
A dynamic splash of blue water, with a central vertical column of water rising and splashing outwards, creating a sense of movement and energy. The water droplets are captured in mid-air, giving the splash a crystalline appearance.

Port Everglades 2014 Master/Vision Plan Update

Fifth Tenants/Stakeholders
Meeting

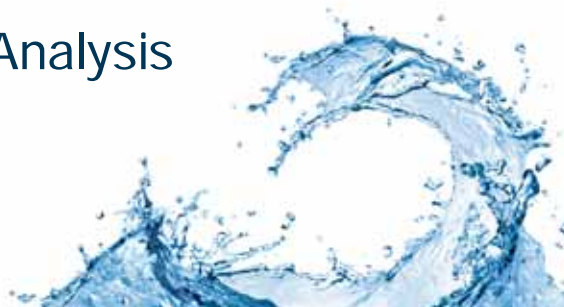
May 27, 2014

The logo for Port Everglades, Broward County, Florida. It features the text "PORT EVERGLADES" in a bold, blue, sans-serif font. Below this, "BROWARD COUNTY, FLORIDA" is written in a smaller, blue, sans-serif font. To the right of the text is a stylized outline of the state of Florida in blue. Below the text and outline, the tagline "South Florida's Powerhouse Port" is written in a smaller, orange, sans-serif font.

PORT EVERGLADES
BROWARD COUNTY, FLORIDA
South Florida's Powerhouse Port

Agenda

- 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



Master/Vision Plan Update Process

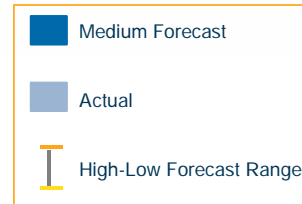
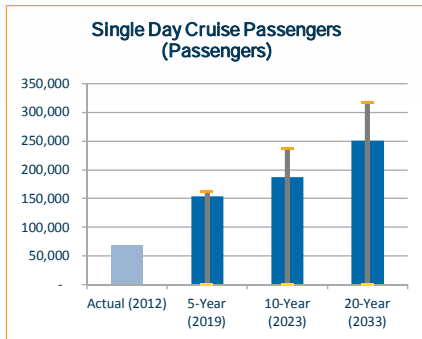
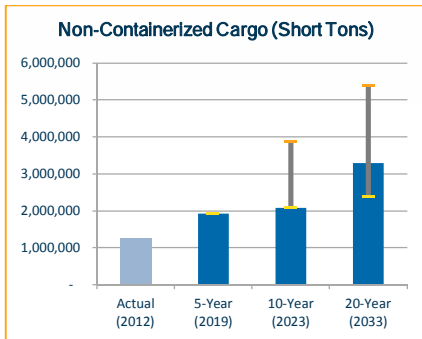
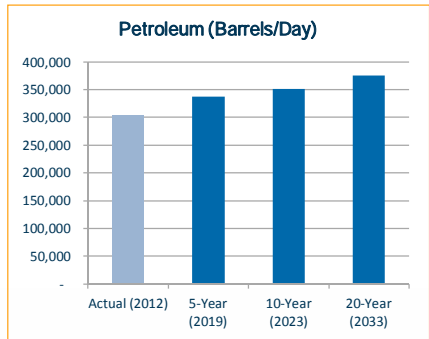
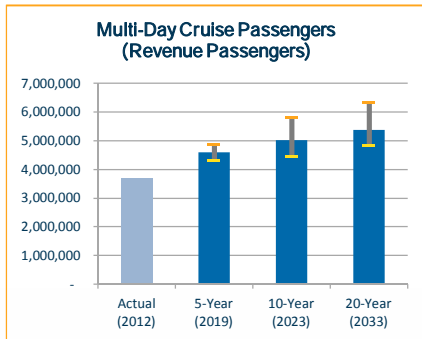
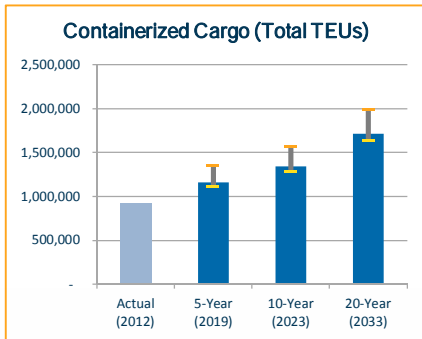
- **Phase I - End of September 2013 COMPLETED**
 - Community and Stakeholder Meetings
 - Existing Conditions Assessment
 - Market Assessment
 - Business Line Forecasts (with and without 50 feet of water)
- **Phase II - June 2014**
 - Community and Stakeholder Meetings
 - Plan Development (Terminal Design 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 Area5 | 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

Port Mission Statement:

"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."

Criteria Categories

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



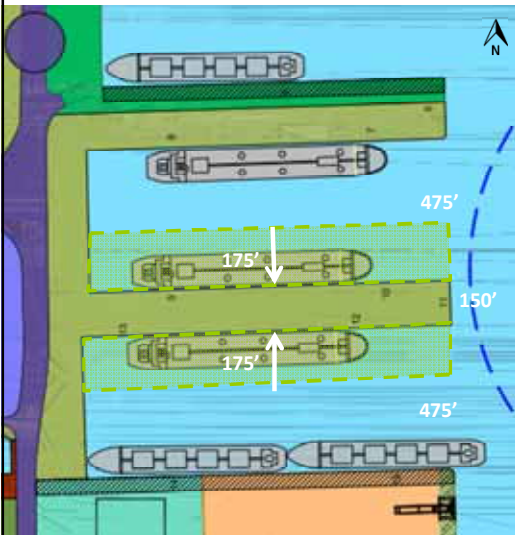
Petroleum Slip Expansion

Modified

Capital Cost: \$197.7M

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

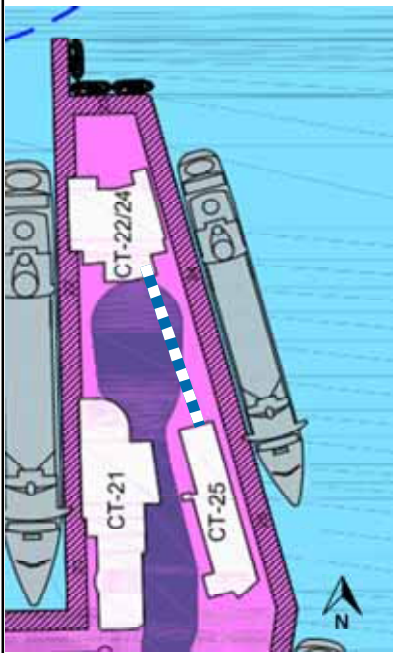


Cruise Terminal 25 Improvements/Expansion

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

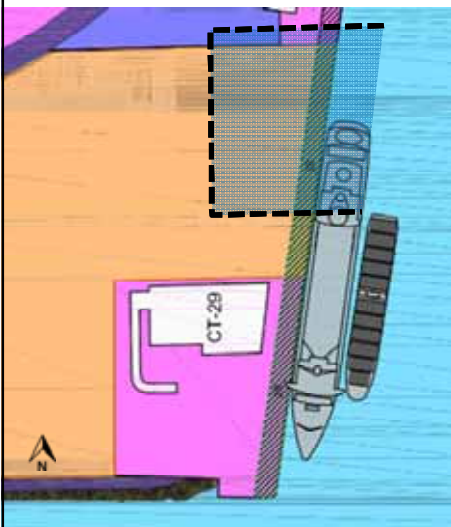


Tracor Basin Fill

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

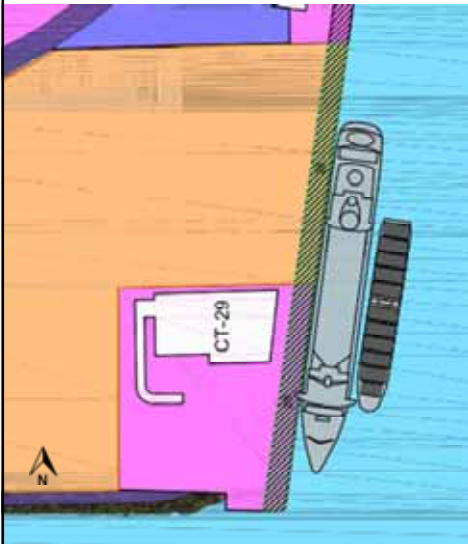


Cruise Terminal 29 Improvements/Expansion

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

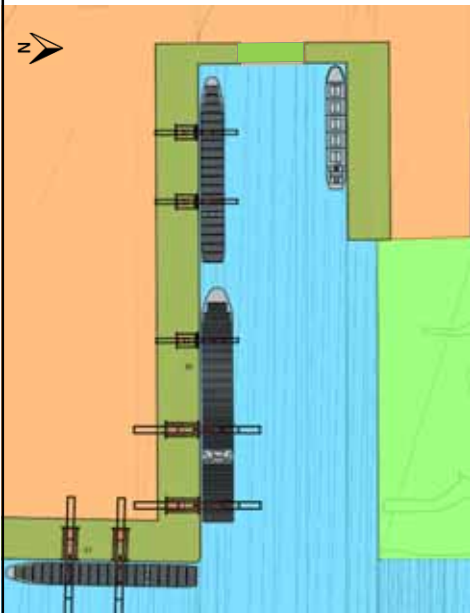


Southport Turning Notch

Modified

Capital Cost: \$182.1M

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

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



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 |

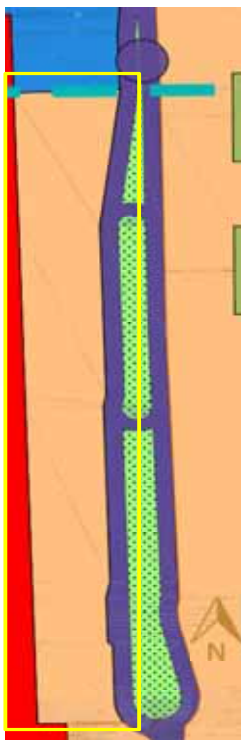
- Capacity
- Operational Flexibility
- Port ROI
- Regional Economic Impact
- Asset Preservation
- Environmental Preservation



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 |

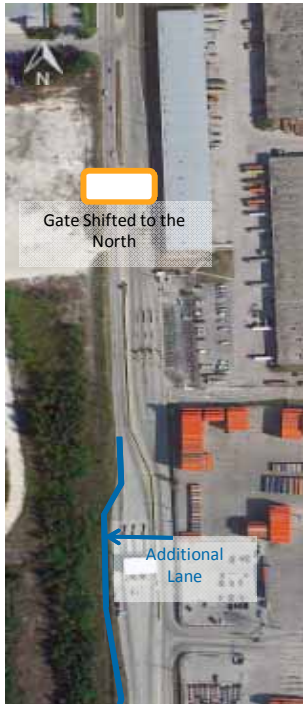
- Capacity
- Operational Flexibility
- Port ROI
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- Environmental Preservation



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

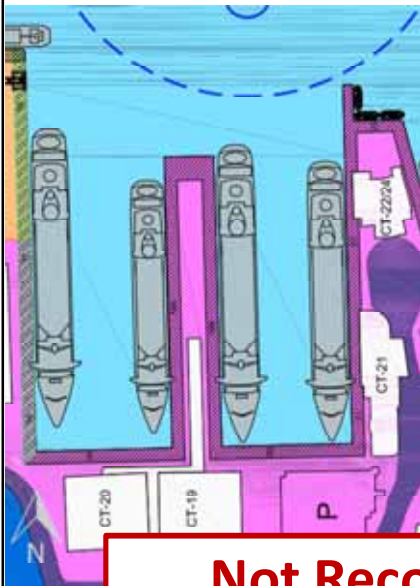


Cruise Terminal & Pier 19/20

Capital Cost: \$169.6M

New

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

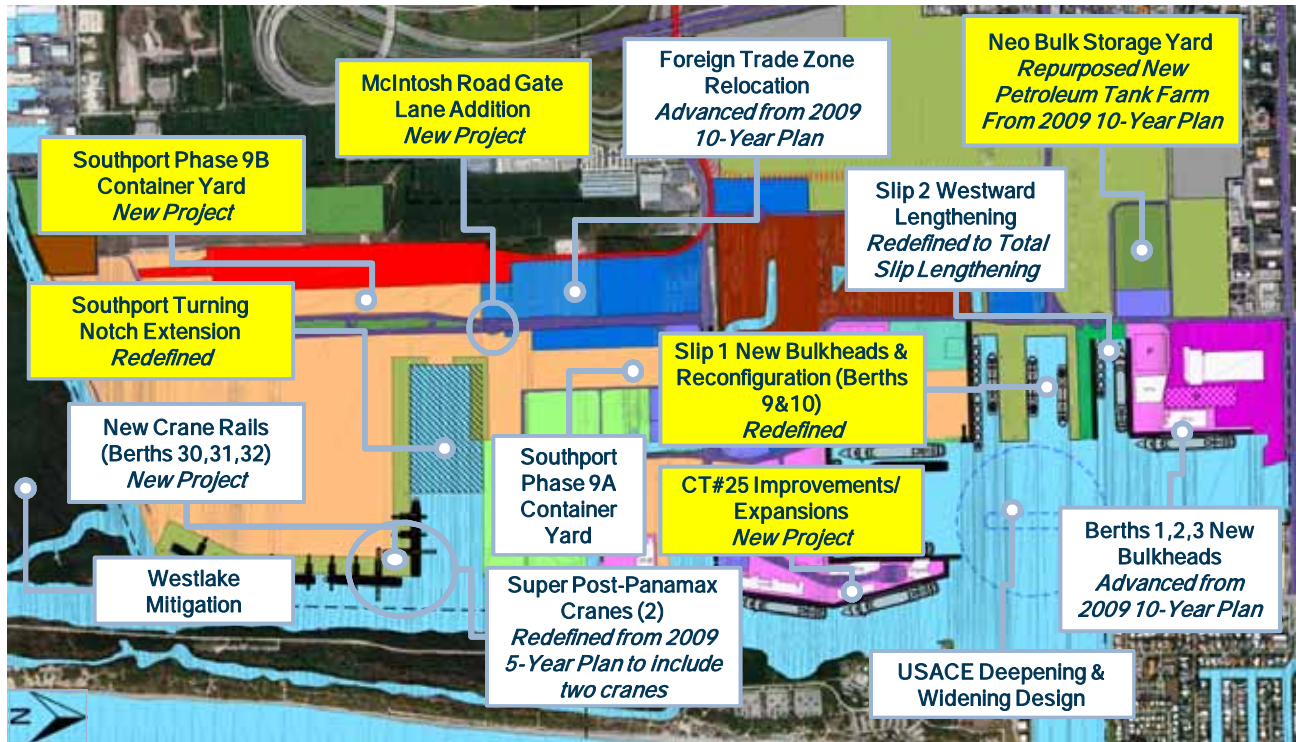
| Competitiveness | | Economic | | Stewardship | |
|-----------------|-------------------------|----------|--------------------------|--------------------|----------------------------|
| Capacity | Operational Flexibility | Port ROI | Regional Economic Impact | Asset Preservation | Environmental Preservation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

- Capacity
- Operational Flexibility
- Port ROI
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Not Recommended For 2014 Final Plan

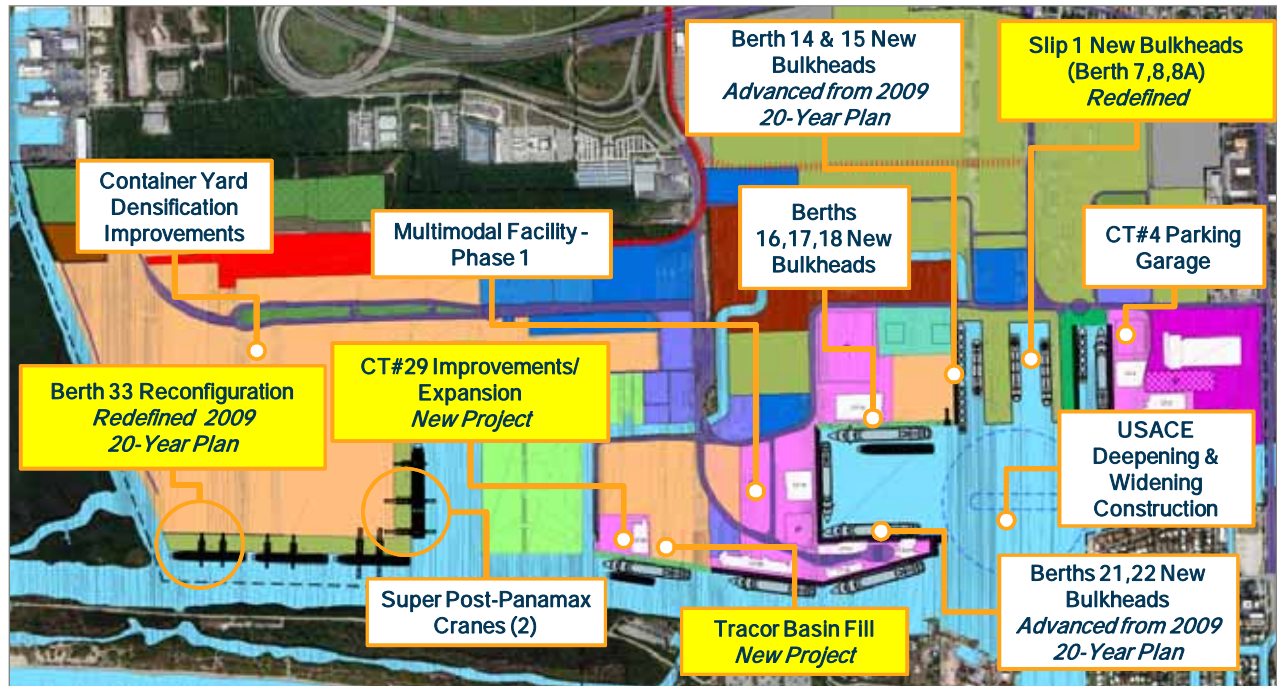
5-Year Master Plan (2015-2019)



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 |

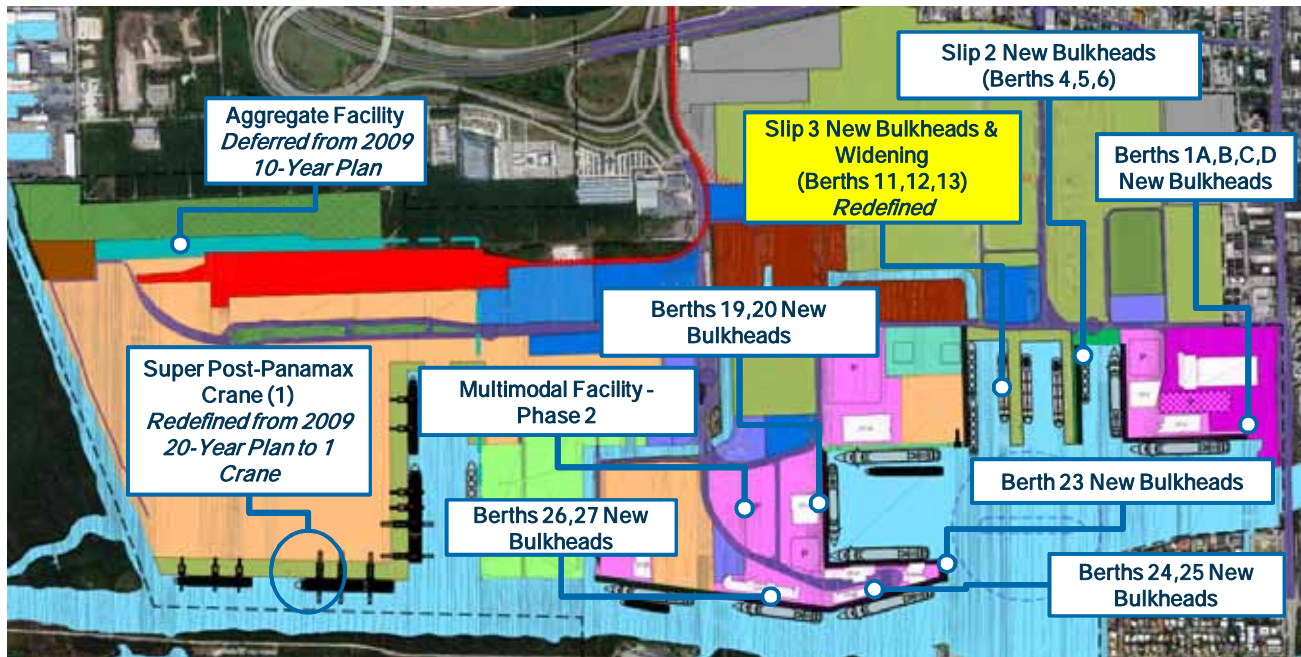
10-Year Vision Plan (2020-2023)



10-Year Vision Plan Project Cost Estimates (2020-2023)

| Port Area | Project | Cost (2014\$M) |
|--------------|---|------------------|
| Northport | Slip 1 New Bulkheads (Berths 7, 8, 8A) | \$ 29.50 |
| | CT#4 Parking Garage | \$ 36.00 |
| | Berth 14, 15 New Bulkheads | \$ 27.40 |
| Midport | Berth 16, 17, 18 New Bulkheads | \$ 25.50 |
| | CT#29 Improvements/Expansion | \$ 26.25 |
| | Multimodal Facility-Phase 1 | \$ 39.30 |
| | Tracor Basin Fill | \$ 48.40 |
| | Berth 21, 22 New Bulkheads | \$ 20.50 |
| Southport | Super Post Panamax Cranes (2) | \$ 30.00 |
| | Container Yard Densification Improvements | \$ 33.70 |
| | Berth 33 Reconfiguration | \$ 56.40 |
| Portwide | USACE Deepening and Widening Construction | \$ 368.00 |
| TOTAL | | \$ 740.95 |

20-Year Vision Plan (2024-2033)



20-Year Vision Plan Project Cost Estimates (2024-2033)

| Port Area | Project | Cost (2014\$M) |
|--------------|---|------------------|
| Northport | Berths 1A, 1B, 1C, & 1D New Bulkheads | \$ 9.90 |
| | Slip 2 New Bulkheads and Widening (Berths 4, 5, 6) | \$ 50.10 |
| | Slip 3 New Bulkheads and Widening (Berths 11, 12, 13) | \$ 84.30 |
| Midport | Berth 19, 20 New Bulkheads | \$ 17.00 |
| | Multimodal Facility-Phase 2 | \$ 112.40 |
| | Berth 23 New Bulkhead | \$ 3.70 |
| | Berth 24, 25 New Bulkheads | \$ 12.40 |
| | Berth 26, 27 New Bulkheads | \$ 20.70 |
| Southport | Aggregate Facility (Public-Private Partnership) | \$ 61.80 |
| | Super Post Panamax Crane (1) | \$ 15.00 |
| TOTAL | | \$ 387.30 |

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 |



2014 Master/Vision Plan Update
NEXT STEPS



Remaining Meetings

- Public Meeting May 28 - 5 pm
Broward County
Main Public Library
- County Commission Approval June 2014



Port Everglades Master/Vision Plan Update Contact

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