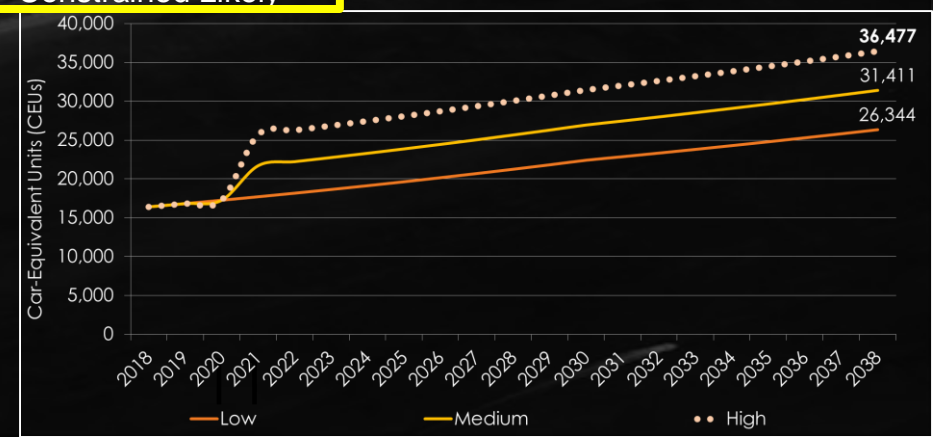
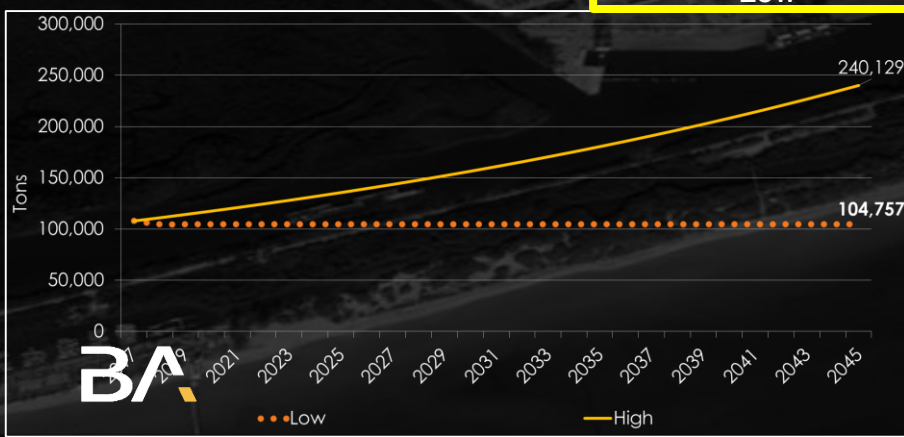
Break-bulk

Dry Bulk

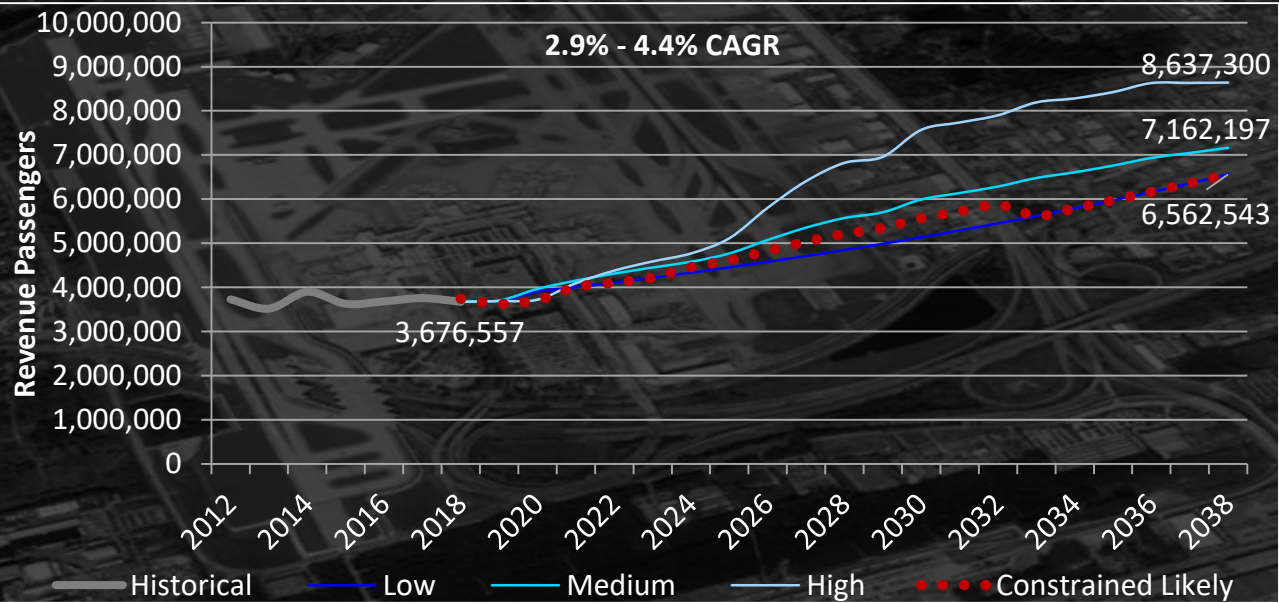


Used Ro-Ro + Yachts

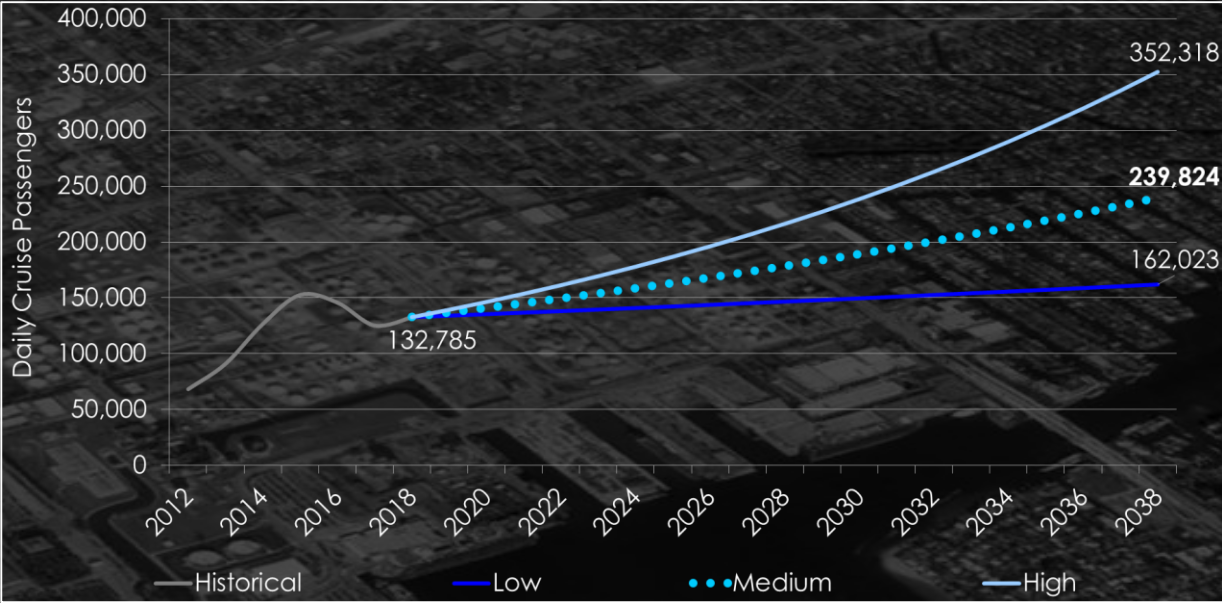
New Autos



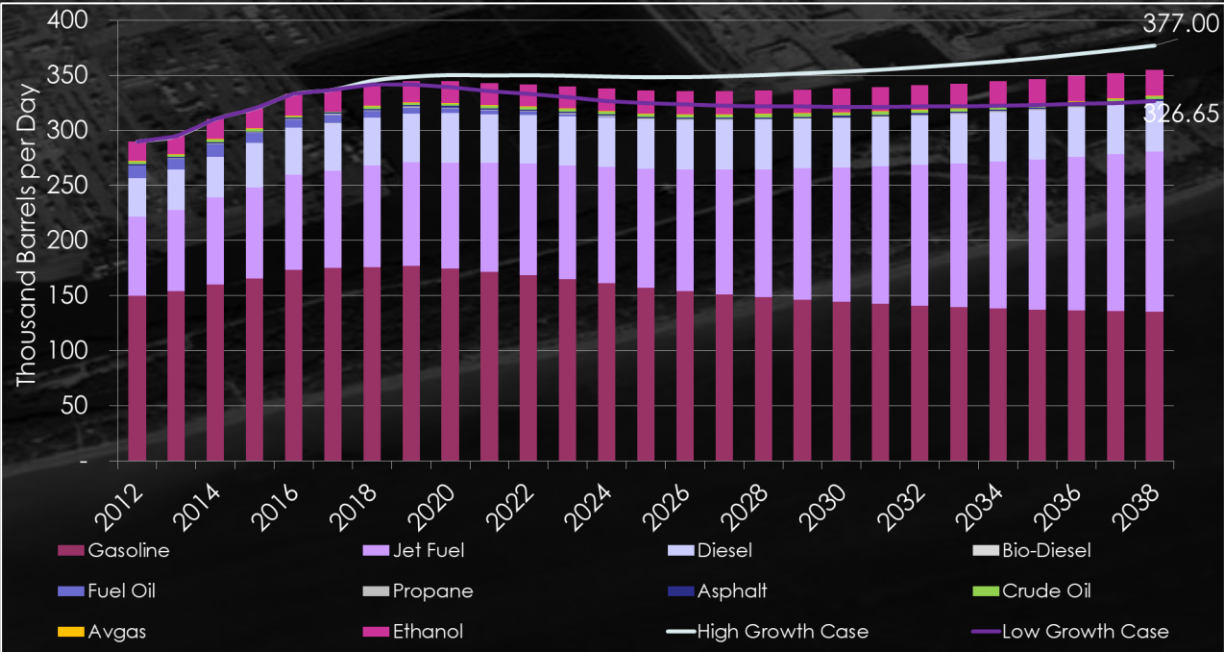
Cruise - Multi-Day



Cruise - Daily



Liquid Bulk



An aerial photograph of an airport and surrounding urban area, overlaid with a dark, semi-transparent filter. 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. The bottom of the image shows a dark, possibly water-filled area.

Master/Vision Plan

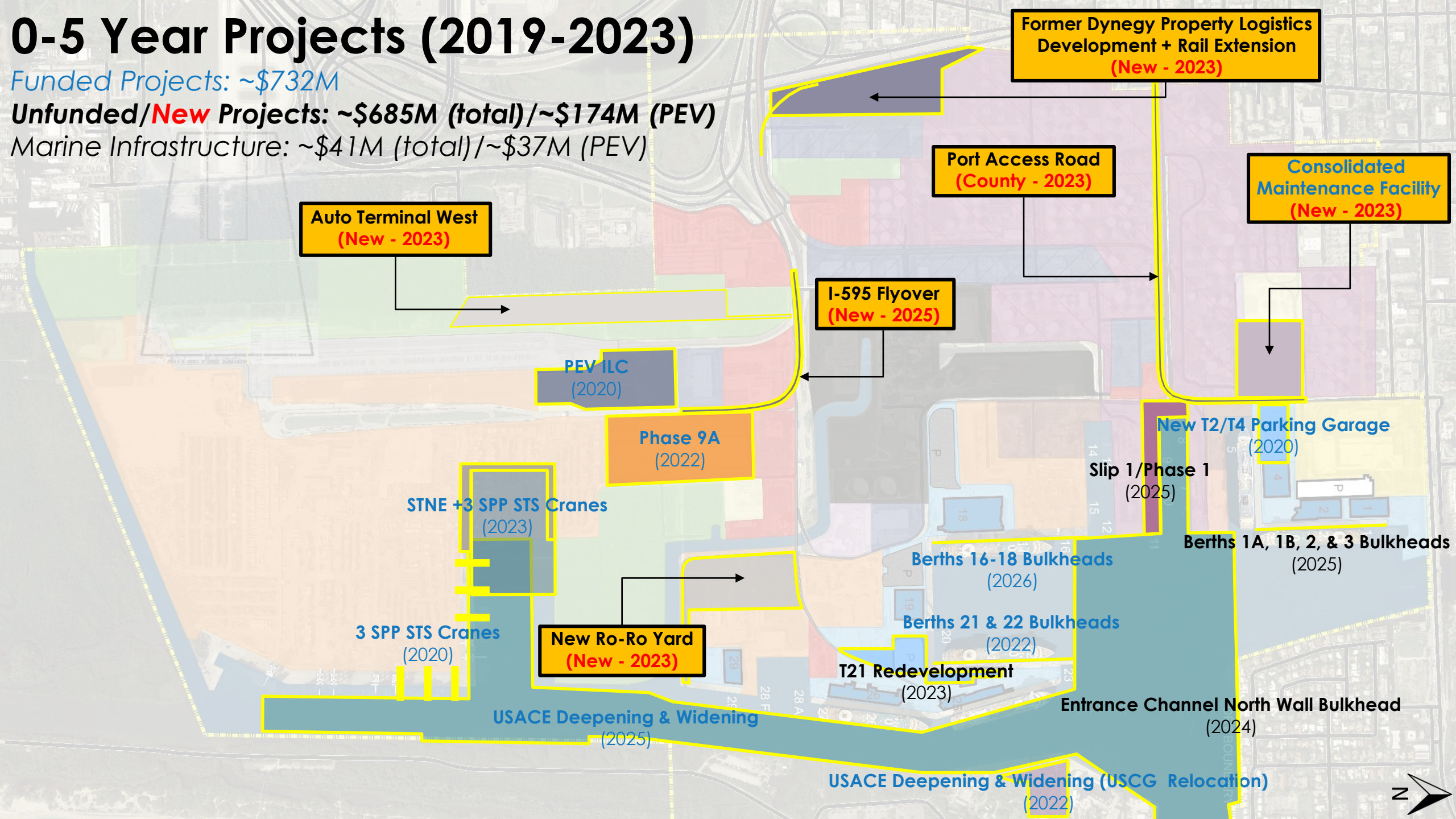
2019-2038

0-5 Year Projects (2019-2023)

Funded Projects: ~\$732M

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

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



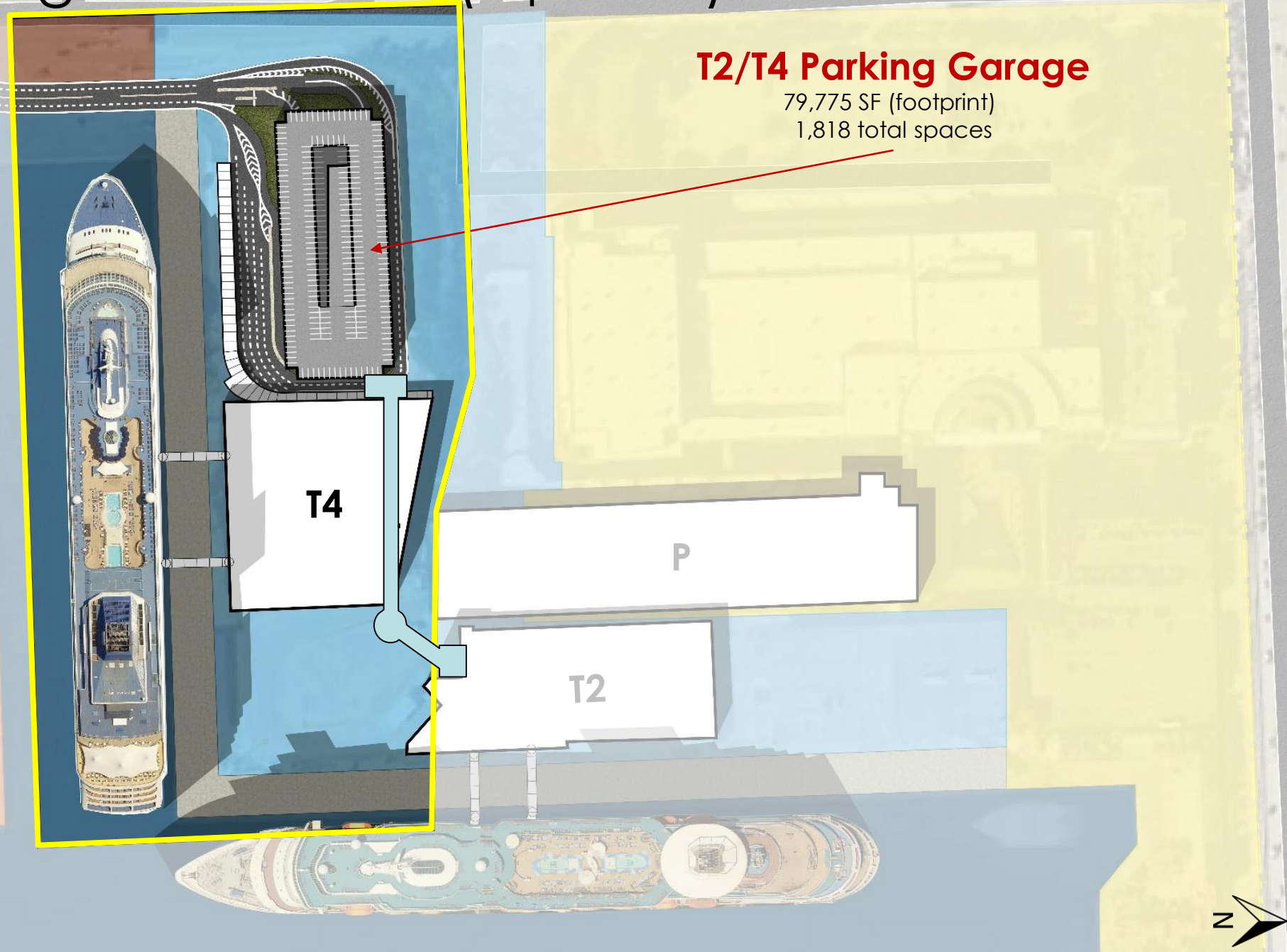
An aerial photograph of the Northport area, showing a large airport with multiple runways and taxiways in the upper left. A complex highway interchange with several overpasses and ramps is visible in the center. The surrounding area is densely packed with residential and commercial buildings. The coastline is visible at the bottom, with a beach and the ocean. The text "0-5 Year Projects" is overlaid in yellow, and "Northport" is overlaid in white below it.

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	L	Resiliency	L



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	L

**Consolidated
Maintenance Facility**

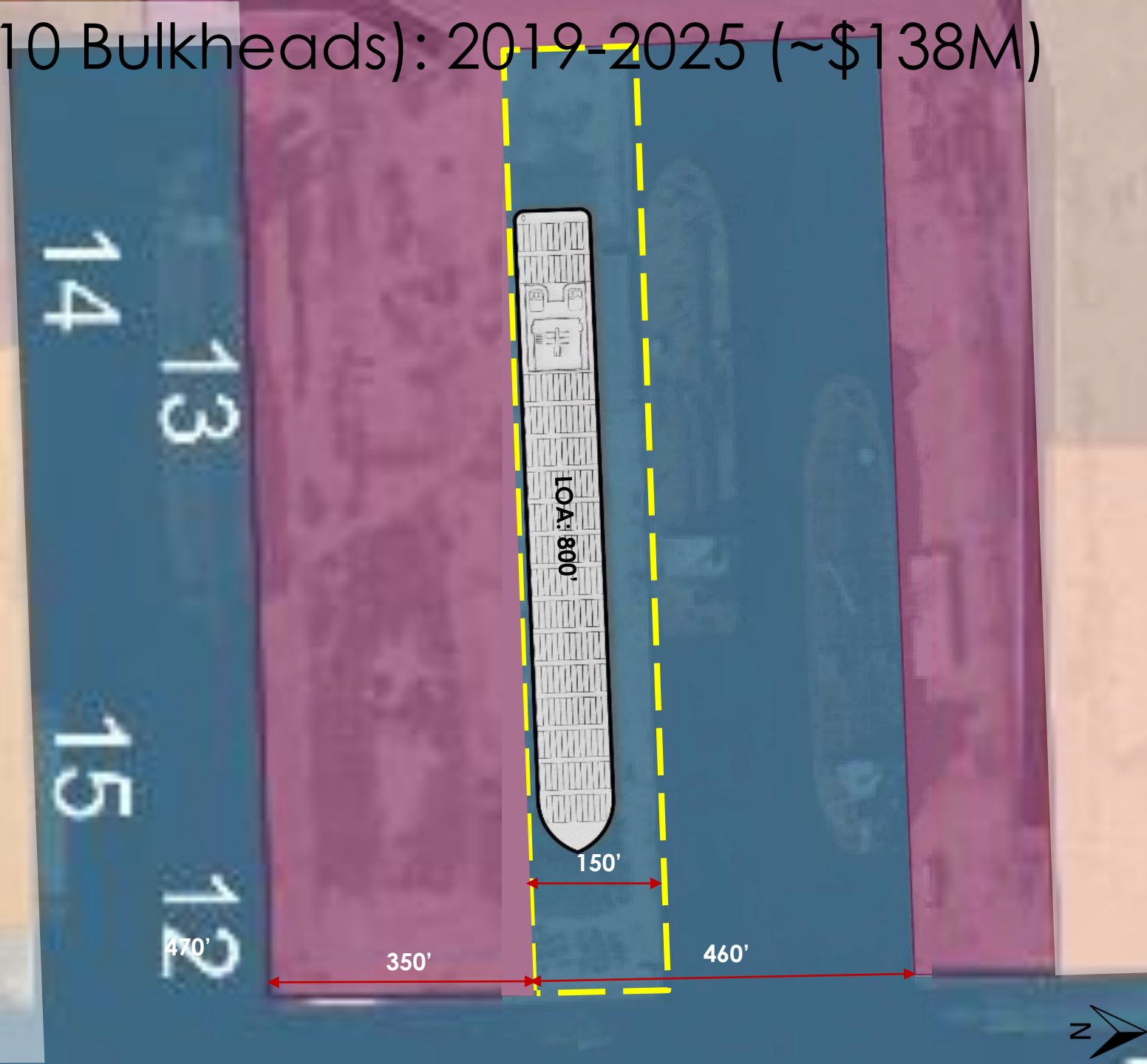
11 acres



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

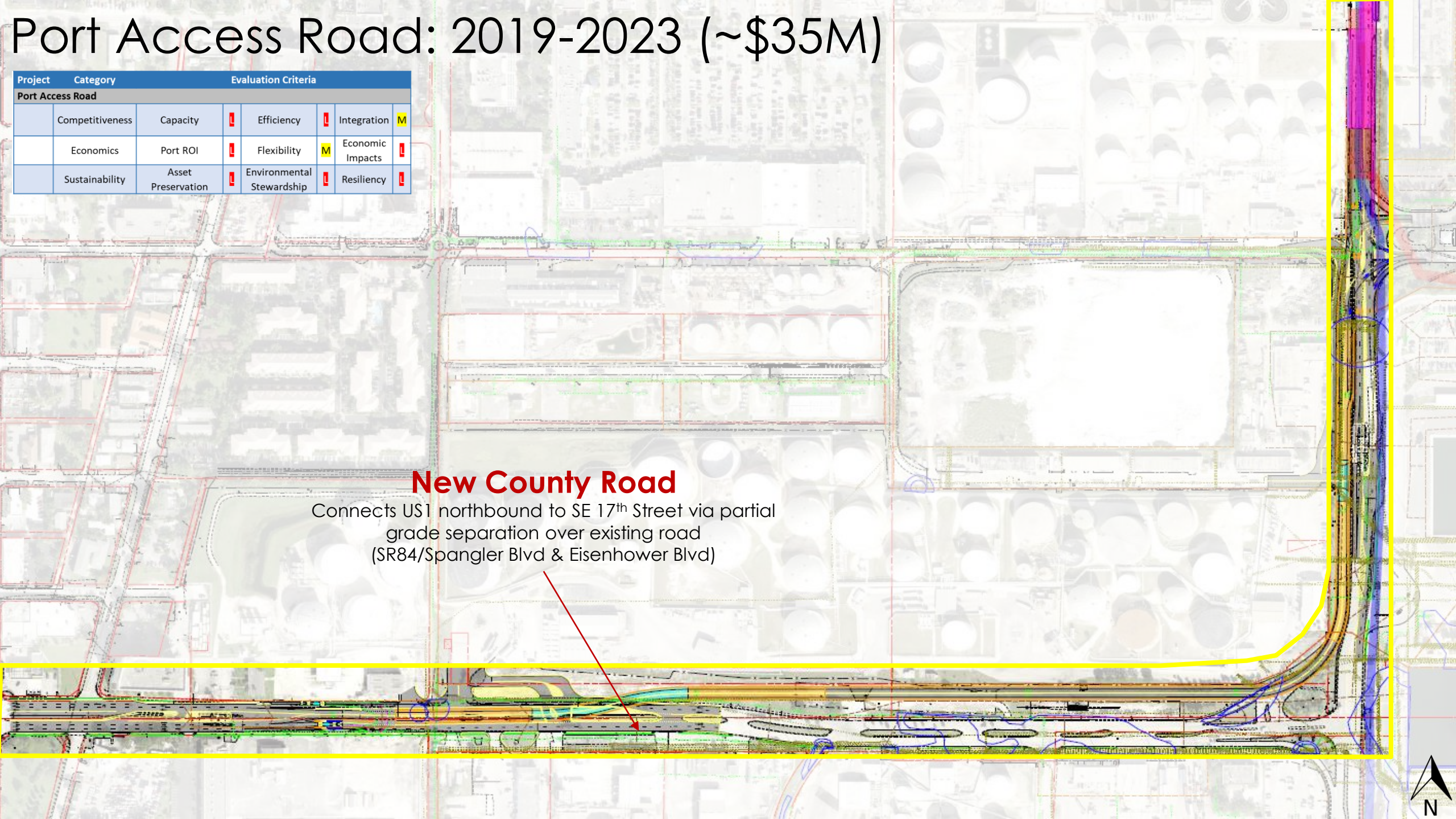


Port Access Road: 2019-2023 (~\$35M)

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 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. A body of water is visible along the bottom edge of the frame.

0-5 Year Projects

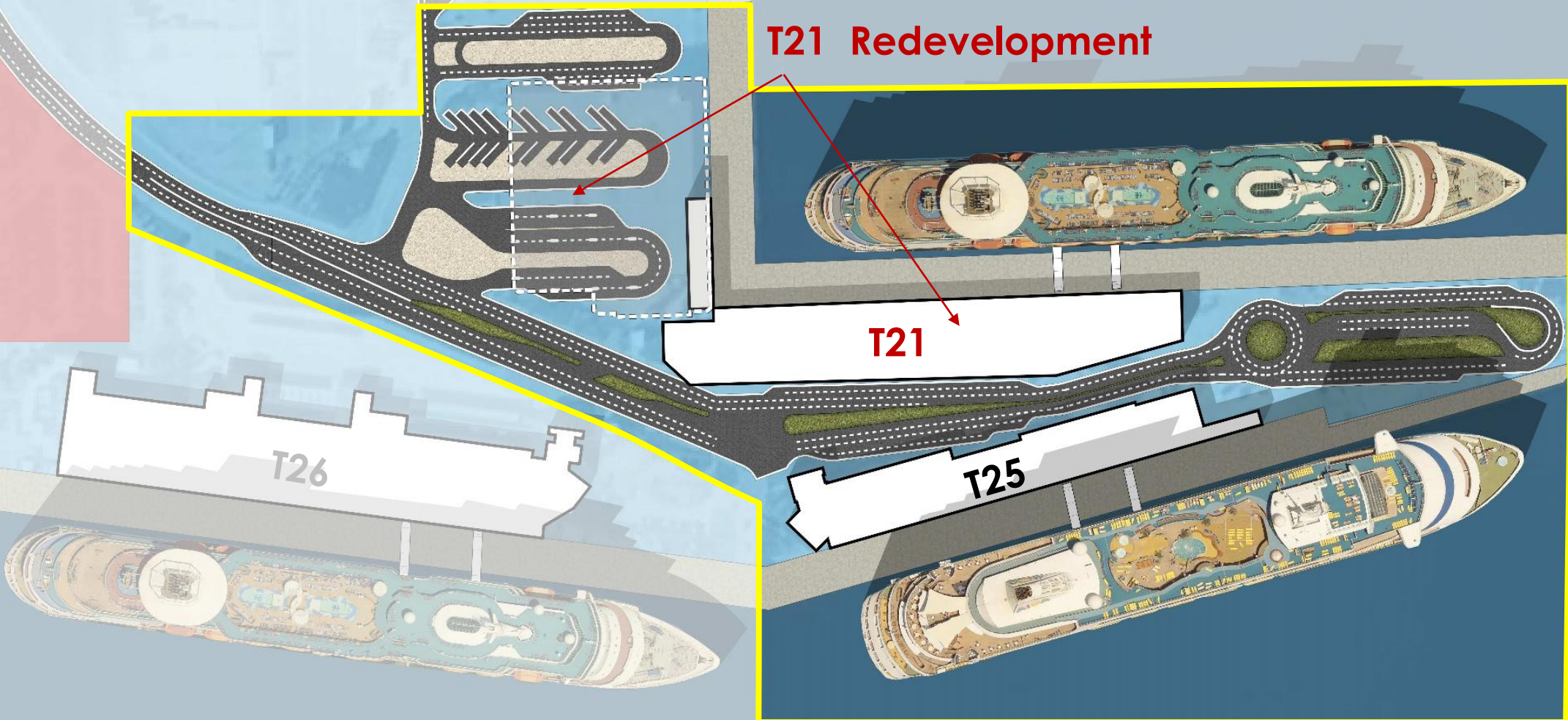
Midport

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

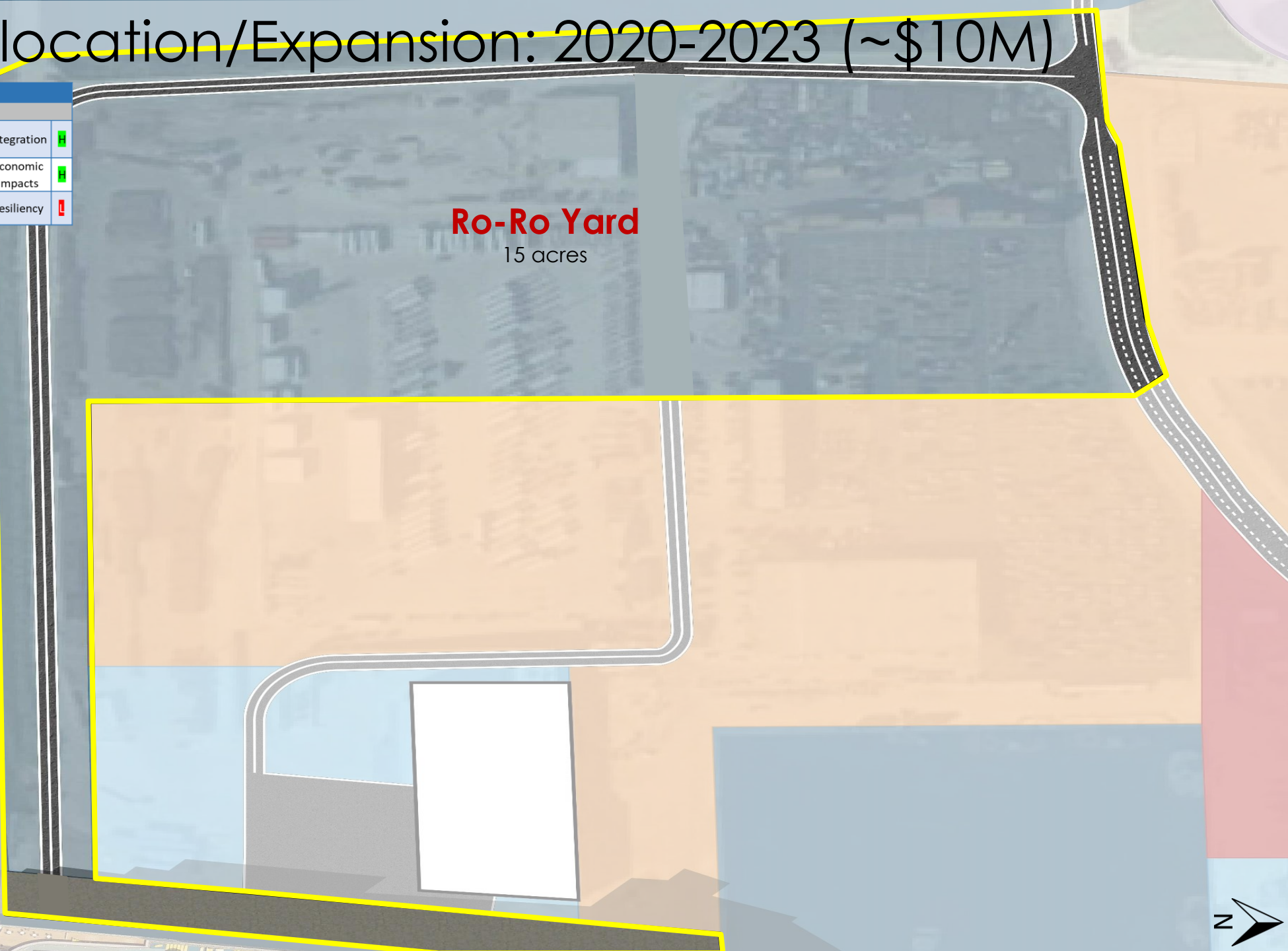
The map illustrates the port layout with terminals T19, T21, T25, and T26. A yellow box highlights the T21 area, and a red arrow points to the 'T21 Redevelopment' label. A detailed inset shows the T21 terminal layout with a ship docked. A north arrow is in the bottom right corner.

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>	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>



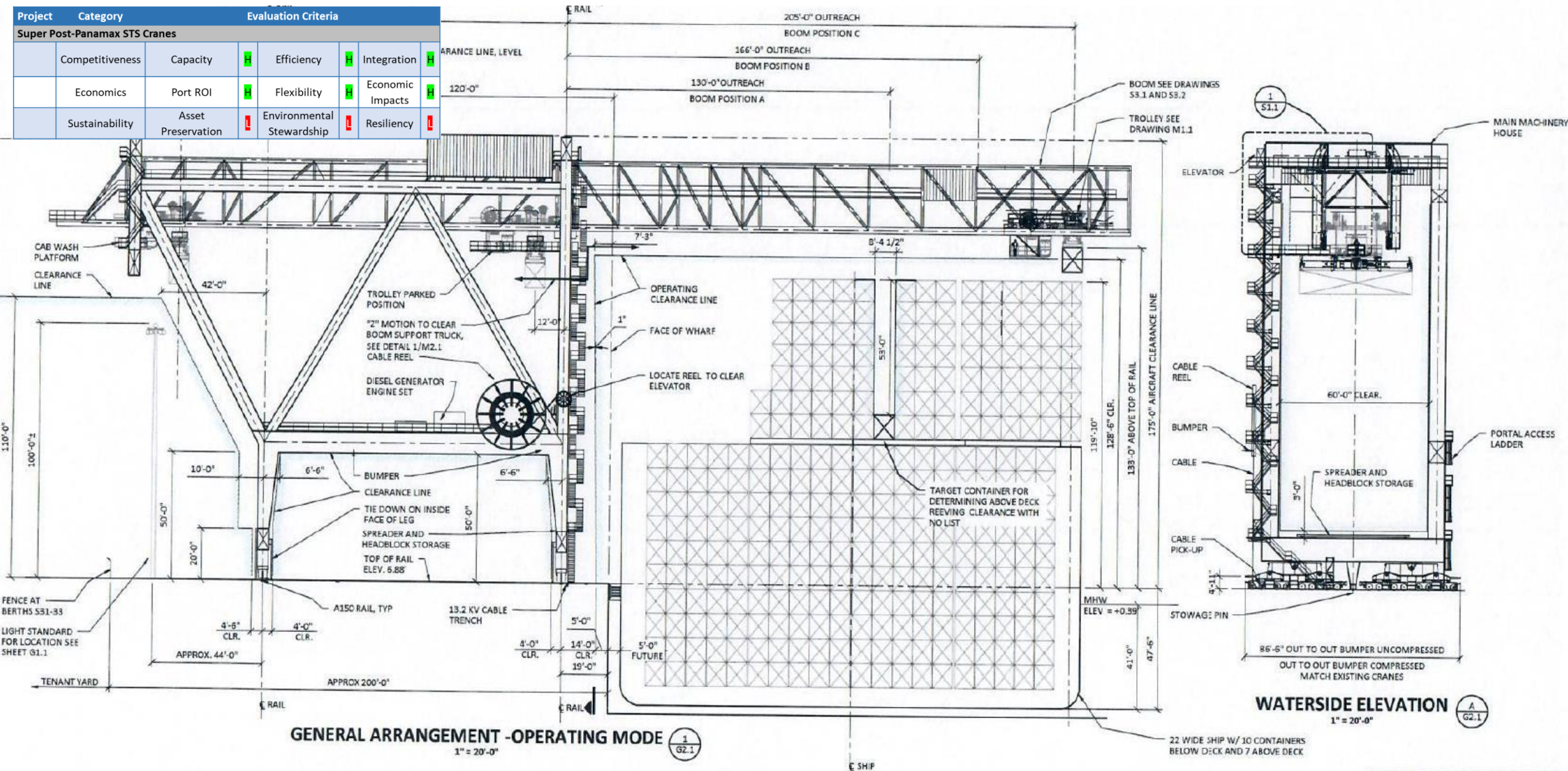
An aerial photograph of a coastal urban area, likely Southport, showing a mix of residential, commercial, and industrial buildings. A large airport with multiple runways and taxiways is visible in the upper left. A highway interchange is located in the center. The coastline runs along the bottom of the frame, with a beach and some greenery. The text "0-5 Year Projects" is overlaid in yellow, and "Southport" is overlaid in white below it.

0-5 Year Projects

Southport

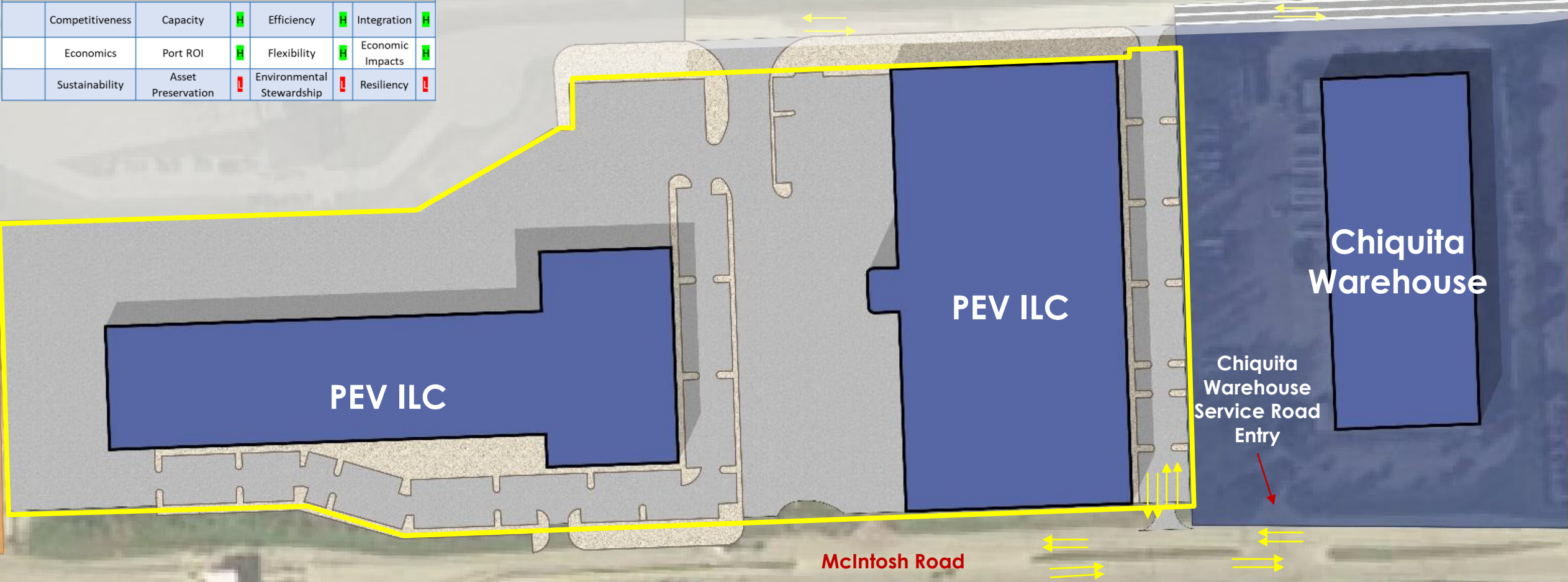
3 SPP STS Cranes (Berths 31/32): 2017-2020 (~\$55M)

Project	Category		Evaluation Criteria				
Super Post-Panamax STS Cranes							
	Competitiveness	Capacity	<div></div>	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>



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

Project	Category	Evaluation Criteria					
PEV ILC							
	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>



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

Project	Category		Evaluation Criteria				
Phase 9A CY							
	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>



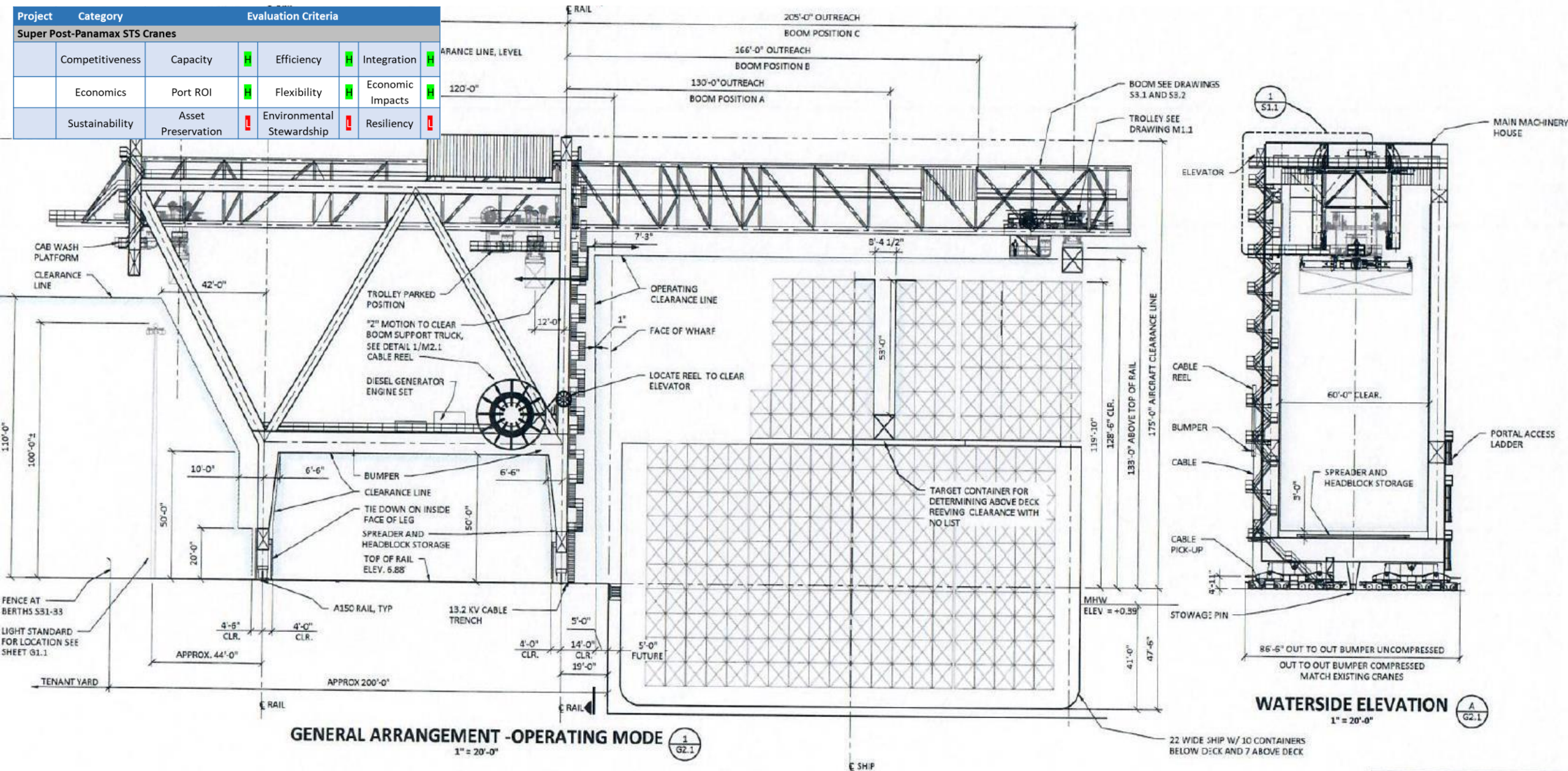
STNE (inc Crane Rail): 2015-2023 (~\$471M)

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>

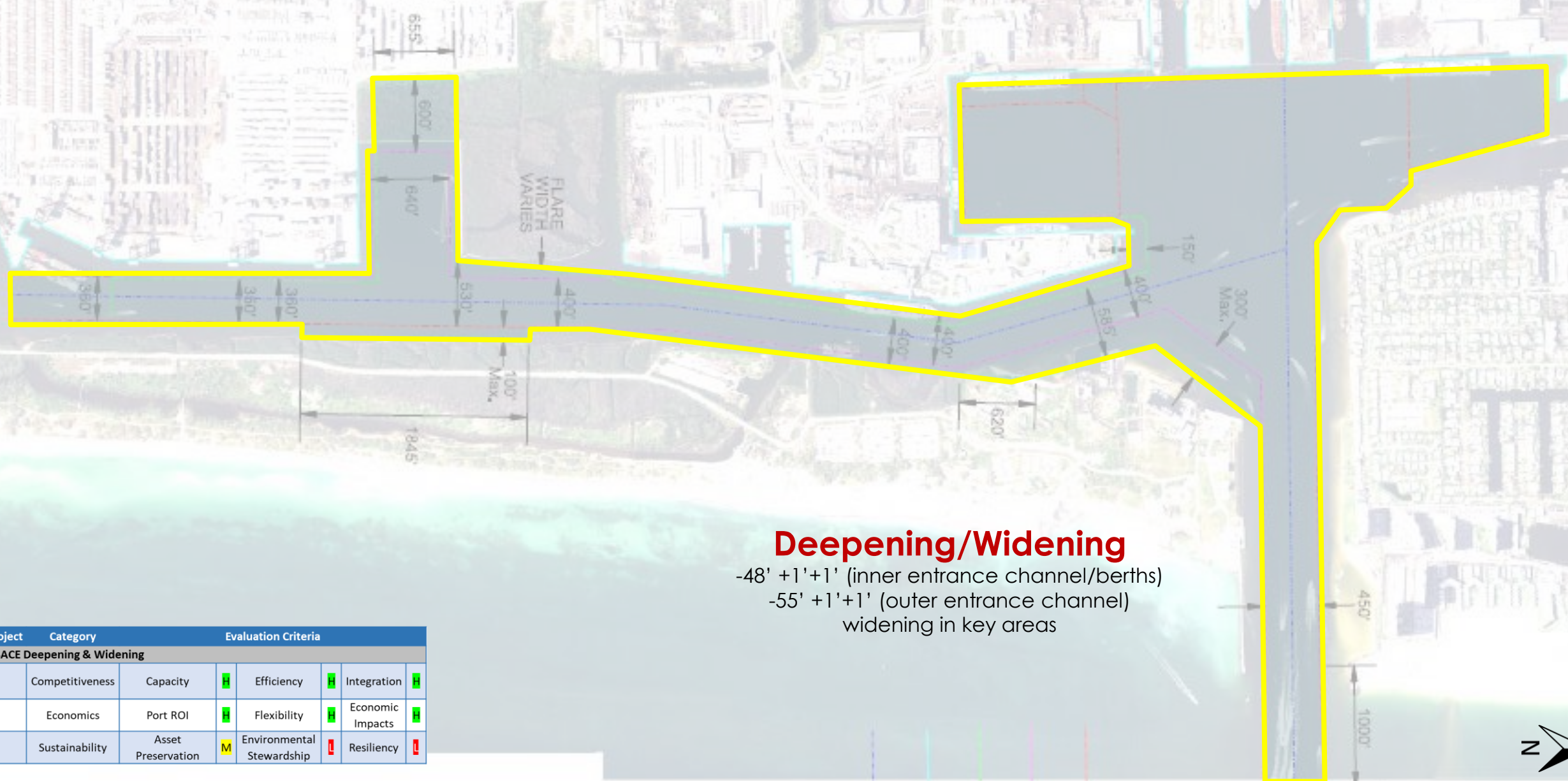


An aerial photograph of a city, likely Portland, Oregon, showing a large airport with multiple runways and taxiways in the upper left. A river, the Willamette River, flows through the center of the city. The foreground shows a beach and the ocean. The image is dark and serves as a background for the text.

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

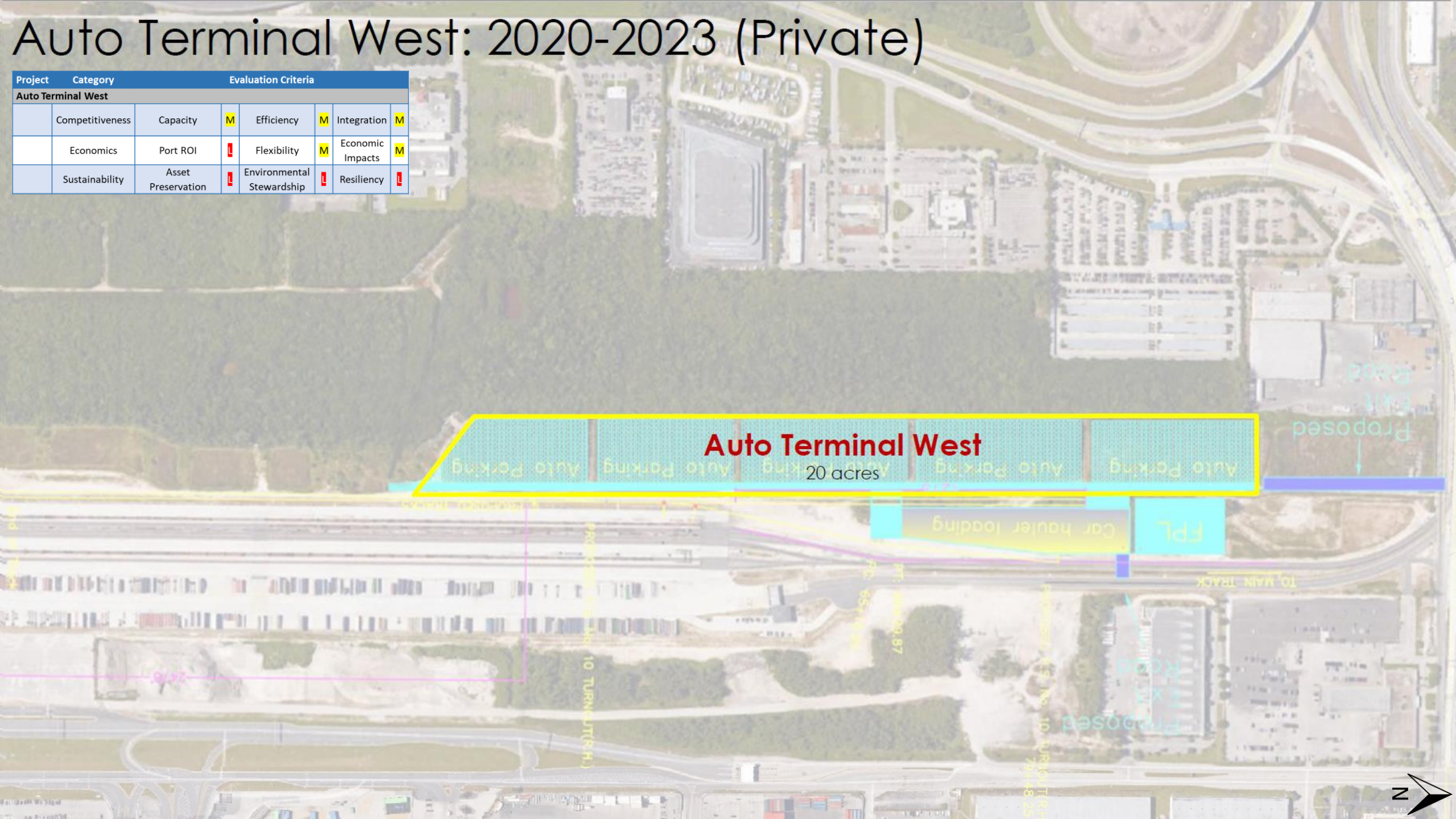
Former Dynegy Logistics Development: 2020-2023 (Private)

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



[illegible]

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

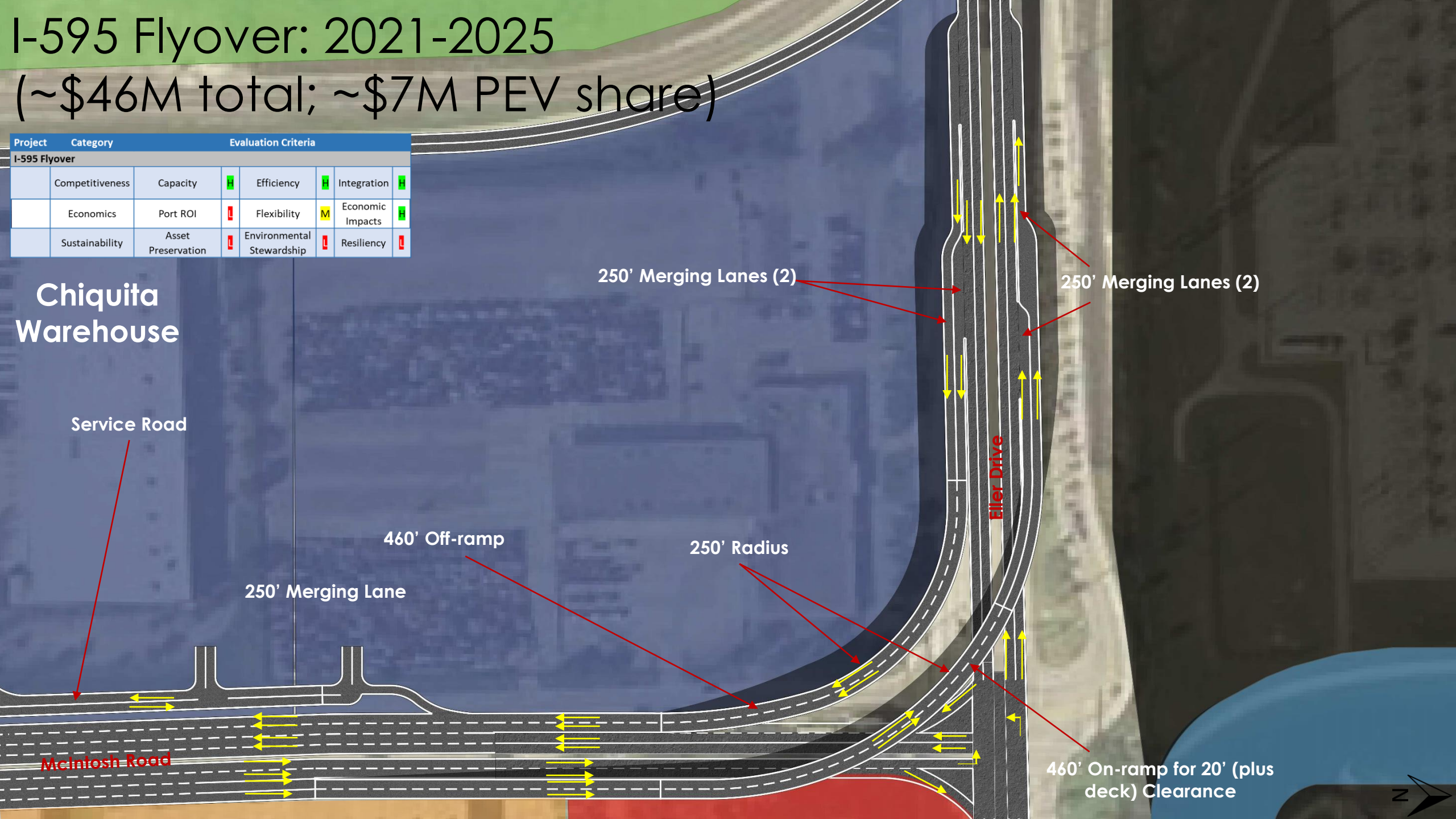


I-595 Flyover: 2021-2025

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

Project	Category		Evaluation Criteria				
I-595 Flyover							
	Competitiveness	Capacity	<div><div></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>

Chiquita Warehouse



250' Merging Lanes (2)

250' Merging Lanes (2)

Service Road

460' Off-ramp

250' Radius

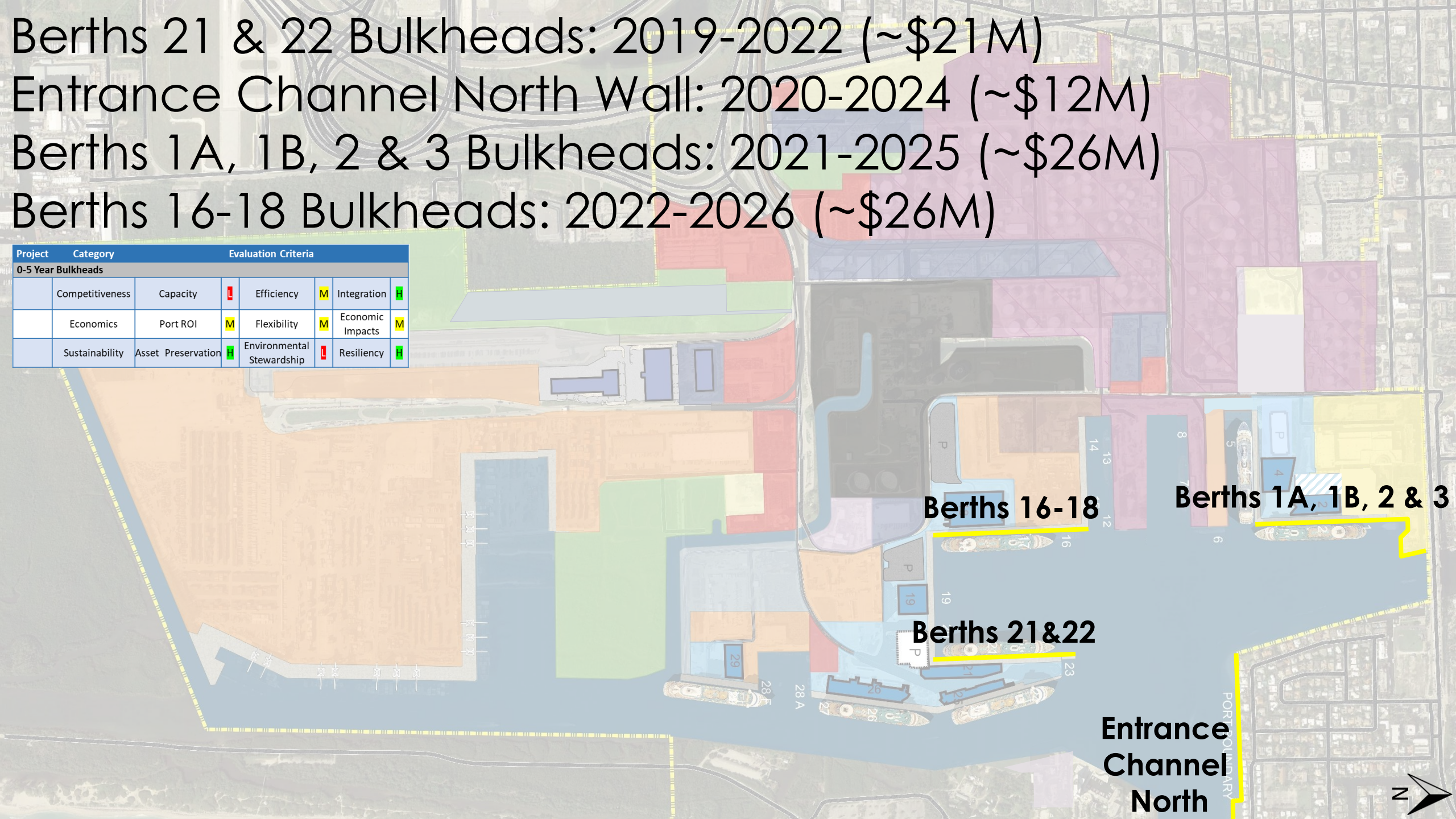
250' Merging Lane

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



Economic Impacts – 5-Year Master Plan

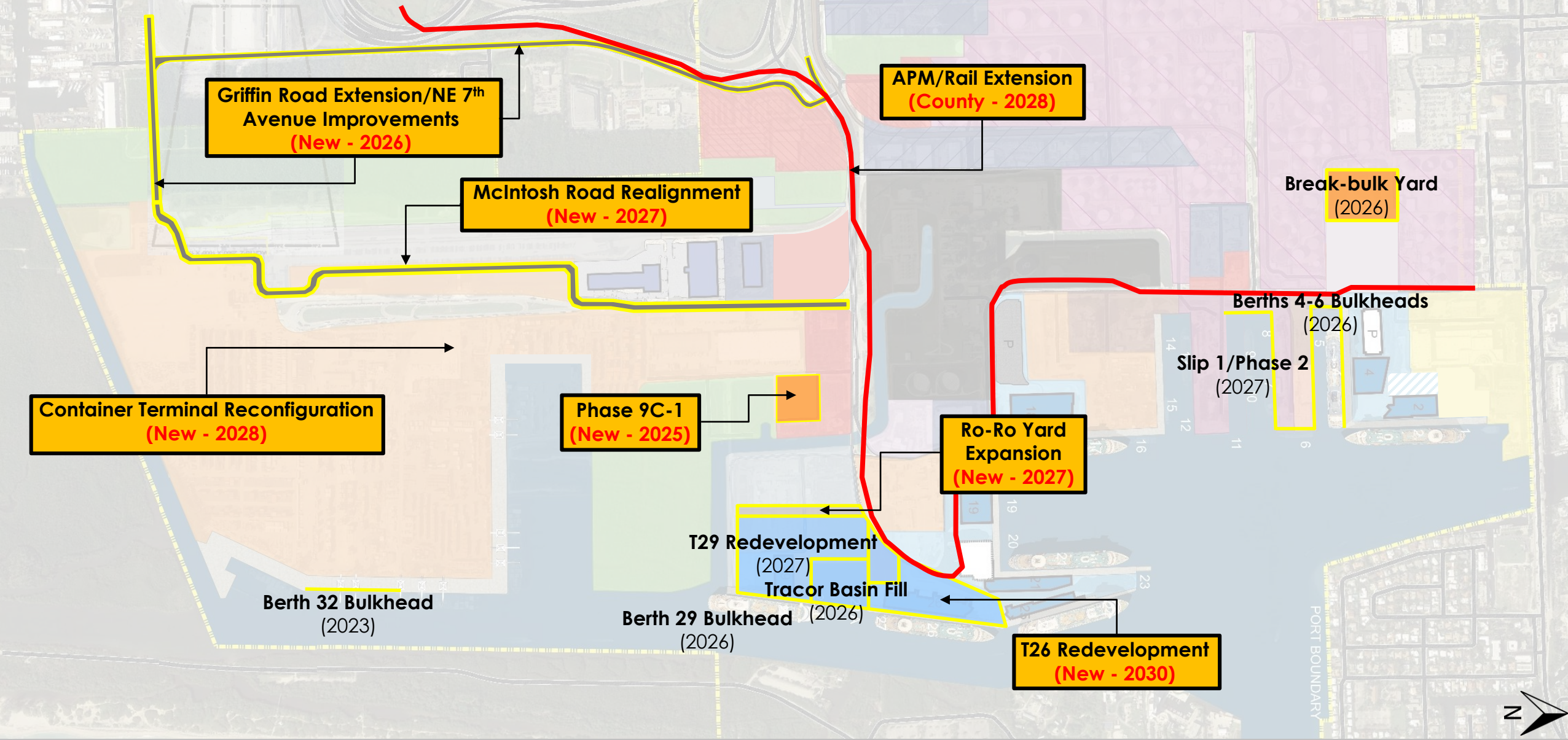
Impact Category	2018 (Total)	2023 (Cruise)	2023 (Cargo)*	2023 (Total)
JOBS				
DIRECT	13,127	6,618	8,276	14,893
INDUCED	8,624	3,437	6,329	9,766
INDIRECT	9,660	4,638	6,492	11,130
TOTAL JOBS	31,411	14,693	21,096	35,789
PERSONAL INCOME (\$ 000)				
DIRECT	\$531,097	\$195,650	\$405,322	\$600,972
INDUCED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

** 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, with a beach and the ocean. The text "5-10 Year Projects" is overlaid in yellow, and "Northport" is overlaid in white below it.

5-10 Year Projects

Northport

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

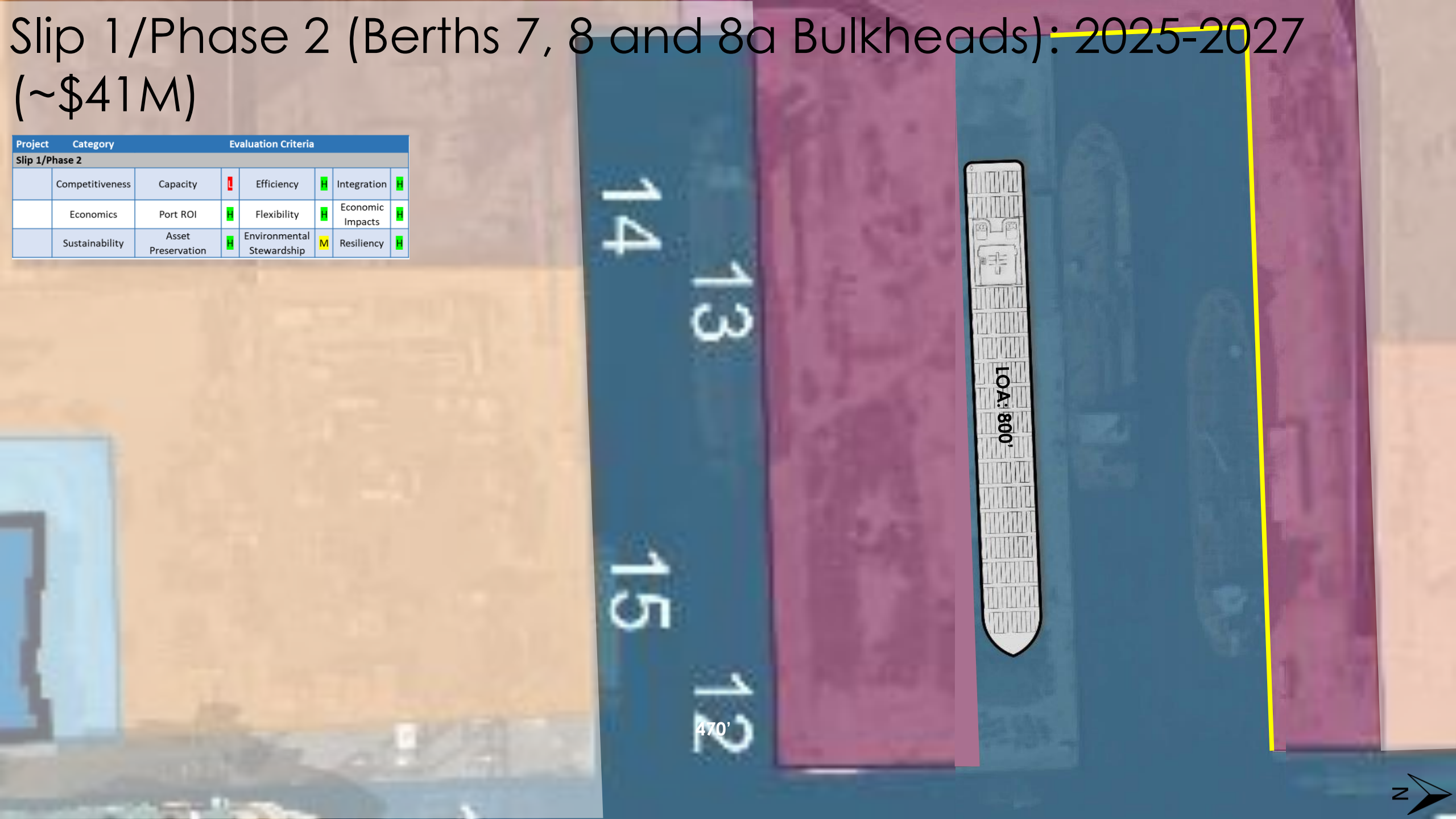
Project	Category	Evaluation Criteria					
New Break-Bulk Yard							
	Competitiveness	Capacity	<div><div></div></div>	Efficiency	<div><div></div></div>	Integration	<div><div></div></div>
	Economics	Port ROI	<div><div></div></div>	Flexibility	<div><div></div></div>	Economic Impacts	<div><div></div></div>
	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	<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 the Midport 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. A body of water is visible along the bottom edge of the frame.

5-10 Year Projects

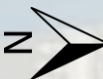
Midport

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

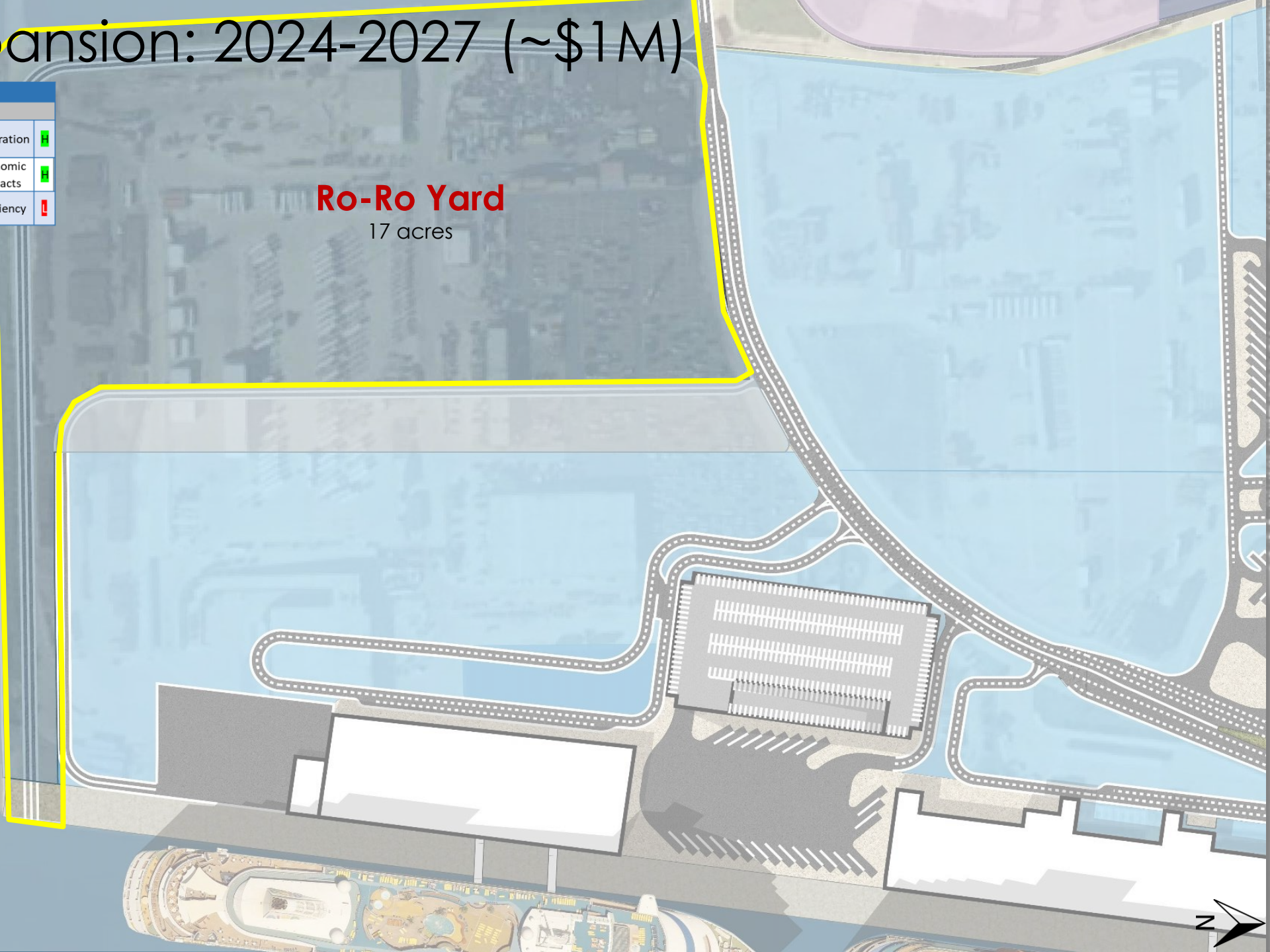
Tracor Basin

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>



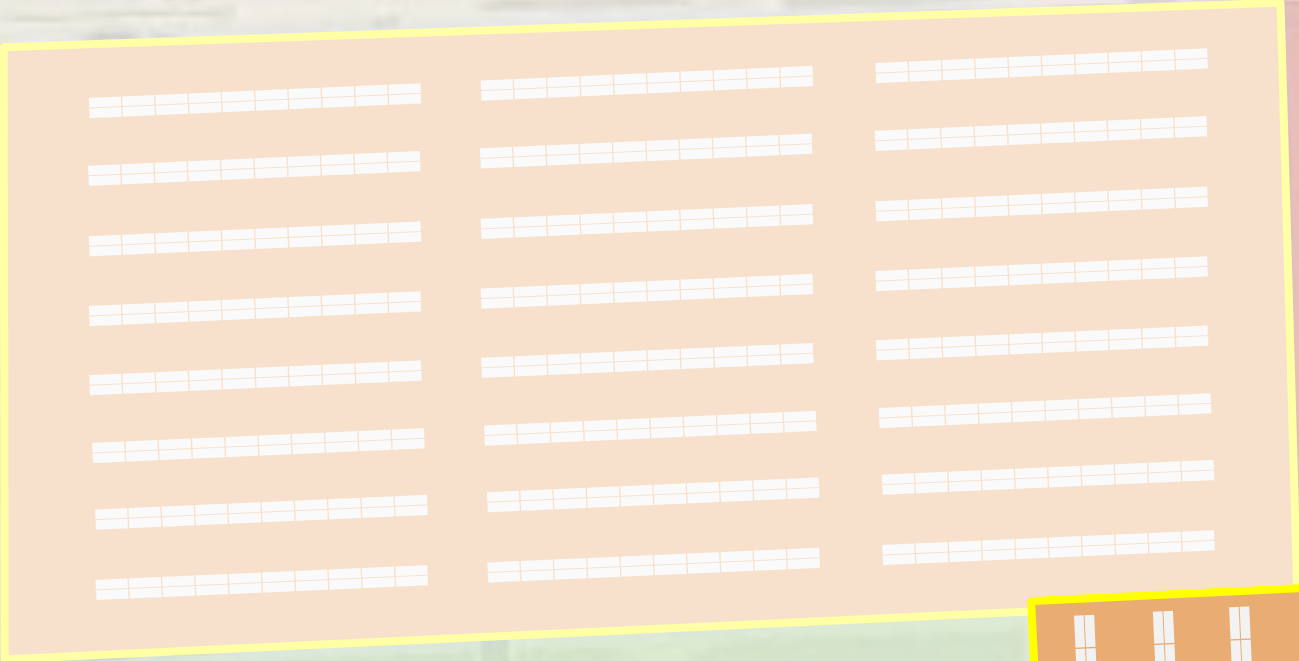
An aerial photograph of a city, likely San Francisco, showing a large airport with multiple runways and taxiways in the upper left. A river or bay runs along the bottom of the frame. The city's urban grid is visible throughout. The text is overlaid on the image.

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)

Griffin Rd Extension

Expanded 4 Lane NE 7th Ave.

Wetland/Vacant/FPL Transmission Lines

FEC ICTF
(43 acres)

McIntosh Road

PEV ILC

PEV ILC

Chiquita
Warehouse

Private (Commercial)

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

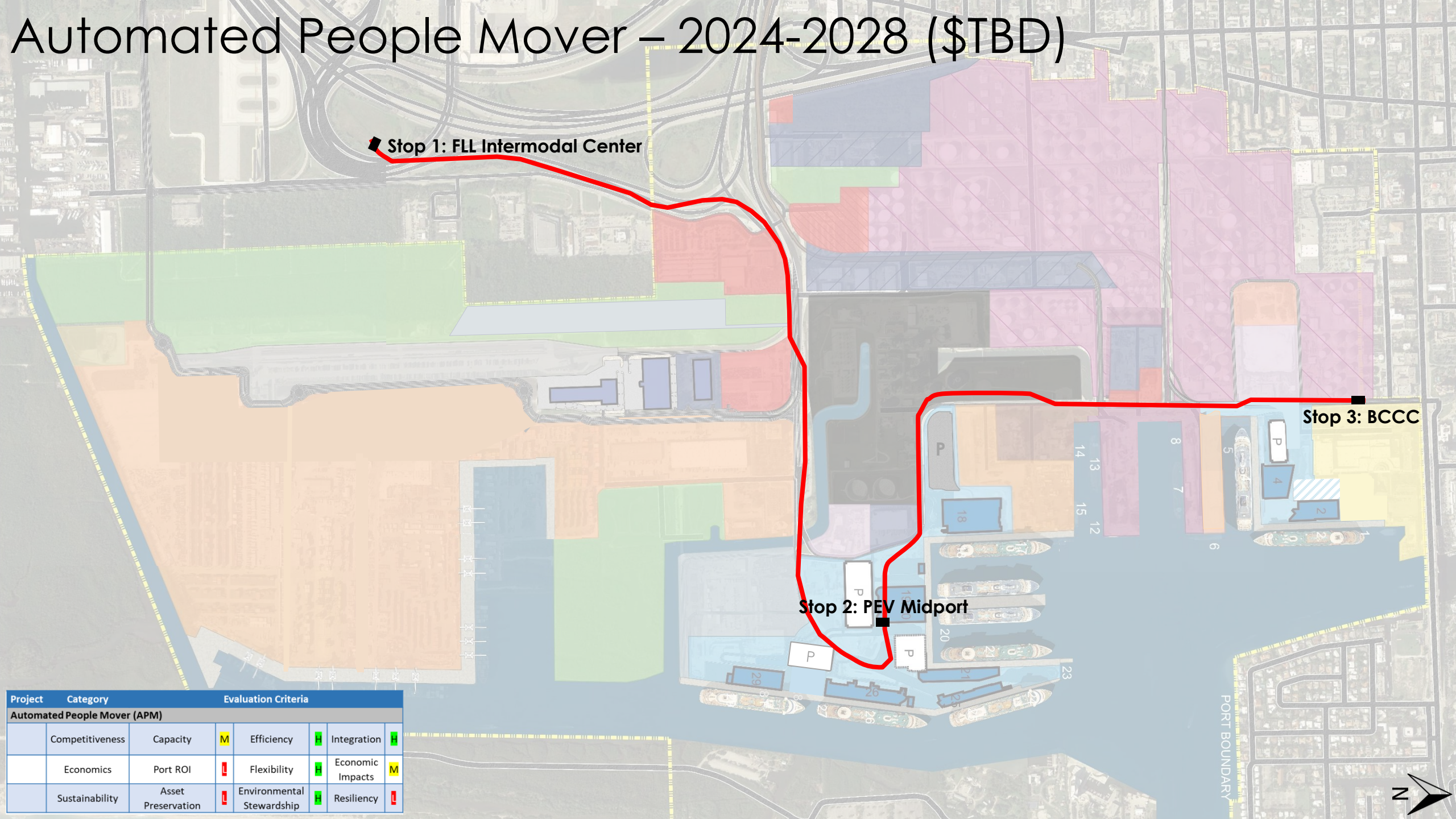


An aerial photograph of a city, likely Portland, Oregon, showing a large airport with multiple runways and taxiways in the upper left. A river, the Willamette River, flows through the center of the city. The text "5-10 Year Projects" is overlaid in yellow, and "Portwide" is overlaid in white below it.

5-10 Year Projects

Portwide

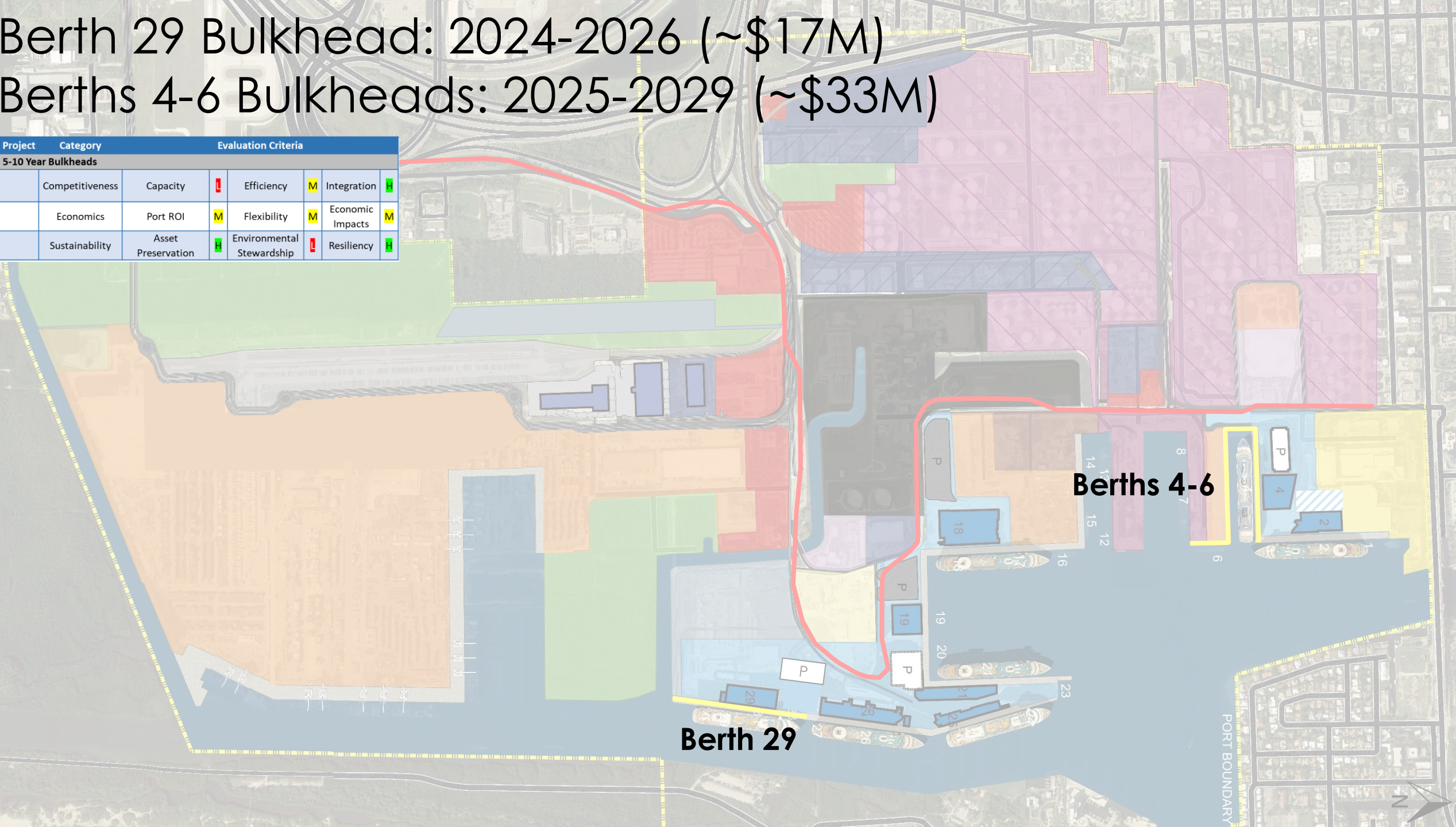
Automated People Mover – 2024-2028 (\$TBD)



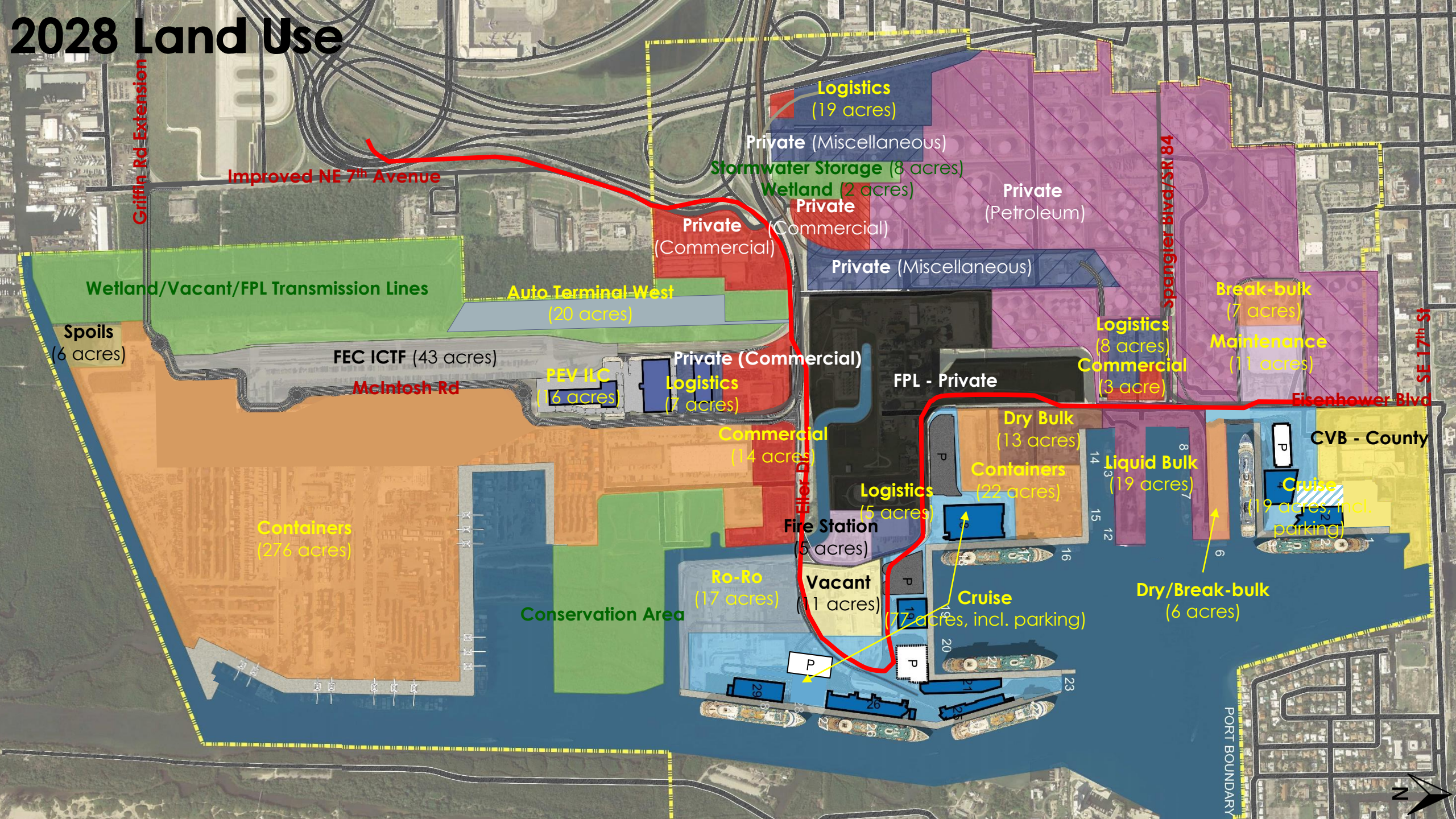
Project	Category		Evaluation Criteria				
Automated People Mover (APM)							
	Competitiveness	Capacity	M	Efficiency	H	Integration	H
	Economics	Port ROI	L	Flexibility	H	Economic Impacts	M
	Sustainability	Asset Preservation	L	Environmental Stewardship	H	Resiliency	L

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

Project	Category	Evaluation Criteria					
5-10 Year Bulkheads							
	Competitiveness	Capacity	L	Efficiency	M	Integration	H
	Economics	Port ROI	M	Flexibility	M	Economic Impacts	M
	Sustainability	Asset Preservation	H	Environmental Stewardship	L	Resiliency	H



2028 Land Use



Economic Impacts – 10-Year Vision Plan

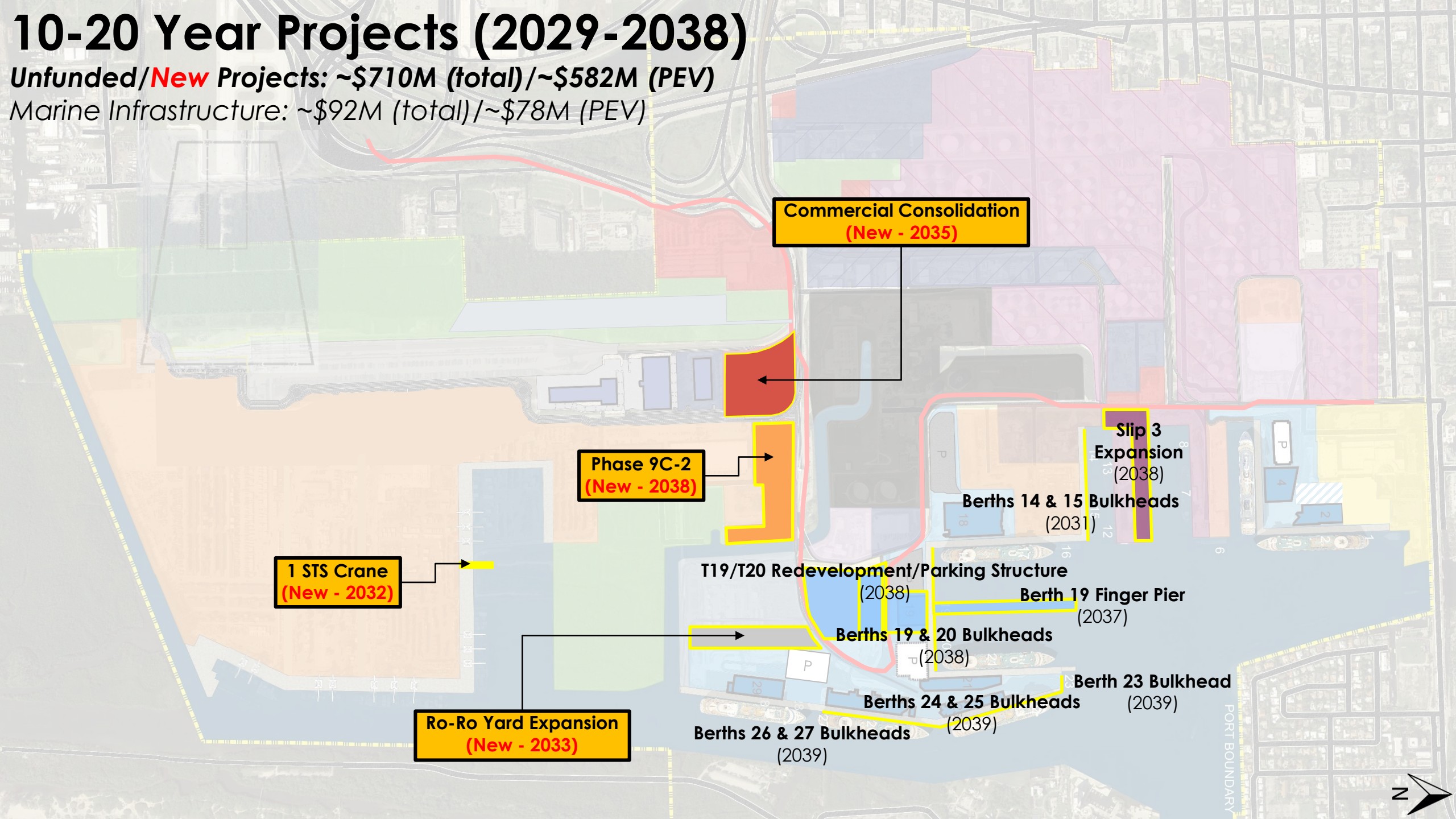
Impact Category	2018 (Total)	2028 (Cruise)	2028 (Cargo)*	2028 (Total)
JOBS				
DIRECT	13,127	8,090	9,029	17,119
INDUCED	8,624	4,187	6,903	11,090
INDIRECT	9,660	5,720	7,197	12,917
TOTAL JOBS	31,411	17,997	23,129	41,126
PERSONAL INCOME (\$ 000)				
DIRECT	\$531,097	\$237,794	\$442,052	\$679,847
INDUCED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

** 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 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, with a beach and the ocean. The text "10-20 Year Projects" is overlaid in yellow, and "Northport" is overlaid in white below it.

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



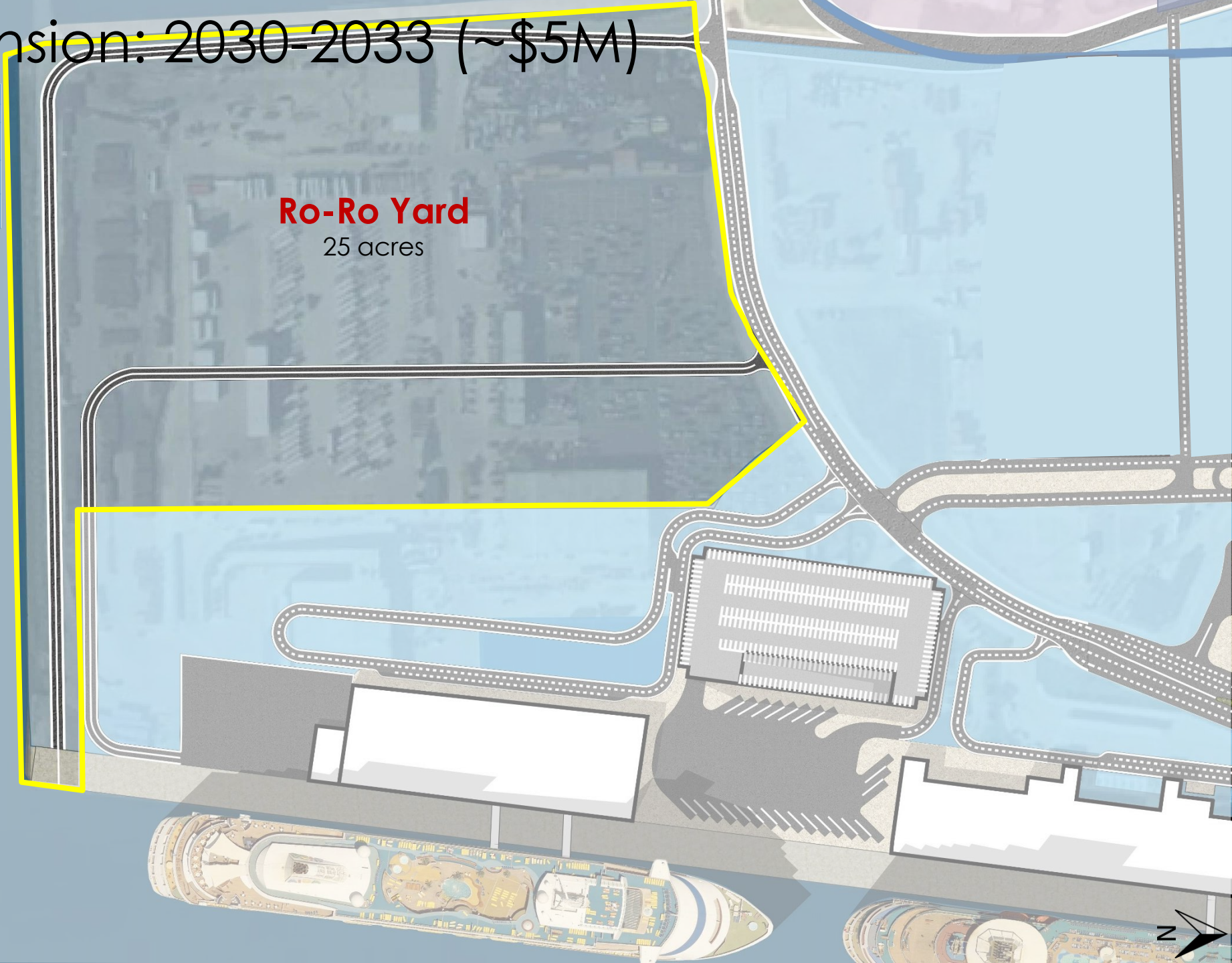
An aerial photograph of the Midport area, showing a large airport with multiple runways and taxiways on the left, a complex highway interchange in the center, and a dense urban area with numerous buildings and parking lots on the right. The foreground shows a body of water and a shoreline. The text "10-20 Year Projects" is overlaid in yellow, and "Midport" is overlaid in white below it.

10-20 Year Projects

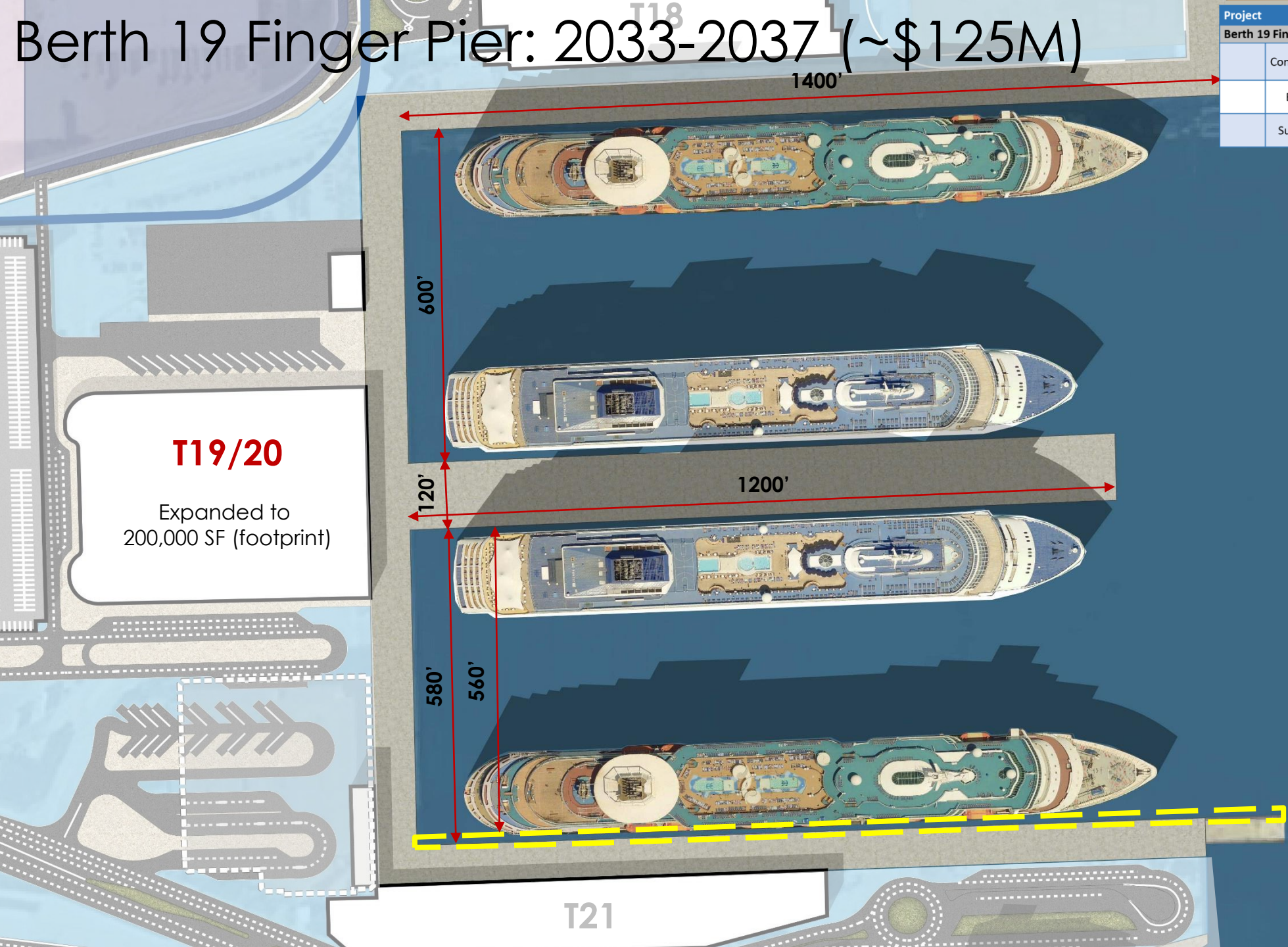
Midport

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

Project	Category		Evaluation Criteria				
Ro-Ro Yard Relocation/Expansion (Phase 3 of 3)							
	Competitiveness	Capacity	<div></div>	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>



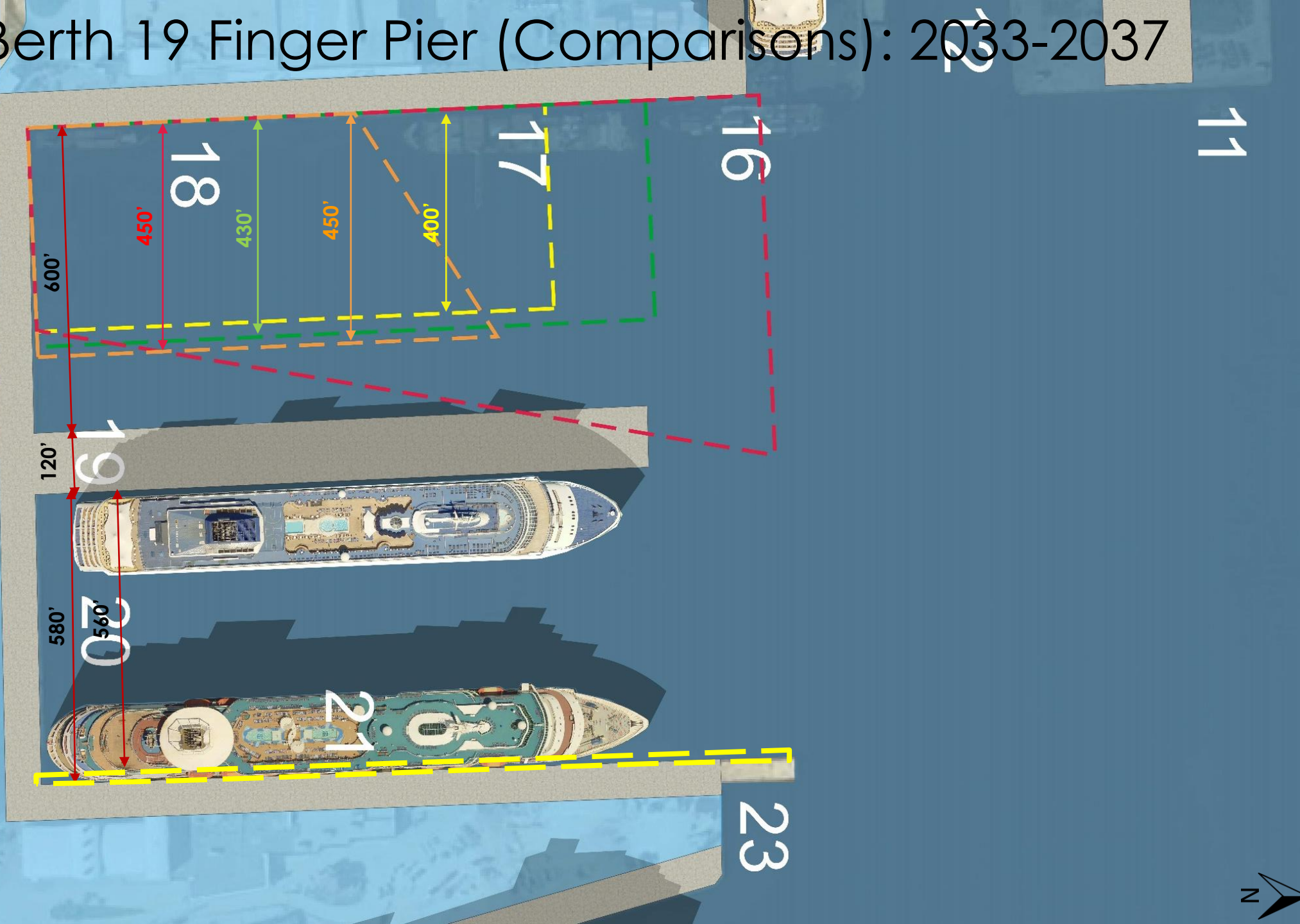
Berth 19 Finger Pier: 2033-2037 (~\$125M)







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>



Berth 19 Finger Pier (Comparisons): 2033-2037

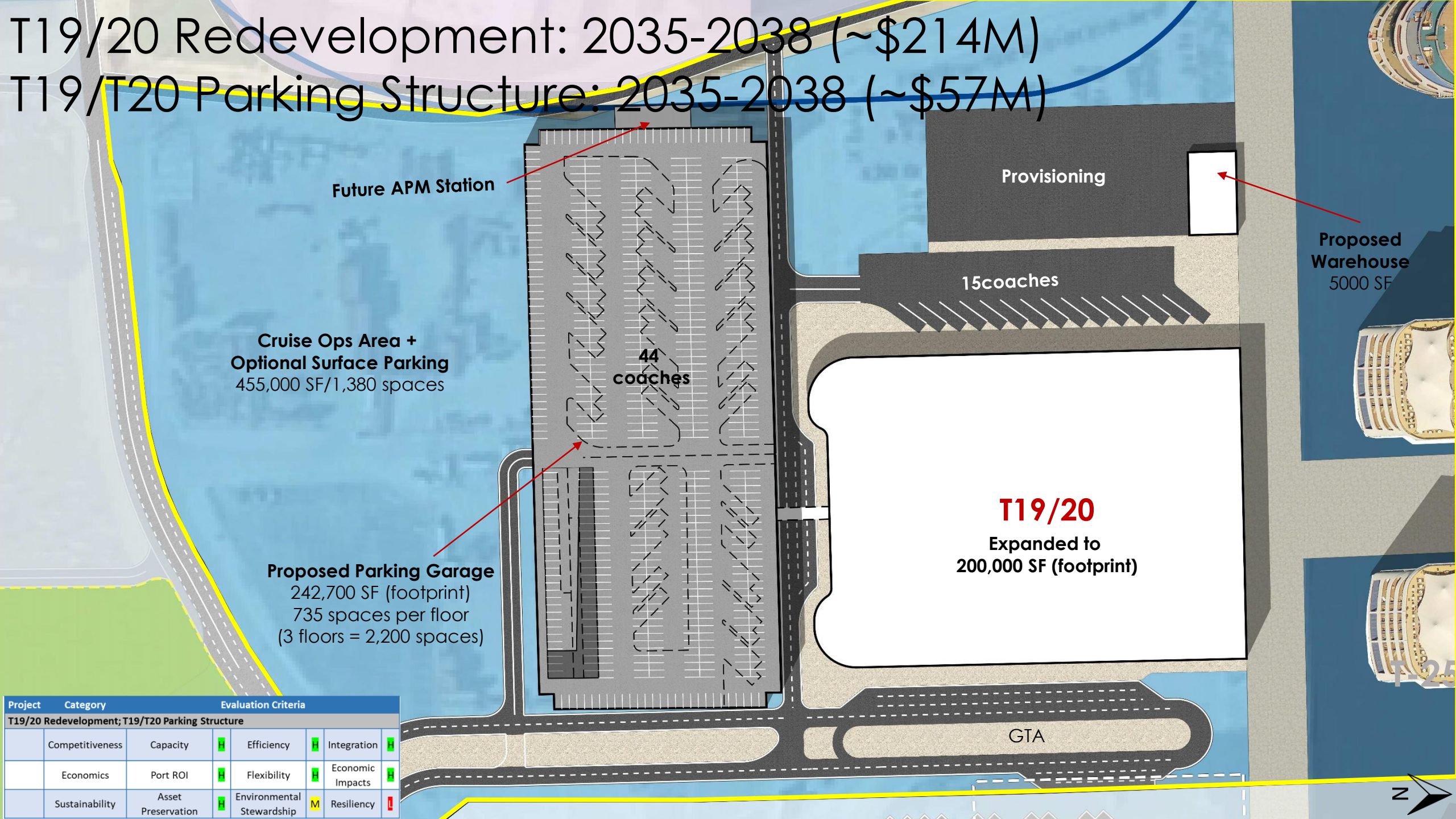


Berth Slip Comparison

-  St. Maarten (450')
-  Nassau (430')
-  Antigua (450')
-  Pier 90 Manhattan (400')

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

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



**Cruise Ops Area +
Optional Surface Parking**
455,000 SF/1,380 spaces

Proposed Parking Garage
242,700 SF (footprint)
735 spaces per floor
(3 floors = 2,200 spaces)

**44
coaches**

Provisioning

15coaches

**Proposed
Warehouse**
5000 SF

T19/20
Expanded to
200,000 SF (footprint)

GTA

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



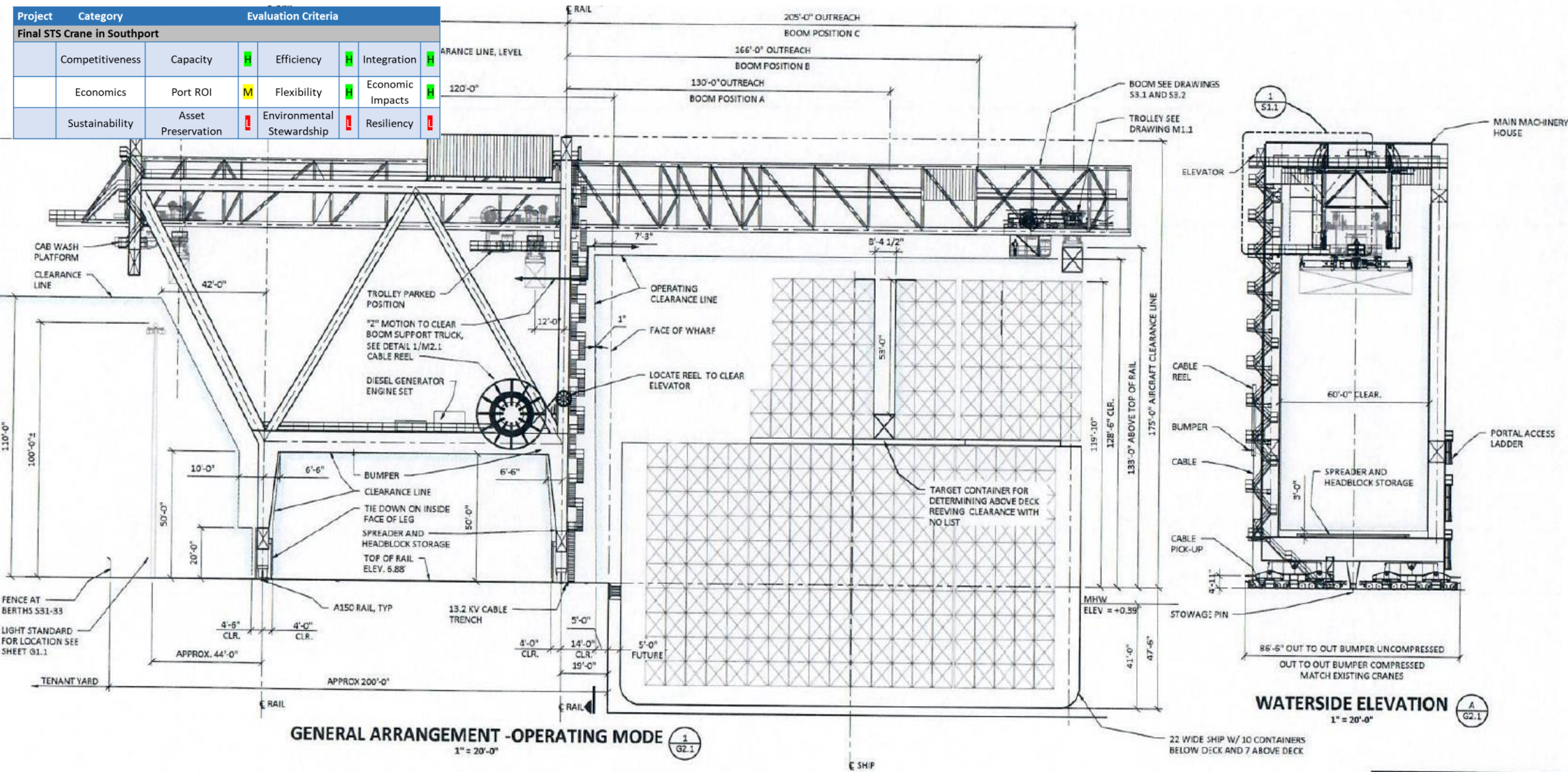
An aerial photograph of a coastal urban area, likely Southport, is shown with a dark, semi-transparent overlay. The image captures a mix of urban development, including residential areas, commercial buildings, and a large airport complex with multiple runways and taxiways in the upper left. A prominent highway interchange is visible in the center. The coastline runs along the bottom of the frame, with a beach and the ocean visible. The text "10-20 Year Projects" is centered in a bright yellow, bold, sans-serif font, while "Southport" is centered below it in a white, sans-serif font.

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>	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>



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



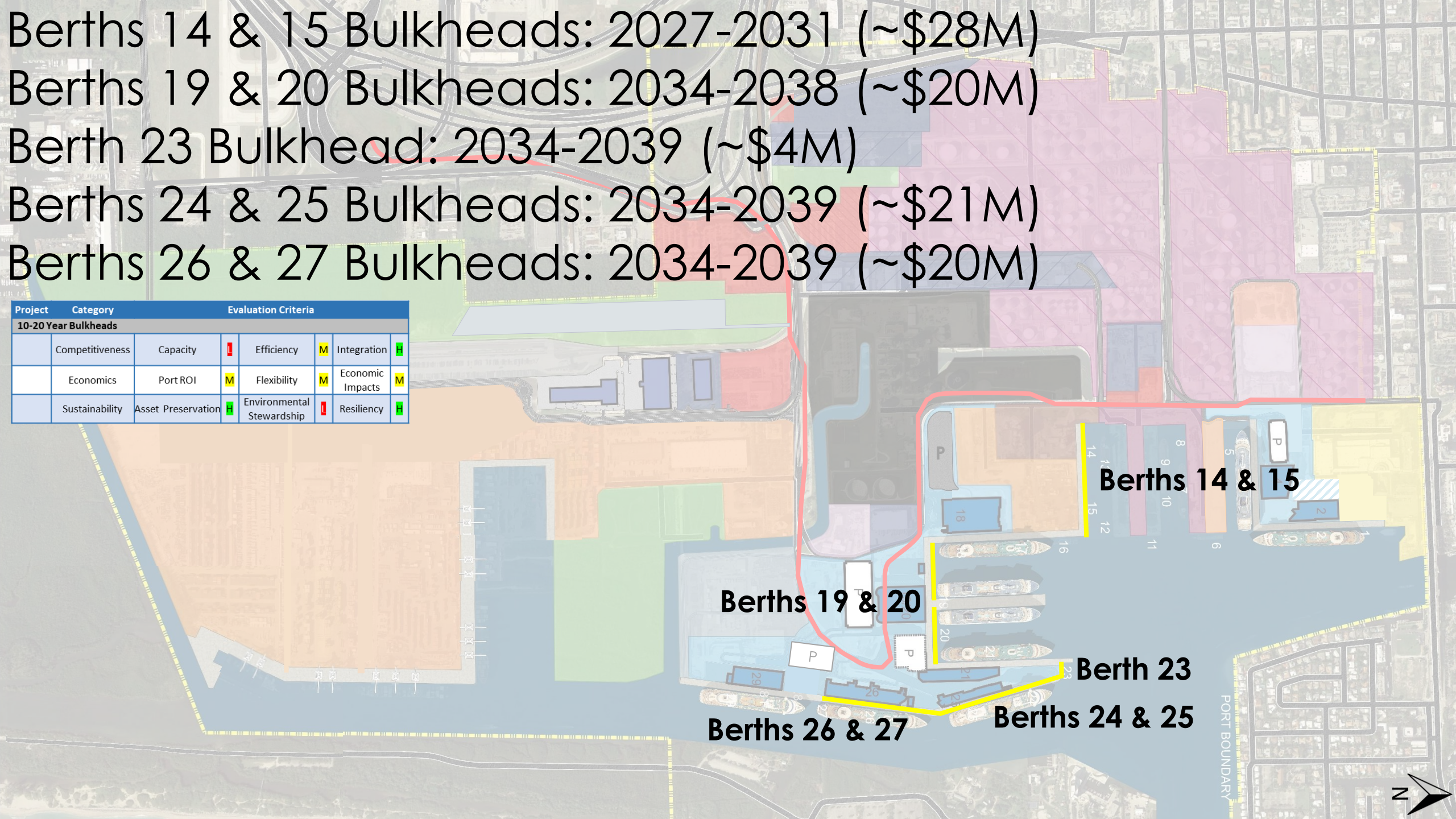
An aerial photograph of a city, likely Portland, Oregon, showing a large airport with multiple runways and taxiways on the left side. A river, the Willamette River, flows through the center of the city. The city is densely packed with buildings and streets. The image is in grayscale with a dark overlay.

10-20 Year Projects

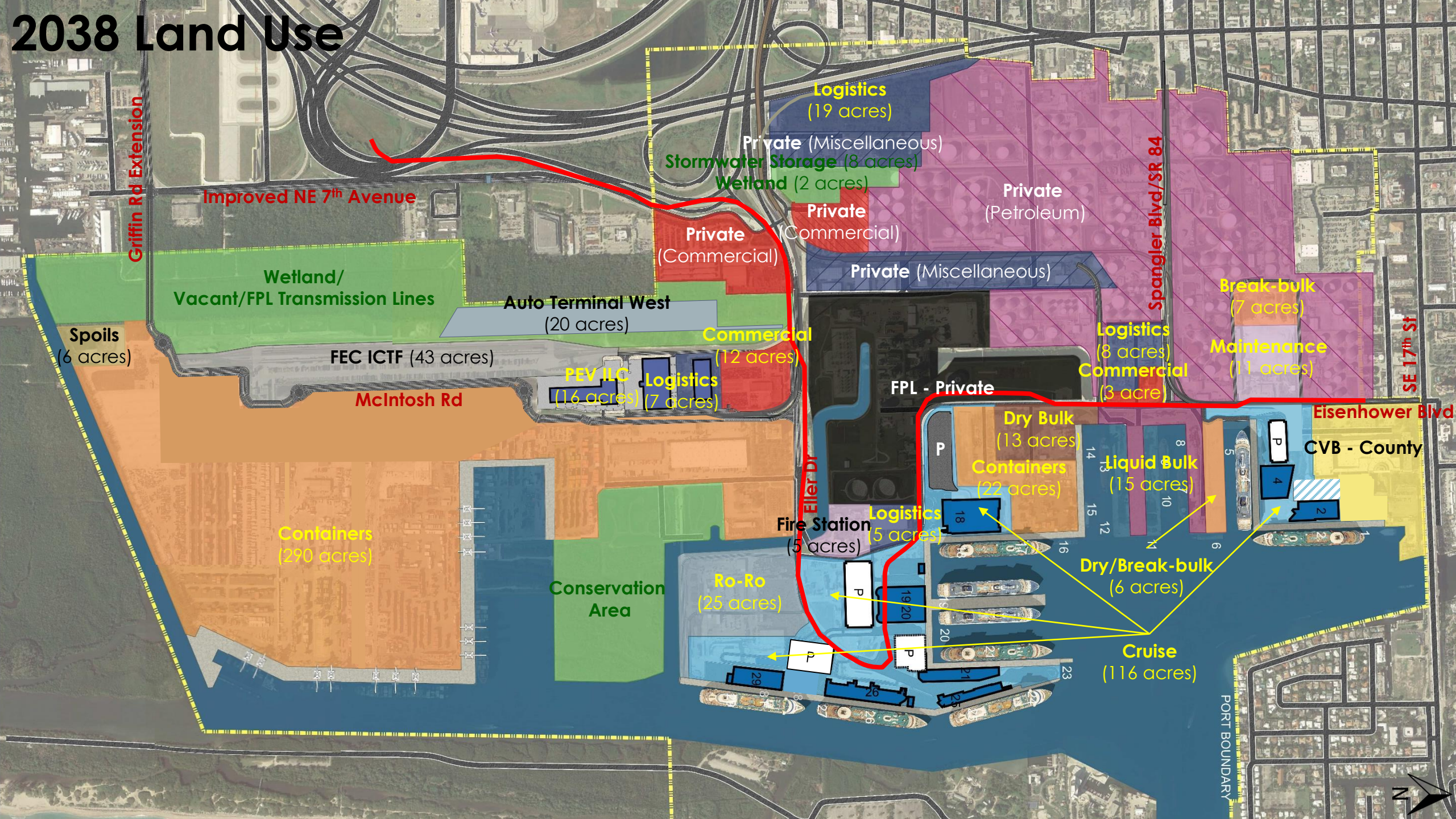
Portwide

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

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

Proposed CAPEX (2019-2023)

Location	Project ID	Estimator	Business Unit	Category	Funding Status	Project Description	Start Year	Completion Year	Total Cost	PEV Cost	PEV Expenditures through 2019	Private investment	County	FDOT/FTSD	Federal CoE
Northport	NP1	PEV	Parking	Parking		T2 / T4 Parking Garage	2018	2020	\$112,400,950	\$112,400,950	\$19,224,939				
	NP2	S&F	Other	General Operations		Maintenance Facility Consolidation	2019	2023	\$21,000,000	\$17,500,000				\$3,500,000	
	NP3	PEV/HDR	Petroleum	Berth & Apron		Slip 1 / Phase 1 (Berths 9 / 10 Bulkheads)	2019	2025	\$137,500,000	\$88,809,129	\$5,051,201	\$40,000,000		\$8,690,871	
	COUNTY	PEV	Other	Transportation	County	Port Access Road	2019	2023	\$35,000,000	\$0			\$35,000,000		
Midport	MP1	B&A	Cruise	Cruise Terminal		T21 Redevelopment	2020	2023	\$123,918,250	\$69,000,000		\$51,418,250		\$3,500,000	
	MP2	HDR	Cruise	Berth & Apron	New	Berth 21 Apron Expansion	2020	2023	\$0	\$0					
	MP3	CRA	Break Bulk	Cargo Yard	New	Ro-Ro Yard Relocation / Expansion	2020	2023	\$9,548,589	\$9,548,589					
Southport	SP1	PEV	Containers	Cranes		3 SPP STS Cranes	2017	2020	\$54,607,277	\$45,207,277	\$19,511,417			\$9,400,000	
	SP2	PEV	Containers	Logistics		PEV ILC	2019	2020	\$30,000,000	\$2,500,000		\$27,500,000			
	SP3	PEV	Containers	Cargo Yard		Phase 9A	2018	2022	\$18,500,000	\$18,500,000	\$374,626				
	SP4	PEV	Containers	Channel		STINE	2015	2023	\$391,449,674	\$335,743,981	\$194,068,698			\$55,705,693	
	SP5	PEV	Containers	Cranes		SP Crane Rail	2015	2023	\$79,581,914	\$64,370,531	\$34,842,011			\$15,211,383	
	SP6	PEV	Containers	Cranes		3 SPP STS Cranes	2021	2023	\$41,400,000	\$41,400,000					
Portwide/Other	PW1	PEV	Other	Channel		USACE Deepening & Widening (USCG Relocation)	2019	2023	\$39,100,000	\$9,800,000					\$29,300,000
	PW2	PEV	Other	Channel		USACE Deepening & Widening ¹	2019	2025	\$380,797,000	\$57,634,224	\$8,835,277			\$91,585,776	\$231,577,000
	PRIVATE	PEV	Containers	Logistics	3rd Party	Former Dynegy Logistics Development ²	2020	2023	\$50,000,000	\$0					
	PRIVATE	PEV	Other	Logistics	3rd Party	Auto Terminal West	2020	2023	\$20,000,000	\$0					
	PW3	HDR	Other	Transportation	New	I-595 Flyover	2021	2025	\$45,977,950	\$6,896,700				\$39,081,250	
Bulkheads Replacements/Improvements	BH2	PEV	Cruise	Berth & Apron		Berths 1A, 1B, 2, & 3 Bulkheads	2021	2025	\$25,500,000	\$22,000,000				\$3,500,000	
	BH3	PEV	Petroleum	Berth & Apron		Berths 7, 8, 8A & 32 Bulkheads (USACE Design)	2019	2023	\$3,400,000	\$3,400,000					
	BH4	PEV	Cruise	Berth & Apron		Berths 16-18 Bulkheads	2022	2026	\$26,196,000	\$15,330,151				\$10,865,849	
	BH5	PEV	Cruise	Berth & Apron		Berths 21 & 22 Bulkheads	2019	2022	\$21,058,000	\$21,058,000					
	BH6	PEV	Other	Berth & Apron		Entrance Channel North Wall	2020	2024	\$12,000,000	\$12,000,000					
TOTALS									\$1,678,935,604	\$953,099,532	\$281,908,169	\$118,918,250	\$35,000,000	\$241,040,822	\$260,877,000

Proposed CAPEX (2024-2028)

Location	Project ID	Estimator	Business Unit	Category	Funding Status	Project Description	Start Year	Completion Year	Total Cost	PEV Cost	PEV Expenditures through 2019	Private investment	County	FDOT-Pledged	Federal CoE
Northport	NP4	PEV	Break Bulk	Cargo Yard	New	Break-bulk Yard	2024	2026	\$6,600,000	\$3,100,000				\$3,500,000	
	NP5	PEV	Petroleum	Berth & Apron	New	Slip 1 / Phase 2 (Berths 7, 8, 8A & 32 Bulkheads)	2025	2027	\$40,500,000	\$37,000,000	\$12,119			\$3,500,000	
Midport	MP4	HDR	Cruise	Berth & Apron		Tracor Basin Fill ⁴	2024	2026	\$68,026,287	\$64,526,287				\$3,500,000	
	MP5	CRA	Break Bulk	Cargo Yard	New	Ro-Ro Yard Expansion	2024	2027	\$1,106,123	\$1,106,123					
	MP6	B&A	Cruise	Cruise Terminal		T29 Redevelopment	2024	2027	\$123,918,250	\$61,959,125		\$61,959,125			
	MP7	B&A	Cruise	Cruise Terminal		T26 Redevelopment	2026	2030	\$123,918,250	\$61,959,125		\$61,959,125			
	MP8	S&F	Parking	Parking	New	T29 / T26 Parking Structure	2026	2030	\$41,190,400	\$41,190,400					
Southport	SP7	CRA	Containers	Cargo Yard	New	Phase 9C-1	2024	2025	\$3,764,813	\$3,764,813					
	SP8	CRA	Containers	Transportation	New	Griffin Road Extension / NE 7th Avenue Improvements	2024	2026	\$21,233,530	\$21,233,530					
	SP9	CRA	Containers	Transportation	New	McIntosh Road Realignment	2024	2027	\$18,438,568	\$18,438,568					
	SP10	HDR/PEV	Containers	Berth and Apron	New	Berth 33 Alignment	2024	2028	\$0	\$0					
	SP11	B&A	Containers	Security	New	Container Terminal Reconfiguration	2024	2028	\$37,628,460	\$37,628,460					
Portwide/Other	PW5	CRA	Containers	Logistics	New	Shaw Property Development	2024	2026	\$0	\$0					
	COUNTY	PEV	Other	Transportation	County	APM/Rail Extension (TBD)	2024	2028		\$0			\$0		
Bulkheads Replacements/Improvements	BH8	PEV	Cruise	Berth & Apron		Berth 29 Bulkheads	2024	2026	\$17,300,000	\$13,800,000				\$3,500,000	
	BH9	PEV	Cruise	Berth & Apron		Berths 4-6 Bulkheads	2025	2029	\$33,300,000	\$29,800,000				\$3,500,000	
	BH10	PEV	Break Bulk	Berth & Apron		Berths 14 & 15 Bulkheads (Design Only)	2023	2027	\$2,810,000	\$2,810,000					
TOTALS									\$539,734,681	\$398,316,431	\$12,119	\$123,918,250	\$0	\$17,500,000	\$0

Proposed CAPEX (2029-2038)

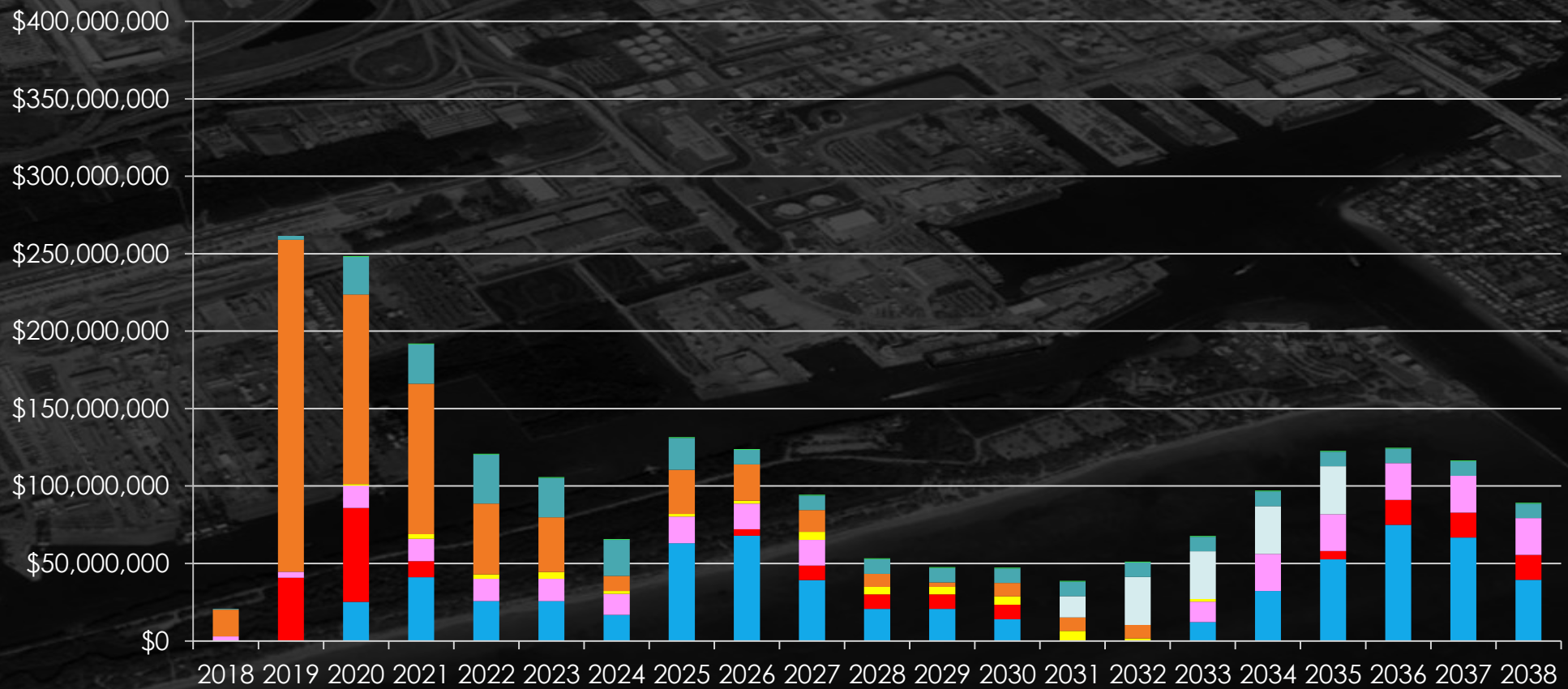
Location	Project ID	Estimator	Business Unit	Category	Funding Status	Project Description	Start Year	Completion Year	Total Cost	PEV Cost	PEV Expenditures through 2019	Private investment	County	FDOT-Pledged	Federal CoE
Northport	NP6	PEV	Petroleum	Berth & Apron		Slip 3 Expansion (Berths 11-13 Bulkheads)	2033	2038	\$135,980,000	\$132,480,000				\$3,500,000	
	PRIVATE	HDR	Cruise	Logistics	3rd Party	LNG Bunkering + Storage Facility	TBD	TBD	\$0	\$0					
Midport	MP9	CRA	Break Bulk	Cargo Yard	New	Ro-Ro Yard Expansion	2030	2033	\$5,097,756	\$5,097,756					
	MP10	HDR	Cruise	Berths & Apron	New	Berth 19 Finger Pier	2033	2037	\$124,619,700	\$121,119,700				\$3,500,000	
	MP11	B&A	Cruise	Cruise Terminal	New	T19 / T20 Redevelopment	2035	2038	\$214,124,250	\$103,562,125		\$107,062,125		\$3,500,000	
	MP12	S&F	Parking	Parking	New	T19 / T20 Parking Structure	2035	2038	\$56,765,520	\$53,265,520				\$3,500,000	
Southport	SP12	CRA	Containers	Cargo Yard	New	Phase 9C-2	2029	2032	\$21,191,457	\$17,691,457				\$3,500,000	
	SP13	PEV	Containers	Cranes	New	1 Small STS Cranes	2029	2032	\$14,666,667	\$11,166,667				\$3,500,000	
Portwide/Other	PW4	S&F	Real Estate	Administration	New	Commercial Consolidation ³	2031	2035	\$137,497,761	\$137,497,761					
Bulkheads Replacements/Improvements	BH11	PEV	Break Bulk	Berth & Apron		Berths 14 & 15 Bulkheads (construction)	2027	2031	\$28,000,000	\$24,500,000				\$3,500,000	
	BH13	PEV	Cruise	Berth & Apron		Berths 19 & 20 Bulkheads	2034	2038	\$19,500,000	\$16,000,000				\$3,500,000	
	BH14	PEV	Cruise	Berth & Apron		Berth 23 Bulkhead	2034	2039	\$3,600,000	\$3,600,000					
	BH15	PEV	Cruise	Berth & Apron		Berths 24 & 25 Bulkheads	2034	2039	\$20,500,000	\$17,000,000				\$3,500,000	
	BH16	PEV	Cruise	Berth & Apron		Berths 26 & 27 Bulkheads	2034	2039	\$20,100,000	\$16,600,000				\$3,500,000	
TOTALS									\$801,643,110	\$659,580,985	\$0	\$107,062,125	\$0	\$35,000,000	\$0
Total 20-year									\$3,020,313,395	\$2,010,996,948	\$281,920,288	\$349,898,625	\$35,000,000	\$293,540,822	\$260,877,000

CAPEX by Business Unit (~\$3B Total/~\$2B PEV)

~\$732M already funded

PEV Investment Distribution by Line of Business:

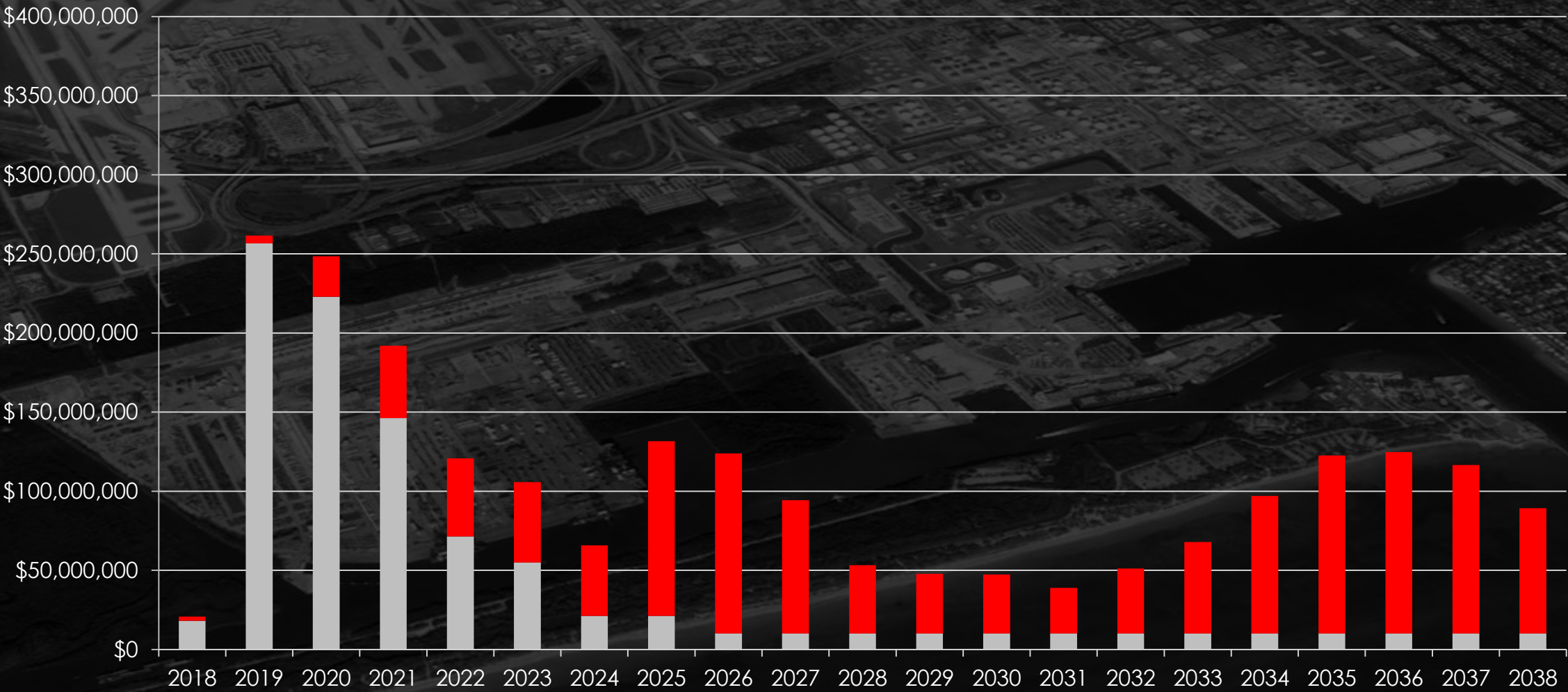
Cruise	29%
Containers	29%
Liquid Bulk	12%
Parking	9%
Real Estate	6%
Other	15%



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



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





Port Everglades Master/Vision Plan Update

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