



2026 Legislative Florida Seaport Transportation & Economic Development (FSTED) Meeting

Wednesday, February 4, 2026

1:30 p.m. – 4:30 p.m. EST

Mission San Luis

2021 Mission Road

Tallahassee, FL 32304



Change Log History

Date	Tab Number	Description
January 28, 2026	N/A	Original Meeting Package Posted
February 2, 2026	N/A	Addition of a change log history table
February 2, 2026	8a	Materials added on Federal Updates
February 2, 2026	9a	Updated Spenddown Report to provide clarity
February 2, 2026	9b	Addition of Port of Palm Beach Reallocation Request
February 2, 2026	9c	Addition of content on Seaport Programs Application Cycles
February 2, 2026	9d	Addition of content on Bond Series Overview
February 3, 2026	8a	Materials updated on Federal Updates
February 5, 2026	5a	Addition of FloridaCommerce presentation
February 5, 2026	5b	Addition of FDOT presentation

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



2026 Florida Seaport Transportation & Economic Development (FSTED) Legislative Meeting Agenda

Date: February 4, 2026

Time: 1:30 PM – 4:30 PM

Location: Mission San Luis, 2021 Mission Rd, Tallahassee, FL

1. Call to Order, Chairman's Welcome and Opening Comments
2. Roll Call
3. Administrative Business
 - a. Approval of October 16, 2025 Special Meeting Minutes
 - b. Report on Seaport Environmental Management Committee (SEMC) Meeting
4. Federal Agency Reports
 - a. Maritime Administration (MARAD) Update
5. State Agency Reports
 - a. Florida Department of Commerce (FloridaCommerce)
 - b. Florida Department of Transportation (FDOT)
6. Bylaws
7. Reports and Studies
 - a. Mission Plan ([F.S. 311.09\(3\)](#))
 - b. Statewide Seaport and Waterways System Plan ([F.S. 311.09\(6\)](#))
8. Legislative Updates
 - a. Federal Updates
 - b. State Updates
9. Program Funding & Reallocations
 - a. Discussion and Review of Seaport Funding Spenddowns
 - b. FSTED Reallocations
 - c. Seaport Programs Application Cycles
 - d. Bond Series Overview
 - e. Funding Methodology for Allocations
10. Special Topics
 - a. Maritime Academy Opportunities
11. New Business
12. Public Comment
13. Adjournment

TAB 2: Roll Call



2026 Florida Seaport Transportation & Economic Development (FSTED)

Legislative Meeting

Roll Call

Tuesday, February 4, 2026 | 1:30 PM – 4:30 PM

Organization	Representative	Designee
Port Canaveral	Cpt. John W. Murray	
Port Citrus	Steven Baham	
Port Everglades	Joseph Morris (Vice Chair)	
Port of Fernandina	Scott Moore	
Port of Fort Pierce	Joshua Revord (Chair)	
JAXPORT	Eric Green	
Port of Key West	Steven McAlearney	
SeaPort Manatee	Carlos Buqueras	
PortMiami	Hydi Webb	
Port of Palm Beach	Michael Meekins	
Port Panama City	Alex King	
Port of Pensacola	Lance Scott (Secretary)	
Port of Port St. Joe	Guerry Magidson	
Port Putnam	Sam Sullivan	
Port St. Pete	David Wirth	
Port Tampa Bay	Paul Anderson	
Florida Department of Commerce	Secretary J. Alex Kelly	
Florida Department of Transportation	Secretary Jared Perdue	

TAB 3: Administrative Business

TAB 3a: Approval of the October 16, 2025 Special
Meeting Minutes



SPECIAL MEETING SUMMARY

FLORIDA SEAPORT TRANSPORTATION AND ECONOMIC DEVELOPMENT COUNCIL

Virtual Location

Thursday, October 16, 2025

1. **Call to Order and Chairman's Welcome:** The special meeting of the Florida Seaport Transportation and Economic Development (FSTED) Council was held virtually on October 16, 2025.

2. **Roll Call:** Emily Fisher called the roll. A quorum was present. The FSTED members present were:

Port Canaveral: Cpt. John W. Murray

Port Citrus: *Excused*

Port Everglades:

Port Everglades Representative

Port of Fernandina: Port of Fernandina
Representative

Port of Fort Pierce: Joshua Revord, Chair

JAXPORT: *Excused*

Port of Key West: Port of Key West
Representative

SeaPort Manatee: Amanda Tyner, on behalf
of Carlos Buqueras

PortMiami: Fred Wong, on behalf of Hydi Webb

Port of Palm Beach: Michael Meekins

Port Panama City: John Miller, on behalf of Alex
King

Port of Pensacola: Lance Scott

Port of Port St. Joe: Guerry Magidson

Port Putnam: *Excused*

Port St. Pete: Port St. Pete Representative

Port Tampa Bay: Paul Anderson

Florida Commerce: Sec. J. Alex Kelly

Florida Department of Transportation (FDOT):
Sec. Jared W. Perdue

3. **Approval of the August 7, 2025, Annual Meeting Summary:** Chairman Revord asked for any comments on the meeting. Michael Meekins of the Port of Palm Beach noted that, under the recommendations and approvals for the program allocations section, the Port of Palm Beach had been omitted. Chairman Revord stated he will advise Florida Ports Council staff to make the correction. Chairman Revord asked for a motion for approval. A motion was made by Cpt. John Murray. The motion was seconded by another member. The motion passed unanimously.

4. **Discussion of FSTED Administration:** Chairman Joshua Revord moved into a discussion of administrative issues.

Review of FSTED Council Purpose: Before proceeding with the item, Chairman Revord reviewed the purpose behind FSTED convening. The FSTED council was created within the [Florida] Department of Transportation to support the growth of Florida seaports. Council [members] are composed of Port Directors of all 16 Florida deepwater seaports as well as the Secretaries of

FloridaCommerce and the Florida Department of Transportation. The council's objective is to meet frequently to support the development of the 5-Year Strategic Plans for Florida seaports as well as compile, review, and assess annual grant applications from the ports to distribute statutorily approved funding for the seaports. The FSTED Council makes recommendations on the previously mentioned awards on an annual basis. The Council is responsible for facilitating and administering the Seaport Environmental Management Committee (SEMC) group, which reviews regulatory and environmental issues that Florida seaports are impacted by, and for reviewing the activities of the Florida Port Finance Committee and past issued bonds. Overall, Chairman Revord summarized that the FSTED council's purpose is to work cooperatively to address all port needs and govern the group using bylaws and allocating port funding toward success for each port.

Introduction of FDOT-Provided Alternatives: Chairman Revord proceeded to explain the purpose of this specific meeting, which is primarily focused on the administrative structure of the FSTED program. The timing of this meeting is appropriate given current organizational transitions with the Florida Ports Council (FPC). Chairman Revord stated the goal is to find a way to move forward in an equitable manner for all parties involved in the administration of the program. Chairman Revord cited a letter sent from FDOT Assistant Secretary Dan Fitz-Patrick regarding the administrative side of the FSTED program as well as procurement guidelines that the state is requesting the council follow. FDOT requested that council and program operate within the statutes that govern the FSTED body, particularly related to procurement bidding and ensuring transparency of such bidding. Two alternatives have been provided to the FSTED Council. The first alternative is the group soliciting the service administered by the program and funding it through alternative means. The second alternative is allowing FDOT to facilitate the administrative side of the FSTED program. Chairman Revord reiterated the value and urgency of the decision in moving forward.

FDOT Explanation of Alternatives: Chairman Revord gives the floor to FDOT Secretary Jared W. Perdue. Secretary Perdue clarified that the first option involves the FSTED Council entering a competitive procurement while the second option states that FDOT will facilitate administrative services at no cost to the seaports. Secretary Perdue emphasized the department's preparedness and willingness to facilitate the administrative needs of the program in the spirit of partnership. Secretary Perdue re-stated his recommendation that the option to have FDOT facilitate FSTED's administrative needs is the more prudent and less financially burdensome choice. Secretary Perdue requested any comments on the matter from Assistant Secretary Dan Fitz-Patrick. Assistant Secretary Fitz-Patrick stated he had nothing further to add. Paul Anderson, representing Port Tampa Bay, takes the floor. Paul Anderson thanked the board and FDOT for their support on this matter, especially from his perspective serving as Chair in previous terms. Anderson spoke to the long-running partnership between FDOT and the Council and hopes for the continuance of this partnership as well as pointing out the prudence in accepting FDOT's offer.

Vote: Paul Anderson proposed a motion to accept the terms set by FDOT and to accept the offer of facilitation. Cpt. John Murray seconded the motion. Chairman Revord interjected to clarify Anderson's specific alternative, and suggested a select committee analyze FDOT's offer of services, including the consultant firm's services, as well as analyze the scope provided. Secretary Perdue clarified the offer made to the FSTED council and explained that the procurement of a new contract is not necessary. Secretary Perdue stated that there are several ways FDOT can assist FSTED on their administrative services. Paul Anderson took the floor to clarify the intention of his motion, which was to proceed with one of FDOT's continuing service firms for facilitation of administrative services of FSTED moving forward. Secretary Perdue replied that if option number two is selected, FDOT staff will be instructed to administer services through existing resources and contracts. Secretary Perdue stated that this option is simpler, emphasizing that a procurement of a new contract would likely not be needed. Chairman Revord clarified his reflection upon existing continuing services contracts and the thought process on FDOT's selection process therein. The motion to move forward with alternative two originally presented by Paul Anderson was seconded by Fred Wong, acting in place of Hydi Webb of PortMiami. The motion passed unanimously. Chairman Revord stated there is now clarity on this matter, which will require reflection upon FSTED council bylaws. He stated that it will be his responsibility to review the bylaws to clarify whether this facilitation through FDOT will impact the bylaws. Chairman Revord commented that an agenda item during a future meeting will be necessary to revise the existing bylaws to reflect the new coordination with FDOT and the lesser coordination with the FPC. Chairman Revord restated the council's gratitude for FDOT's offer and to Assistant Sec. Dan Fitz-Patrick of FDOT for waiving the costs in facilitating the administration.

5. **Other Business:** No other business was brought to the floor.
6. **Adjournment:** Chairman Revord opened the floor for a motion to adjourn. The motion was made by Paul Anderson and seconded by Alex King of Port Panama City. The motion to adjourn passed unanimously.

**TAB 3b: Report on Seaport Environmental
Management Committee (SEMC) Meeting**



2026 Seaport Environmental Management Committee (SEMC) Agenda

Date: February 3, 2026

Time: 2:00 PM – 4:00 PM

Location: FDOT Burns Building, 605 Suwannee St, Tallahassee, FL

1. Call to Order, Welcome from Chair Hope
2. Roll Call
3. Approval of August 26, 2025 SEMC Meeting Minutes
4. FSTED Update from Chair Revord
5. Agency Updates
 - a. Florida Department of Environmental Protection (FDEP)
 - b. Florida Department of Transportation (FDOT)
 - c. Florida Department of Commerce (FloridaCommerce)
 - d. U.S. Army Corps of Engineers - Civil Works and Regulatory Divisions
 - e. Florida Inland Navigation District (FIND)
 - f. Florida Fish & Wildlife Conservation Commission (FWC)
6. Partner Updates
 - a. American Association of Port Authorities (AAPA)
 - b. Florida Ocean Alliance
 - c. Florida Recycling Partnership (FRP)
7. Guest Speaker – Bill Hanson, Great Lakes Dock and Dredge
“Dredging Industry Update”
8. Federal Updates (WOTUS, NEPA, ESA, etc.)
9. Florida Legislative Session Update
10. Open Discussion
11. Adjournment

TAB 4: Federal Agency Reports

TAB 4a: Maritime Administration (MARAD) Update

TAB 5: State Agency Reports

TAB 5a: Florida Department of Commerce
(FloridaCommerce)



FloridaCommerce Update

J. Alex Kelly, Secretary
Florida Department of Commerce

Session 2026: FloridaCommerce Budget Priorities



- ❑ Job Growth Grant Fund – \$50 million
- ❑ Rural Infrastructure Fund – \$30 million
- ❑ Law Enforcement Recruitment Bonus Program + Firefighters – \$25 million
 - ❑ and \$5 million in “back of bill” for current fiscal year
- ❑ SelectFlorida – \$6 million
- ❑ Florida Defense Support Commission – \$6 million
- ❑ Defense Reinvestment Grants – \$1.5 million
- ❑ Economic Development Toolkit – \$22.5 million
- ❑ Technology needs and Operations and Maintenance: for Cybersecurity, FL WINS (workforce), Reconnect (Reemployment), and Reemployment Adjudication
- ❑ ...and Necessary federal funding authority for CDBG-Disaster Recovery, Energy Assistance (LIHEAP), Energy Assistance for the Elderly (EHEAP), Weatherization Assistance Program, and Broadband programs

Session 2026: Partners' Budget Priorities



- ☐ Space Florida – \$38.5 million
- ☐ VISIT FLORIDA – \$80 million
- ☐ Florida Housing Finance Corporation – \$293.7 million (SAIL, SHIP and Hometown Heroes)
 - ☐ “Full Funding for SAIL and SHIP”
- ☐ CareerSource:
 - ☐ Quick Response Training – \$7.5 million
 - ☐ Incumbent Worker Training – \$3 million
 - ☐ Rural Workforce – \$2 million
 - ☐ Veteran and Military Spouse Workforce – \$1.5 million
- ☐ FDOE and SUS budgets, including workforce training programs such as Workforce Capitalization grants – \$100 million, Apprenticeship grants (PCOG) – \$20 million, nursing education programs – \$130 million
- ☐ FDOT budget, including the Spaceport Improvement Program, seaport infrastructure, aviation improvements, and small county programs
- ☐ ...and budget priorities for partners such as the FDEP, Florida National Guard, Florida State Guard, the Florida Department of Veterans' Affairs, Veterans Florida, and Health Innovation and Cancer Research

Target Industries and Clarifications (“incl.” = but not limited to)



- ❑ 4 Cross-Cutting Target Industries:
 - ❑ Corporate Headquarters
 - ❑ Logistics – incl. Shipping, Distribution, Packaging, Processing
 - ❑ Manufacturing
 - ❑ Research and Development

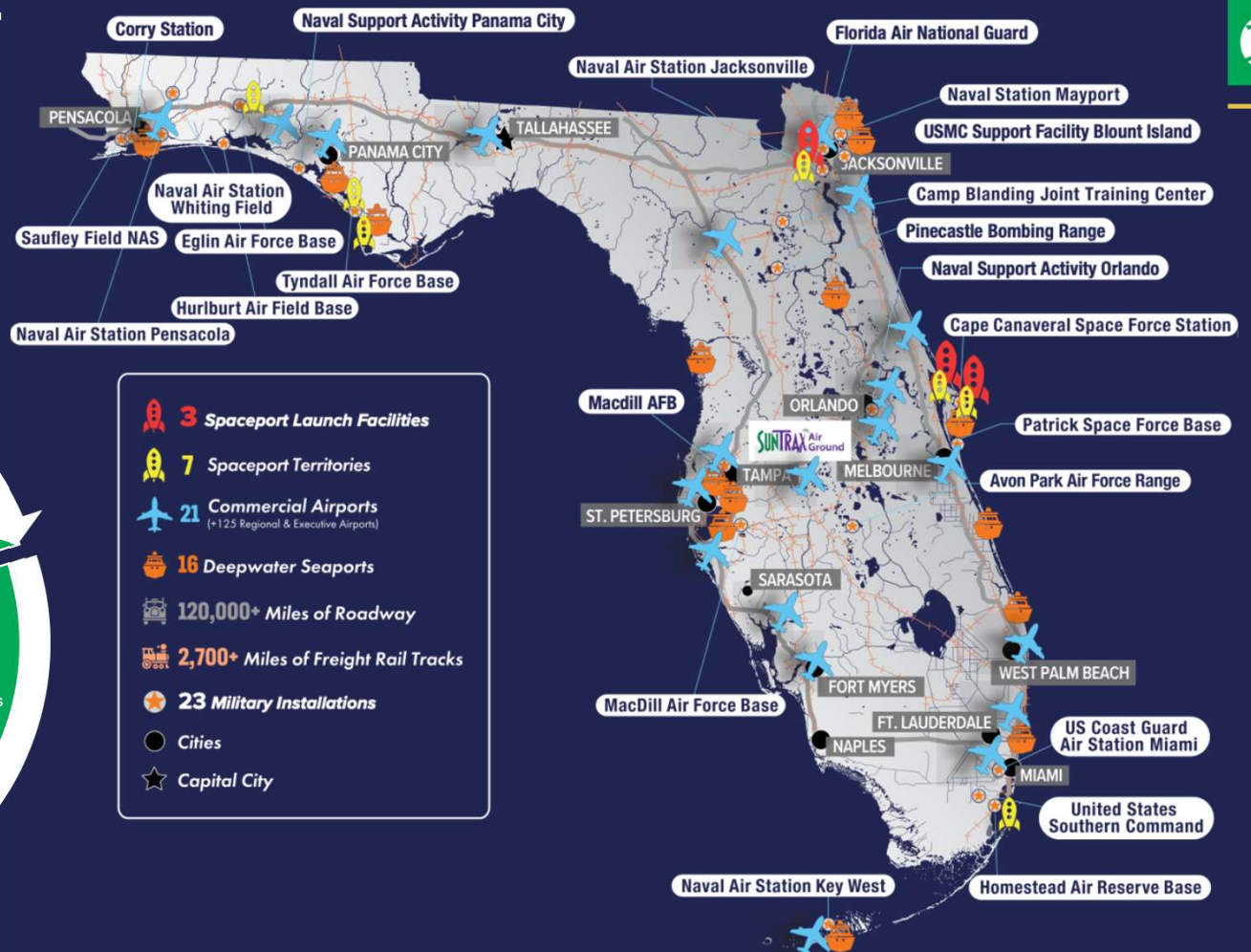
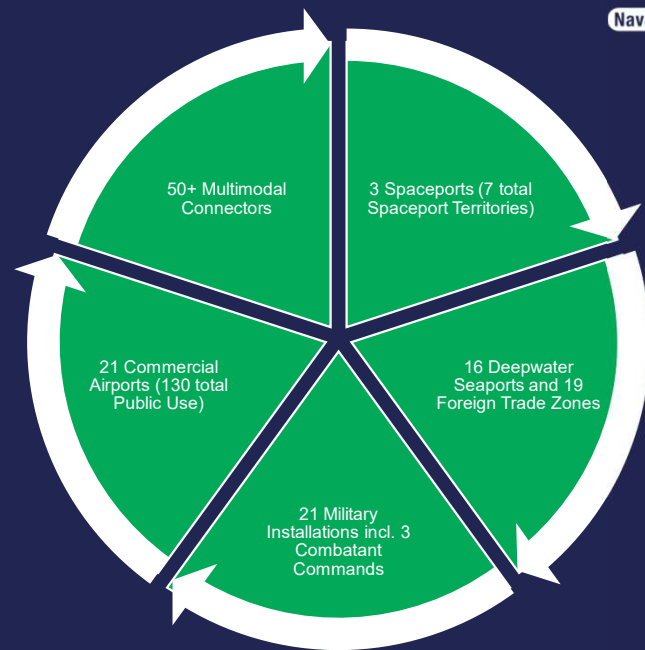
- ❑ 8 Sector-Specific Target Industries:
 - ❑ Aerospace and Aviation – incl. MRO, Pilot Training, Air Traffic Control, AAM, UAS/UAV
 - ❑ AgTech – incl. Emerging Technologies, Timber, Aquaculture, etc.
 - ❑ Energy Security – incl. Semiconductors, Superconducting, Nuclear, Hydrogen, Energy Storage, etc.
 - ❑ Financial Services – incl. Insurance, FinTech
 - ❑ Information Technology – incl. Emerging Technologies, Cybersecurity
 - ❑ Life Sciences – incl. Pharmaceuticals, Medical Device Technology, Digital Health
 - ❑ Maritime – incl. Commercial and Industrial Base Shipbuilding, MRO
 - ❑ Military and Defense – incl. Dual Use Tech, Law Enforcement Tech, Modeling, Simulation and Training

Maritime Industrial Base Program (MIB)



- ❑ President Trump signed an Executive Order on April 9, 2025, focused on restoring America's maritime dominance.
- ❑ The U.S. military shipbuilding and repair industrial base is experiencing significant demand growth, supply chain delays and an aging workforce simultaneously.
- ❑ The Maritime Industrial Base Program was established by the Navy to manage and strengthen America's maritime manufacturing capabilities. The Program powers the Navy's shipbuilding mission through 3 critical focus areas: Supplier Development, Workforce Development, and Advanced Manufacturing.
- ❑ The MIB Program works with a wide range of companies throughout the maritime industrial base spectrum, including large defense contractors, small and medium-sized businesses, and specialized manufacturers of high-tech equipment, materials, and services. The program supports companies that provide everything from steel and welding services to cutting-edge electronics and cybersecurity solutions for ships and subs.

THE FLORIDA PITCH: INFRASTRUCTURE LANDSCAPE for MIB



MIB: The Florida Pitch



- ❑ Small and medium size ship builders will have a role:
- ❑ Florida is #1 – 50%+ of the nation’s yacht manufacturing; and
- ❑ Florida is #1 – 20%+ of the nation’s overall ship and boat building.
- ❑ Florida is already home to:
 - ❑ Major naval facilities;
 - ❑ Several ports, particularly in the Gulf, that already serve as hubs for shipbuilding and repair; and
 - ❑ Major international shipyards like BAE Systems and Fincantieri in Jacksonville.
- ❑ Florida has the inland regional networks of intermodals and communities with sites and workforce that can be activated to support this initiative (i.e., ports will generally be final assembly).
- ❑ Florida’s 12 state universities, 28 state colleges and 48 tech colleges represent the #1 higher education system (10 years consecutively), and the #1 talent development and recruitment system (3 years consecutively, ready to provide talent for skilled trades (e.g., pipefitters, welders, fabrication, etc.).
- ❑ Florida has the public-private (P3) experience with industries like aerospace, and tools like Space Florida and debt financing that can scale quickly for large scale projects.

Opportunity Zones 1.0



- ❑ December 2017, the concept of Opportunity Zones (OZ) was born and established as a temporary program in the Tax Cuts and Jobs Act (TCJA) of 2017; Commonly referred to as OZ 1.0 or OZ-1.
- ❑ Innovative economic development tool that encourages investment in economically distressed communities in the United States.
- ❑ For OZ 1.0: Based on census tracts created by U.S. Census Bureau, qualifying OZs were required to have median family income of less than 80% of the state or metro area, or contiguous to eligible census tract.
- ❑ Nominated by the Governors of each state; Approved by U.S. Treasury and IRS.
- ❑ For OZ 1.0: 427 census tracts in Florida were designated, with at least one in all 67 counties.
- ❑ The Program starts when an investor generates a Capital Gain, invests eligible capital gains into a Qualified Opportunity Fund (QOF) within 180 days of the sale, files with the IRS, and holds the Investment, as the tax benefits depend on the holding period.

Opportunity Zones 2.0



- ❑ The One Big Beautiful Bill Act updated the Opportunity Zone program, its timeline, incentives and oversight, and made it permanent; Commonly referred to as OZ 2.0 or OZ-2.
- ❑ For OZ 2.0: Narrowed eligibility to median family income of less than 70% of the state or metro area, or poverty rate of at least 20% when median family is less than 125% of the area.
- ❑ Timeline:
 - ❑ July 4, 2025: The One Big Beautiful Bill Act is signed into law, making the OZ program permanent with new rules.
 - ❑ January-April, 2026: FloridaCommerce takes public feedback
 - ❑ July 1, 2026: Governors begin nominating new census tracts for OZ 2.0 designation.
 - ❑ January 1, 2027: The OZ 2.0 investment rules take effect, featuring a rolling five-year deferral period.
 - ❑ 2027–2028: A two-year transition period during which both OZ 1.0 and OZ 2.0 tracts are valid for investment.

5-Year Deferral

**10% Reduction
(30% for Rural)**

**Permanent
Exclusion**

OZ 2.0: Census Tracts 2017 vs. 2026



U.S. Census Tracts	2017 – OZ-1	2026 – OZ-2*
Total U.S. Tracts	73,057	84,414
OZ Eligible Tracts	42,176	33,750
Potential Nominations (25%)	10,544	8,438
Recommended	8,764	6,555
Certified as Qualified	8,764	6,555*
Florida Census Tracts	2017	2026*
All Florida Tracts	4,400	5,160
Eligible Tracts	1,708**	1,360
Potential Nominations (25%)	427	340
Recommended	427	340
Qualified and Designated	427	340***

*2026 data is projected by 3rd party sources.

**The figure above is a result of 427 being 25% of eligible tracts (which contrasts with the 1,200+ figure cited in the media.

***20.3% reduction from 2017

OZ 2.0: Alignment with Critical Infrastructure



- ❑ Alignment with Critical Infrastructure:
 - ❑ 16 Seaports, Maritime Industrial Base
 - ❑ 21 Commercial Service Airports, 130 total Public Use Airports, incl. 4 Major Hubs
 - ❑ 21 Major Military Installations, incl. 3 Combatant Commands
 - ❑ 3 Spaceports, 7 total Spaceport Territories
 - ❑ Major Rail and Road Shipping Corridors, including Intermodals
 - ❑ Major Sports Hubs for Multimodal Transportation and Regional Commerce
 - ❑ Educational Infrastructure: Universities, State Colleges, Technical Colleges

OZ 2.0: Alignment with Critical Designations



- ❑ Alignment with Critical Designations:
 - ❑ OZ 1.0 vs. OZ 2.0
 - ❑ 19 Free Trade Zones
 - ❑ Maritime Industrial Zones (if they are created)
 - ❑ 3 Rural Areas of Opportunity, 29 Fiscally Constrained Counties, 31 Rural Counties, and Small Cities
 - ❑ FL Chamber Foundation's Prosperity Initiative – FL Zip Code Model to address Childhood Poverty
 - ❑ Critical Food Security and Agriculture Production Sites (Ag, Aqua, Timber, Minerals, etc.)
 - ❑ Verified "Pad-Ready" Industrial and Commercial Sites

OZ 2.0: Website, Resources, and Stakeholder Survey



- ❑ FloridaCommerce is seeking census tract recommendations for Opportunity Zone 2.0 designations through a **survey submission tool**.
- ❑ The survey allows communities to participate in this process, and your feedback is critical.
- ❑ To participate, please scan the QR code below and complete the survey by April 1, 2026.
- ❑ Visit <https://floridajobs.org/OpportunityZones> for more information and updated content.



OZ Survey

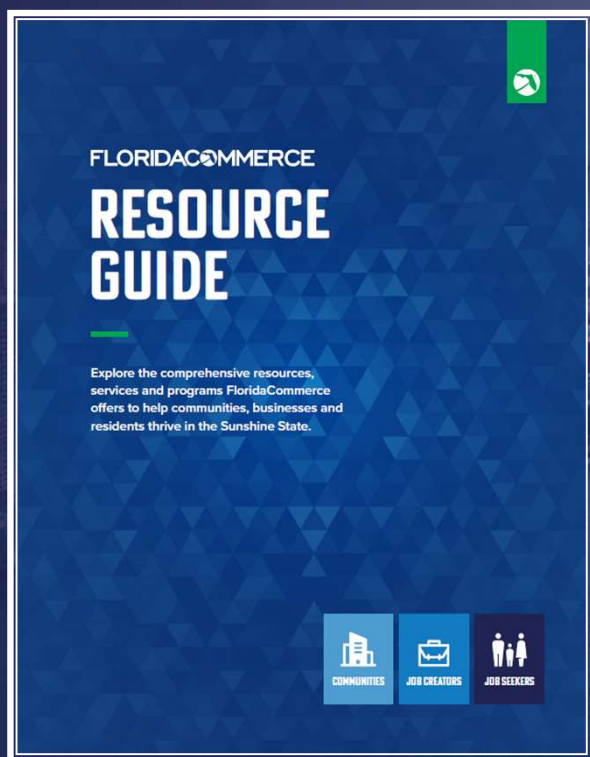


OZ Program Page

Thank You!



Alex.Kelly@Commerce.fl.gov



FloridaJobs.org
SelectFlorida.org



TAB 5b: Florida Department of Transportation
(FDOT)



FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT

ANNUAL MEETING



SECRETARY JARED W. PERDUE, P.E.

February 4, 2026



AGENDA

- 1 Strategic Investments
- 2 Floridians First Budget
- 3 5-Year Work Program
- 4 FDOT's Funding Sources
- 5 Using Every Dollar Responsibly
- 6 Efficiency in Action
- 7 Focus Areas for 2026 Legislative Session
- 8 Building Strong Partnerships



Strategic Investments

FY 2025-26 FDOT BUDGET \$15.1 BILLION

Current Budget Year Highlights:

- **Highway Construction:** \$5.4 Billion
- **Bridge Maintenance:** \$961.2 Million
- **Resurfacing:** \$1.5 Billion
- **Seaports:** \$125.9 Million
- **Rail & Freight:** \$267.4 Million
- **Aviation:** \$254.9 Million
- **Spaceports:** \$90.5 Million
- **Rural Infrastructure:** \$182.2 Million
- **Safety Enhancements:** \$253.8 Million



Return on Investment

Every \$1 invested in transportation projects is expected to yield an average of \$4.26 in economic benefits



ANTICIPATED
ECONOMIC IMPACT
FOR THIS FISCAL YEAR

**\$64
BILLION**



RECOMMENDED BUDGET: FY 26-27

Governor DeSantis' Floridians First Budget

Recommended Transportation Investments:

\$15.4 BILLION

- **HIGHWAY CONSTRUCTION:** \$4.9 BILLION
- **BRIDGE MAINTENANCE:** \$873 MILLION
- **RESURFACING:** \$1.4 BILLION
- **AVIATION:** \$295.5 MILLION
- **FREIGHT & RAIL:** \$233.2 MILLION
- **SEAPORTS:** \$155.5 MILLION
- **SPACEPORTS:** \$93.4 MILLION
- **SAFETY ENHANCEMENTS:** \$269.2 MILLION



5-Year Work Program

FY 2027-2031

STATEWIDE: \$59.25 Billion

Highway Maintenance/Construction: \$17.8 Billion

Resurfacing: \$8.3 Billion

Bridge Repairs & Replacements: \$3.2 Billion

Right of Way Land: \$1.2 Billion

Lane Miles

Additions: 543

Improvements: 12,825

Operations & Maintenance: \$7.9 Billion

Safety Initiatives: \$1.2 Billion

Modal Development: \$5.7 Billion

Operating Budget: \$5.7 Billion

Bridges

Repairs: 133

Replacements: 72



FDOT's Funding Sources

FISCAL YEARS 2027-31
\$61.9 BILLION

76%
STATE FUNDING

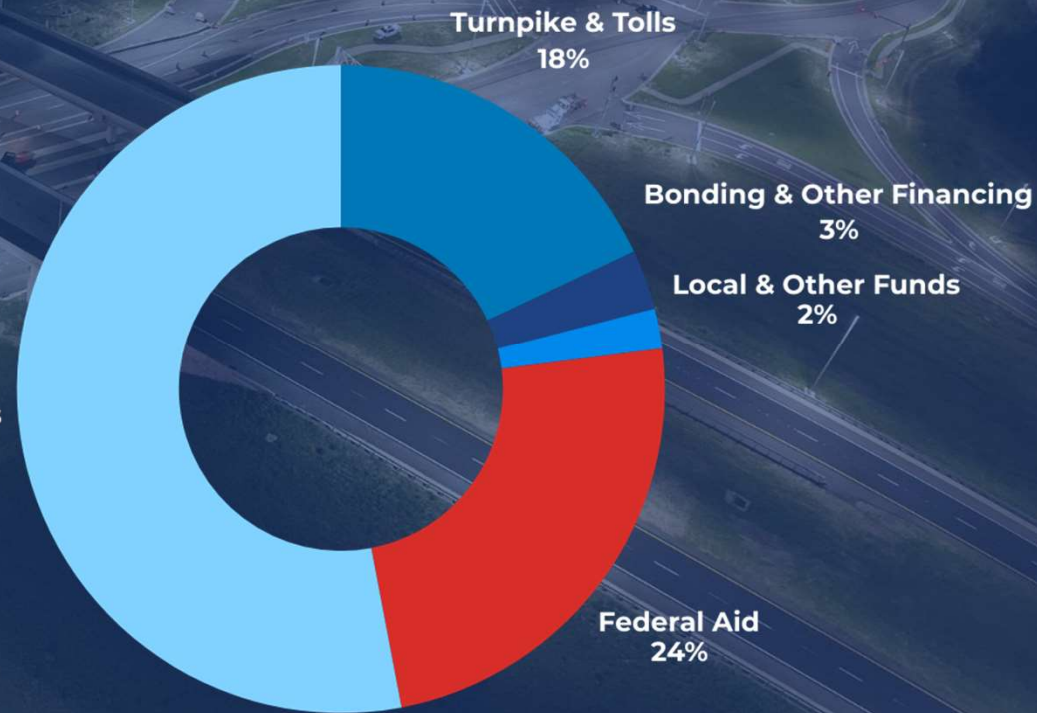
24%
FEDERAL FUNDING

The current Work Program is comprised of annual revenue allocations and financing tools, compounded over a rolling 5-year period.

Includes:

- Transportation Revenues
- Toll Revenue
- Local & Other Funds
- Right of Way & State Infrastructure Bonds
- Other Financing

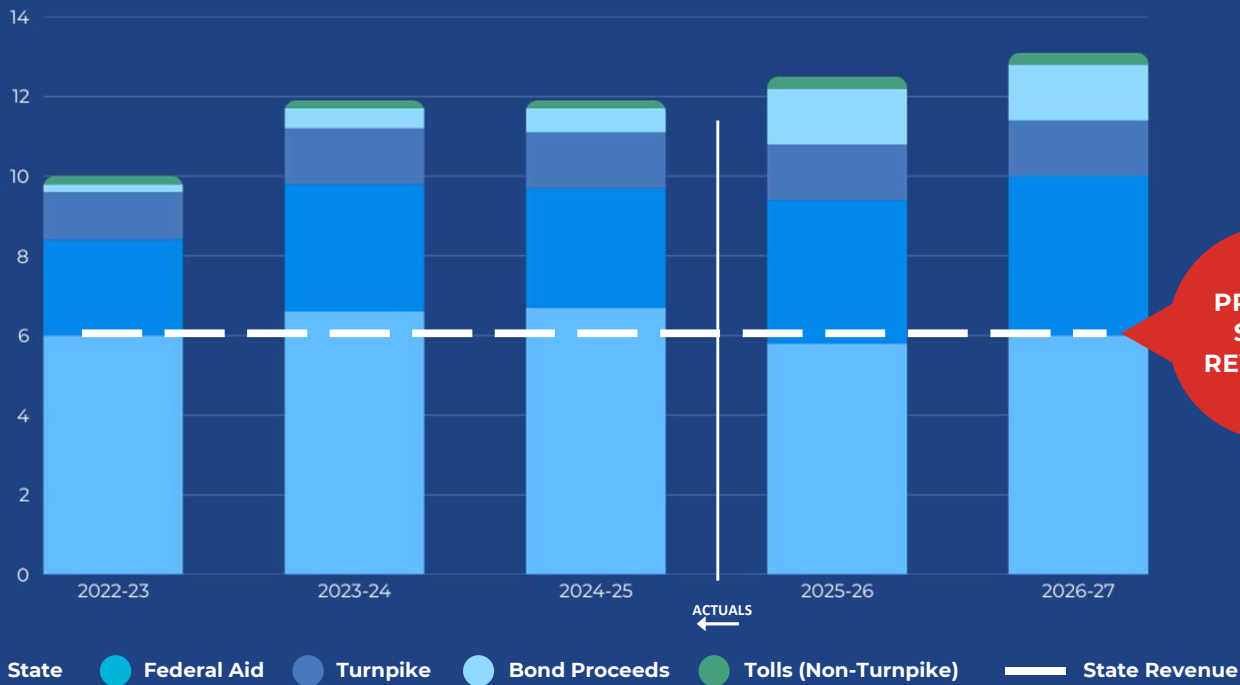
State Funds
53%





Using Every Dollar Responsibly

FDOT Revenue Forecast of Receipts

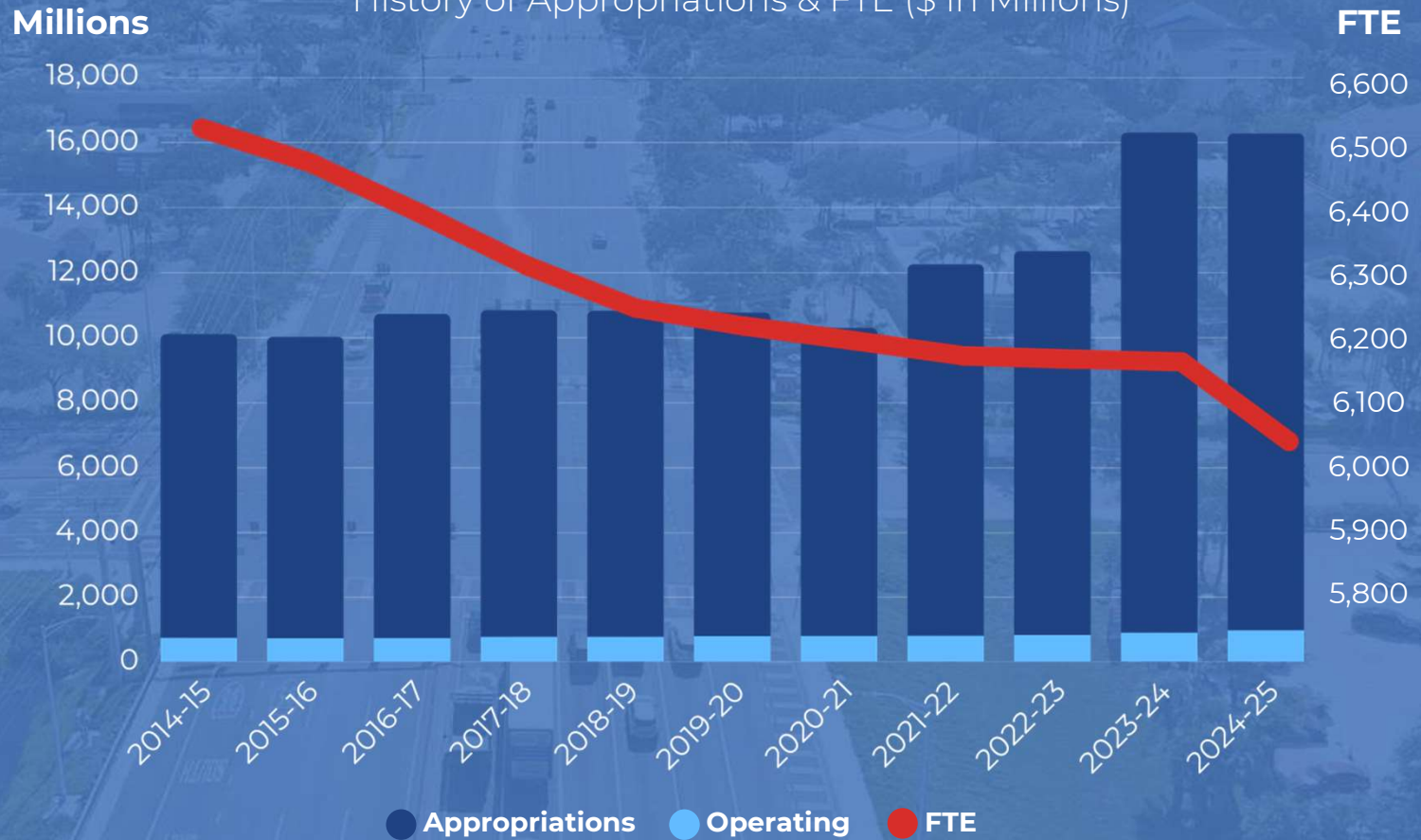


PRIMARY
STATE
REVENUES



Efficiency in Action

History of Appropriations & FTE (\$ in Millions)





Focus Areas for 2026 Legislative Session



Talent

Workforce Development, Recruit,
Retain



Tools

Equipment, Facilities, Operational
Support



Technology

Systems, Modernizations,
Emerging Technology





Building Strong Partnerships

For every \$1.00 invested in a Florida seaport, an average of \$7.47 is generated in economic benefits

1.2
MILLION

**DIRECT & INDIRECT
JOBS**

\$195.9
BILLION

ECONOMIC IMPACT

25
MILLION

**CRUISE PASSENGERS
(RECORD)**

4.4
MILLION

**CONTAINERS IN TEUs
(RECORD)**



SEAPORT OFFICE UPDATE

Lauren Rand

Manager, Seaport Office

February 4, 2026



State Programmed Seaport Funds

Maximizing Florida's competitiveness through continual
seaport investment

FY 25/26 funds include:

\$35
MILLION
FDOT

\$25
MILLION
FSTED

\$1.0
MILLION
SECURITY

\$64.9
MILLION
**OTHER FDOT
DISCRETIONARY
FUNDS**



FDOT'S ROLE IN FLORIDA'S NETWORK OF SEAPORTS

FDOT SEAPORT INVESTMENTS

\$921
MILLION

*HISTORIC 5-YEAR WORK PROGRAM
FY 2019-2025*

\$125.9
MILLION

*CURRENT
FY 2025-2026*

\$587.8
MILLION

*5-YEAR WORK PROGRAM
FY 2026-2030*

With FDOT's continued investments to support its network of seaport partners, Florida has remained a vital global trade gateway to the U.S.



DATA COLLECTION UPDATES

“The Kraken” and the
“Baby Kraken”

Program Successes

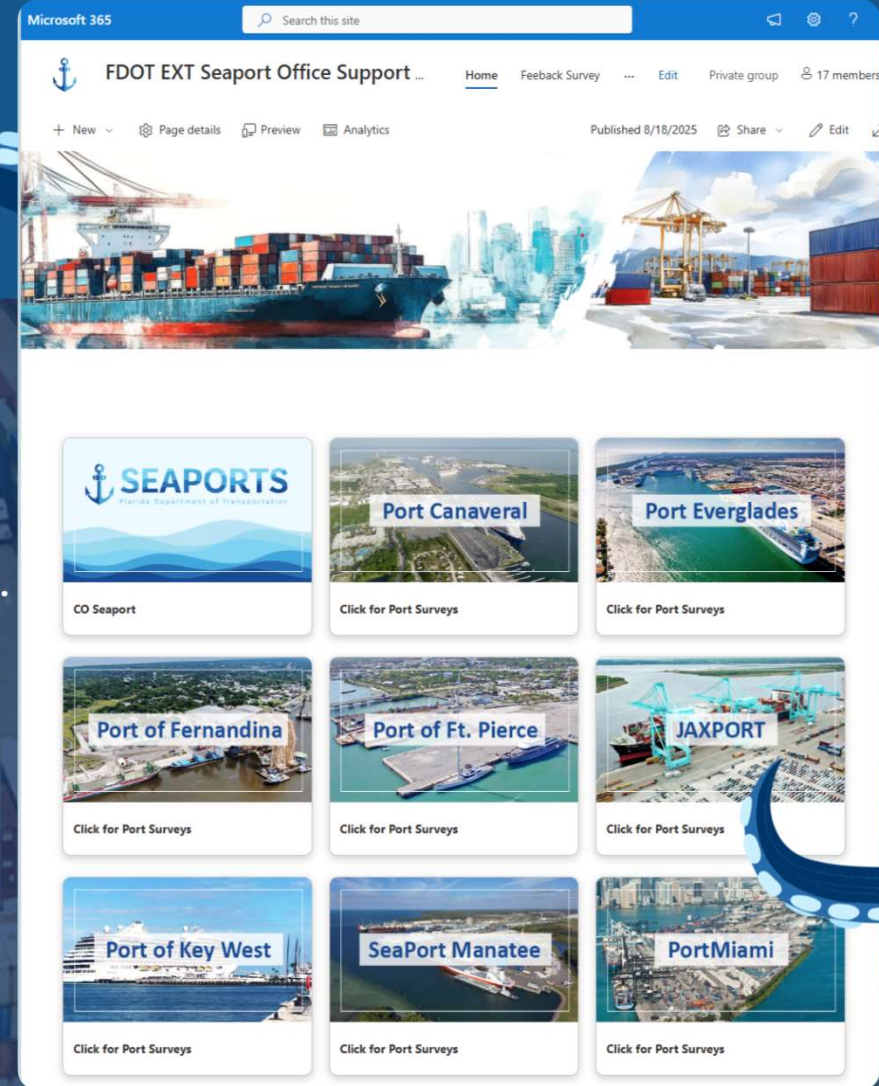
- Full participation from all seaports.
- Improved ability to track progress and address issues.

Opportunities & Impact

- Increased efficiency and precision as ports gain familiarity.
- More timely and consistent data submissions.
- Enhanced data availability to support planning and decision making.

Thank you!

- Providing timely information directly informs our Mission and System Plans.





AGGREGATE GRANT PROGRAM

Increases storage capacity and ensures the efficient movement of aggregate among Florida's seaport & rail network

\$20 MILLION

SET ASIDE FOR PROJECTS EACH YEAR
THROUGH FY 2028

Eligible applicants include:

- seaports,
- rail lines, and
- rail facilities

Projects with a funding match are prioritized over projects with no funding match.

INTERMODAL LOGISTICS CENTER (ILC) INFRASTRUCTURE SUPPORT PROGRAM

Funds freight infrastructure linking seaports to ILCs – roads, rail, and more

\$15 MILLION

ANNUALLY FY 2025-2030; APPLICATIONS
ACCEPTED YEAR-ROUND

Available to:

- local governments and
- private entities meeting public purpose criteria

Priority given to projects that align with freight mobility goals.



Strategic Port Investment Initiative (SPII) Program

The Program supports the State's economic development goal of becoming a hub for trade, logistics, and export-oriented activities

UPCOMING CYCLE

Looking for projects that:

- Provide important access and major on-port capacity improvements
- Maximize opportunities in international trade, logistics, or the cruise industry
- Support the intermodal transportation system

**A MINIMUM OF \$35M
INVESTED ANNUALLY**



**Submit applications on
SeaHUB**



**Accepting applications for
Fiscal Year 2030/2031**



NEW EXTERNAL FSTED SHAREPOINT

Find information on:

- Seaport Mission Plans
- Florida Seaport Fast Facts and KPI Dashboards
- Meeting Documents
- S&P Global Trade Data (PIERS/GTAS Access)
- Templates (Reallocations, PowerPoint, and Word)
- Official Branding and Logos



FDOT EXT Seaport Office Support

+ New

Promote

Page details

Preview

Analytics



Welcome to the Florida Seaport Transportation & Economic Development (FSTED) Members Working Group SharePoint Site. Various documents and guidance will be provided regarding all things FSTED.



SEAPORT MASTER PLAN UPDATE TEMPLATE

- Establishes a standardized format to align with Florida statutory seaport master planning requirements (F.S. 311.14(2))
- Allows for ports to update their 5- & 10-year strategic plans
- Helps ensure consistency with eligibility requirements and agency reviews

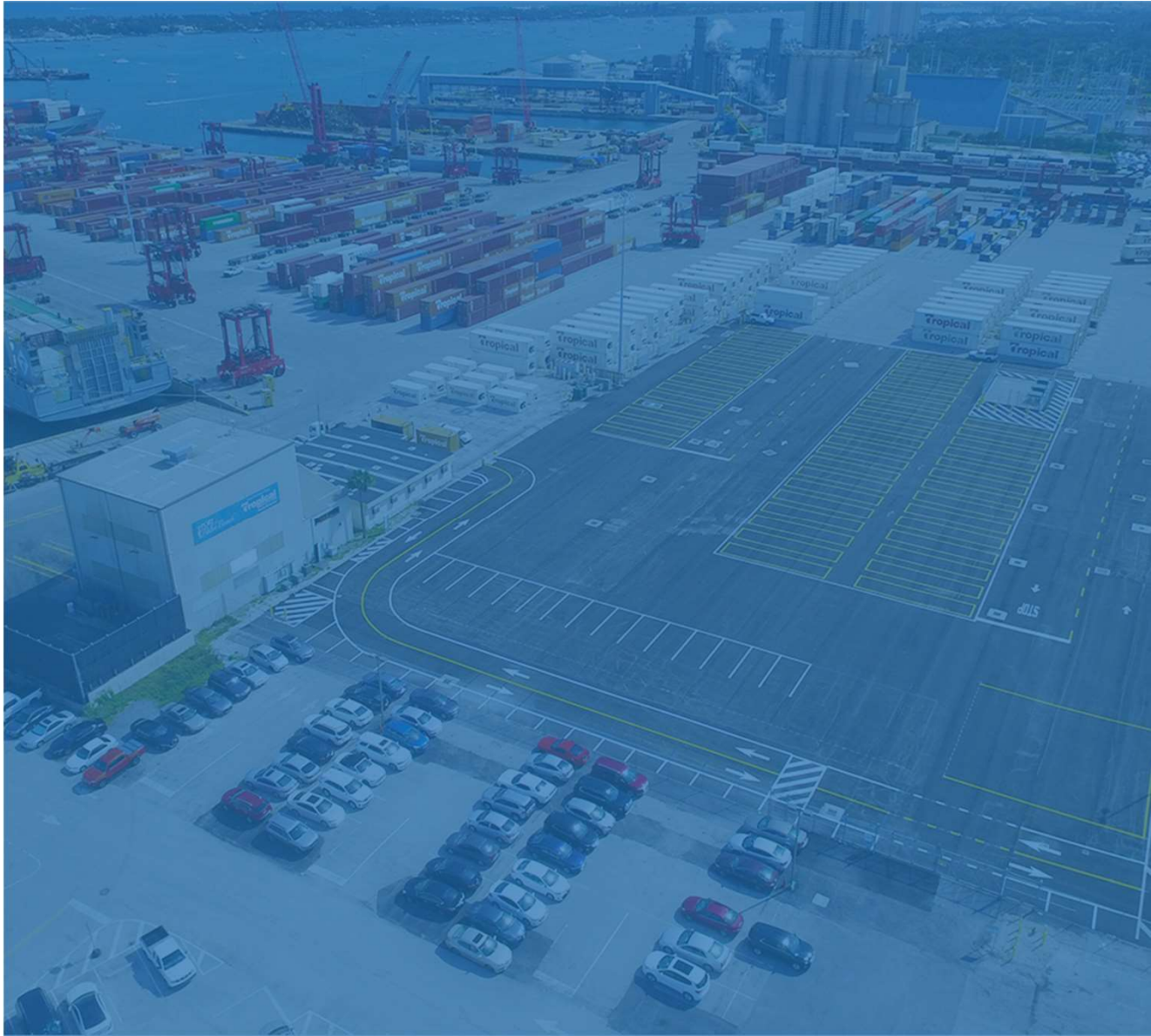


Putnam County
Port Master Plan





THANK YOU



TAB 6: Bylaws

F S T E D

Florida Seaport Transportation and Economic Development Council

BY-LAWS

ARTICLE I **NAME, LOCATION**

The name of this organization shall be the Florida Seaport Transportation and Economic Development Council, hereinafter referred in these By-Laws, as “the Council.” The principal office of the Council shall be located in Tallahassee, Florida.

ARTICLE II **OBJECTIVES**

The primary objectives of the Council are as provided by state law, including those statutory requirements contained in Chapter 311, Chapter 315, section 163.3178(2)(k), section 339.135(4), section 341.053, section 320.20, and section 403.061, Florida Statutes. These statutory objectives include, but are not limited to, the requirement that the Council, the Department of Transportation, and the Department of Economic Opportunity work in cooperation to review projects and allocate state funds to finance port transportation or port facilities projects that will improve the movement and intermodal transportation of cargo or passengers in commerce and trade and support the interests, purposes, and requirements of all ports.

ARTICLE III **MEMBERSHIP**

The membership of the Council shall be the port director, or the port director’s designee, of each of the ports of Jacksonville, Port Canaveral, Port Citrus, Fort Pierce, Palm Beach, Port Everglades, Miami, Port Manatee, St. Petersburg, Tampa, Port St. Joe, Panama City, Pensacola, Key West, and Fernandina; the secretary of the Department of Transportation or his or her designee; and the director of the Department of Economic Opportunity or his or her designee.

ARTICLE IV **FSTED ORGANIZATION**

- A) Governing and Policy-Making Body – The members of the Council are the governing and policy-making body of the Florida Seaport Transportation and Economic Development and other statutorily associated programs shall have full power to do any and all things necessary or desirable in carrying out the objectives of said Programs, within the limitations provided in law.
- B) Officers- A Nominating Committee selected by the Chair shall prepare officer

- nominations and make recommendations to the Council. The Nominating Committee shall be comprised of the immediate past Chair of the Council (if available) and at least two other members selected by the Chair. The election of officers shall be determined by a majority of voting members present at the appropriate general meeting. All officers shall take office on the first date of the new fiscal year beginning October 1 and serve for a term of 1 year until their successor assumes the duties of the office. The term of officers can be renewed for one consecutive term.
- C) Chair – The Chair of the Council will be elected by the members of the Council on an annual basis. The election shall be determined by a majority of voting members present at the meeting. He or she shall preside at all meetings of the Council, and at the discretion of the Council, the Chair may be an ex officio member of any committees of the Council. He or she shall, at his or her own discretion or by decision of the Council, establish all ad hoc committees and task forces and appoint the members thereof. He or she shall perform such other duties as may be provided for in law, these By-Laws, or by vote of the Council. The Chair must be an active port director from one of the eligible ports listed in section 311.09(1), Florida Statutes.
- D) Vice Chair – The Vice Chair of the Council will be elected in the same manner as the Chair. The Vice Chair is empowered to act, in the absence or disability of the Chair, on behalf of the Chair in all of the Council matters and may, at the discretion of the Council, be an ex officio member of any committees of the Council. The Vice Chair must be an active port director from one of the eligible ports listed in section 311.09(1), Florida Statutes.
- E) Treasurer/Secretary – If desired, the Council may elect a joint Treasurer/Secretary of the Council in the same manner as the Chair. The Treasurer/Secretary shall examine the expenditures of the Council and, if necessary, present a report of the financial condition of the Council at each regular meeting of the Council. The Chair may also create a Ways and Means Committee to examine such issues and report to the Council. The Treasurer/Secretary, if elected, shall serve as the Chair of the Ways and Means Committee. The Treasurer/Secretary must be an active port director from one of the eligible ports listed in section 311.09(1), Florida Statutes.
- F) Ad hoc Project Review Committee – If desired, the Council may create a standing ad hoc project review committee composed of one representative from the Department of Economic Opportunity, one representative from the Department of Transportation, and two representatives from the seaports appointed by the Chair. The members of the Council may delegate to the ad hoc project review committee any powers necessary for project evaluation or other related issues. If directed by the Chair, the ad hoc project review committee shall review and approve or disapprove emergency project applications or approved projects that have a major change requiring the submission of an emergency application or new application after the Florida Seaport Transportation and Economic Development Program Fiscal Year funding cycle application period has expired.
- G) Certification of Instruments – Each officer of the Council shall have the authority, when necessary or appropriate, to certify the records, proceedings, rules and regulations and other instruments of the Council and to attest to the records and

proceedings of the Council.

ARTICLE V **MEETINGS**

- A) General Meetings – Meetings of the Council shall be held a minimum of two (2) times a year at a location to be determined by the Chair of the Council. Additional meetings of the membership may be held at the call of the Chair or shall be called by the Chair at the written request of a majority of the membership.
- B) Monthly Meetings – The Council may hold monthly meetings with representatives from the Department of Economic Opportunity and the Department of Transportation to facilitate the project evaluation process and other related issues.
- C) Emergency Meetings – Emergency meetings of the Council may be held at the call of the Chair or shall be called by the Chair at the written request of a majority of the membership. Emergency meetings shall be conducted pursuant to section 120.525, Florida Statutes.
- D) Quorum – A majority of the members, or their designees, shall constitute a quorum for the purpose of transacting the business of the Council. The withdrawal of any voting members or their designees after the commencement of a meeting shall have no effect on the existence of a quorum after a quorum has been established at such a meeting. A vote of the majority of the voting members present is sufficient for action of the Council unless these By-Laws require a greater vote for a particular action.
- E) Robert's Rules – “Robert's Rules of Order,” as revised, shall govern the conduct of all meetings of the Council whenever specific provisions of the By-Laws are not applicable.
- F) Privilege of the Floor – Privilege of the floor at meetings of the Council shall be governed by these By-Laws, but the presiding officer, at their discretion, may allow any person the courtesy of the floor.
- G) Order of Business at Membership Meetings – The order of business at the Council meetings shall be stated in advance of the meetings and materials shall be prepared and made available to all delegates representing members prior to the time of said meeting. Exceptions to the order may be made to accommodate sudden new business or other scheduling issues.
- H) Public Meetings – All meetings of the Council and committees shall be scheduled pursuant to the provisions of Chapters 120 and 286, Florida Statutes.

ARTICLE VI **COMMITTEES**

The Chair of the Council may establish any committee or task force they deem important to the management of the Council and its programs and shall determine the process and requirements

for participation and the selection of members. The Chair of the Council may periodically request reports on the purpose, member composition, and status of all active committees or task forces. The Chair or Council can also abolish any such committee or task force so established.

ARTICLE VII

ADMINISTRATIVE STAFFING & PROFESSIONAL SERVICES

- A) Staff Services for Council Administration Administrative Staffing Services for Council Administration— Pursuant to section 311.09(11), the Council may elect to provide an administrative staff or to contract with an entity to provide administrative services to the Council on matters relating to the business of the Council. The staff, if provided, shall perform duties or perform such administrative services as specified by the Council by resolution or written agreement for a specified period not exceeding a five-year period prior. Subject to review and approval of the Council, this resolution or written agreement may be extended ad infinitum for additional five-year periods. The cost of such administrative services shall be paid by seaport members with funds derived in accordance with section 311.09(11), Florida Statutes.

In addition to the duties and administrative services specified by the Council in the resolution or written agreement, Administrative staff elected by the Council shall record all the votes and the minutes of the Council, attend to the serving of notices of all meetings when required, and keep in safe custody all records of the Council. The Chair also may direct administrative staff to perform other ministerial functions as assigned by the Council.

- B) Selection, Retention of Professional Service Providers – The Council shall select the most competent and qualified providers of professional services which best meets the needs of the Council, in the most economical and efficient manner. The Council shall comply with the provisions of section 287.057, Florida Statutes and Florida Administrative Code 60-A1 for the purchase of any services. If required by Florida law, the Chair shall establish a selection committee to ensure the selection of the most competent and qualified providers of professional services as approved and directed by the Council.
- C) Contracts with Professional Service Providers – Except as otherwise exempted by law, moneys derived from the Florida Seaport Transportation and Economic Development Program shall be expended in accordance with the provisions of Chapter 311, Florida Statutes and Florida Administrative Code 60A-1. Providers of professional services shall be engaged by written agreement for a specified period not exceeding a five-year period. These services, contracts, and agreements are subject to audits and review by the Department of Transportation and the Department of Financial Services in addition to an external audit by the FSTED Council.
- D) Length of Professional Service Contracts – Services may be renewed for additional specified periods, not exceeding a five-year period, subject to a review and evaluation at least once every five years. A majority of the Council members may request the Council Chair to initiate a review and evaluation at any time during the engagement period with a professional service provider. The professional services listed herein

may be secured on an ongoing basis or secured solely on an as-needed basis as applicable.

- E) External Audit Services – The Council may elect to contract with an entity to provide auditing services to the Council on matters relating to the business of the Council. The cost of such services shall be paid by seaport members with fees collected pursuant to Article VIII, Fees.
- F) Other Professional Services – Such other professional services shall be retained as required and may be included as part of the services enumerated herein. Such services may be retained for periods and terms as required by the Council subject to the other requirements contained in this Article. The cost for data and analysis services that will assist the Florida Seaport Transportation and Economic Development Program and international trade may be spent in accordance with section 311.07, Florida Statutes.

ARTICLE VIII

FEES

- A) Schedule – The schedule and payment by the seaport members of any fees and expenses incurred by the Council shall be determined by the Chair and approved by an action of the Council. Such fees and expenses shall be incurred in connection with the business of the Council.
- B) Compensation – Members of the Council shall serve without compensation but are entitled to receive reimbursement from their respective governing entity for per diem and traveling expenses as provided in section 112.061, Florida Statutes.

ARTICLE IX

AMENDMENTS

Any and all references to Statute or Administrative Code shall mean the specified Statute or Administrative Code, as amended or revised from time-to-time, or any successor thereto. These By-Laws may be amended by a two-thirds vote of the members present at any meeting provided a quorum of members is present and the proposed changes have been submitted to the membership in writing at least seven (7) days prior to the meeting.

TAB 7: Reports and Studies

TAB 7a: Mission Plan (F.S. 311.09(3))

NAVIGATING A NEW HORIZON

2026-2030 FLORIDA SEAPORT MISSION PLAN

As America celebrates its 250th anniversary, the nation reflects on a legacy of strength, innovation, and global leadership anchored in the enduring role of seaports as gateways for commerce, economic vitality, and national security.

TRADE & CARGO

Moved Record Breaking
4.4 Million TEUs

CRUISE & LEISURE

Welcomed Record Breaking
**25 Million Cruise
Passengers**

CAPITAL IMPROVEMENT

**\$7 Billion In
Investments**
Over the Next 5 Years



FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT

Download Your Seaport Mission Plan at
www.FDOT.gov/Seaport/FSTED-Council

2026-2030 SEAPORT MISSION PLAN

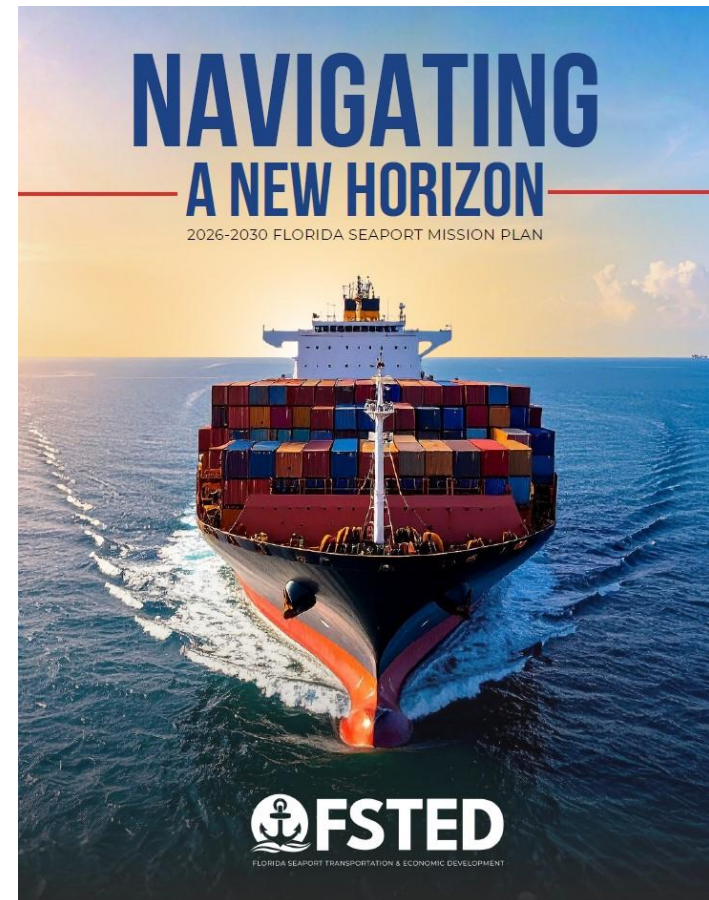
- Theme: “*A New Horizon*”
- Oversight from FSTED Chair
- New streamlined Mission Plan format for Florida’s ports with concise focus metrics
- New sections on:
 - Workforce Development and Training Initiatives
 - Port Capacity and Supply Chain Disruption

1.9
BILLION

FY26/27 Infrastructure
Investment

7.0
BILLION

5-Year CIP Total Planned
Investment



**TAB 7b: Statewide Seaport and Waterways System
Plan (F.S. 311.09(6))**



SEAPORT & WATERWAYS SYSTEM PLAN

- Statutorily required five-year update (F.S. 311.14)
- Content complete; under FDOT final review
- Graphics in development using new Seaport Office visual style
- Action-oriented implementation strategies included
- Anticipated completion: Spring 2026

TAB 8: Legislative Updates

TAB 8a: Federal Updates

Federal Legislative Update

Funding Opportunities

Funding Opportunity	Status
BUILD	Apps due February 24, 2026
PIDP	Apps due February 28, 2026; may be extended
INFRA	Pending Appropriations
CRISI	Pending Appropriations
DERA	
Port Security Grants	Expected Summer 2026
US Marine Highway Grants	
MEGA	
PROTECT	



FY26 Federal Assistance Programs to Watch

Information effective as of January 28, 2026

USDOT:

BUILD Applications due February 24, 2026

- \$1.5B plus \$145M from FY26 THUD¹ available
- Max award \$25M, min award \$1M rural and \$5M urban
- Projects in urban areas require min 20% non-federal match. Rural require zero match.
- Priority projects include:
 - Highway / Bridge
 - Pax and Freight Rail
 - Ports and inland ports and land ports of entry
 - Surface Transportation components of an airport project
 - Replace or rehab a culvert or prevent stormwater runoff to improve habitat for aquatic species
- Program purpose is to fund projects that will have a significant local or regional impact and improve transportation infrastructure.
- BCA required. BABA applies.

PIDP Applications due February 28, 2026, may be extended

- FY25 PIDP applications were due Sept 2025. Awards have not yet been announced.
- Skinny NOFO issued December 23, 2025, *detailed NOFO due early February*.
- \$450M available with additional \$103.3M from FY26 THUD. Of this, \$64.7M reserved for Congressionally mandated awards (a/k/a earmarks). Net available: \$488.6M.
 - No min or max award detailed in NOFO for large projects
 - Max award for small projects at small ports (SP@SP) = \$11.25M; At least 25% of funding reserved for SP@SP = \$112.5M
 - Planning Grants – no more than 10% reserved for small projects at small ports and another 10% reserved for large project planning.
 - No more than \$112.5M may be awarded in one State.
 - The above leaves at least \$278.38M for large projects, if all planning funds are awarded.
- Projects in urban areas require min 20% non-federal match. The match for rural or SP@SP projects may be reduced by the Secretary of Transportation per statute.
- Final obligation date is September 30, 2030. Then 5 years to expend award.
- Program goal is to assist in funding eligible projects for the purpose of improving the safety, efficiency or reliability of the movement of goods through ports and intermodal connections to port.
- BCA required. BABA applies.

¹ All references to funding appropriated through FY26 THUD are conditional upon FY26 THUD passing into law.

INFRA funding pending appropriations through FY26 THUD.

- FY26 \$1.5B in funding was awarded October 2024. FY26 THUD added \$200M to whatever funds may be left from that last award. The \$200M is restricted to truck parking projects. Of this we expect \$100M to be reserved for small projects of under \$100M each.
- <https://www.transportation.gov/grants/infra-grant-program>

CRISI funding pending appropriations through FY26 THUD.

- Funds passenger and short line rail projects.
- FY25 NOFO has not yet been released, although funding was appropriated through IIJA. May be combined with FY26 NOFO.
- FY26 THUD adds \$137.4M to the IIJA \$1B in funding. Of this, \$87.4M is reserved for Congressionally Mandated project (a/k/a earmarks).
- Non-federal match required is usually 20%
- FRA Fact Sheet [https://railroads.dot.gov/sites/fra.dot.gov/files/2025-01/CRISI%20Grants%20fact%20sheet 1.23.25 PDFa.pdf](https://railroads.dot.gov/sites/fra.dot.gov/files/2025-01/CRISI%20Grants%20fact%20sheet%201.23.25%20PDFa.pdf)

Note – Earmarks are now targeting PIDP and CRISI grant programs. FY26 we are seeing:

- PIDP - 11.7% of appropriated funds reserved for earmarks.
- CRISI – 7.7% of appropriated funds reserved for earmarks.
- Historically, earmarks grew to reserve up to 20% of program funding over time.

Other programs we're watching:

- DERA – some funding available, hoping this program will be reauthorized by Congress.
- Port Security Grants – expected Summer 2026
 - FY25 NOFO was released August 2025 and awarded late 2025.
- TIFIA – Low interest loans, program has been updated since you tried it last.
- RRIF – Low interest loans for rail projects.
- US Marine Highway Grants- \$14M was available in FY25. Waiting for FY26 NOFO.
- MEGA grants – Funds are available. Waiting to see if a NOFO is issued in FY26.
- PROTECT grants – Fiscal Years 2024-2026 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program NOFO posted in Oct 2024 but pulled in 2025.

TAB 8b: State Updates

TAB 9: Program Funding & Reallocations

TAB 9a: Discussion and Review of Seaport Funding Spenddowns

SEAPORT SYSTEM SPENDDOWN REPORT (Remaining balances as of 1/29/2026)

SeaPort Manatee						FUNDS REMAINING						
TOP 5 PROJECT REMAINING BALANCES:	LAST INVOICE:	ORIG ALLOCATION:	PROJECT END:	CONTRACT:		FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	TOTAL REMAINING BALANCE
BERTH REHAB & RECONSTRUCT CAPITAL IMPROVEMENTS [BERTH 4-11]	2/4/2025	\$11,374,166	4/30/2027	G1946		\$7,229,419						\$7,229,419
BERTH REHAB & RECONSTRUCT CAPITAL IMPROVEMENTS [BERTH 4-14]	9/17/2025	\$5,000,000	4/30/2027	G2710					\$2,551,700			\$2,551,700
BERTH REHAB & RECONSTRUCT CAPITAL IMPROVEMENTS [BERTHS 4/5 & 10/11]	10/3/2025	\$2,500,000	4/30/2028	G2M63							\$2,456,424	\$2,456,424
UPLAND CARGO IMPROVEMENTS [DRY / CHILL WAREHOUSE]	7/8/2025	\$2,000,000	4/30/2026	G1Z26					\$281,161			\$281,161
UPLAND CARGO IMPROVEMENTS [HOPPER]	12/3/2024	\$750,000	4/30/2026	G2278					\$510,733			\$510,733
TOTALS						\$7,229,419	\$0	\$0	\$3,343,594	\$0	\$2,456,424	\$13,029,437
Port of Fernandina						FUNDS REMAINING						
TOP 5 PROJECT REMAINING BALANCES:	LAST INVOICE:	ORIG ALLOCATION:	PROJECT END:	CONTRACT:		FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	TOTAL REMAINING BALANCE
CARGO IMPROVEMENTS [PIER IMPROVEMENTS & MAINTENANCE]	None	\$197,194	3/31/2026	G2437					\$197,194			\$197,194
TOTALS						\$0	\$0	\$0	\$197,194	\$0	\$0	\$197,194
JAXPORT						FUNDS REMAINING						
TOP 5 PROJECT REMAINING BALANCES:	LAST INVOICE:	ORIG ALLOCATION:	PROJECT END:	CONTRACT:		FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	TOTAL REMAINING BALANCE
BLOUNT ISLAND BERTH IMPROVEMENTS [BERTH 20 REHAB]	1/20/2026	\$43,706,772	3/31/2027	G2758							\$10,557,874	\$10,557,874
BLOUNT ISLAND BERTH IMPROVEMENTS [BERTH 22 REHAB]	8/27/2025	\$3,750,000	3/31/2027	G2757					\$140,475			\$140,475
CHANNEL DEEPENING & WIDENING [AIR DRAFT]	1/26/2026	\$22,550,000	3/31/2027	G2F55							\$9,309,069	\$9,309,069
SEAPORT SECURITY GRANT PROGRAM [PERIMETER DETECT, VIDEO STREAMING, CBRN EQUIP]	12/19/2025	\$142,500	3/31/2027	G2H79						\$29,089		\$29,089
TALLEYRAND TERMINAL CARGO IMPROVEMENTS [UPLAND CARGO PROJECTS]	12/2/2025	\$7,403,371	3/31/2026	G2408					\$378,792	\$3,720,062		\$4,098,854
TOTALS						\$0	\$0	\$0	\$519,267	\$3,749,151	\$19,866,943	\$24,135,361
Port Panama City						FUNDS REMAINING						
TOP 5 PROJECT REMAINING BALANCES:	LAST INVOICE:	ORIG ALLOCATION:	PROJECT END:	CONTRACT:		FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	TOTAL REMAINING BALANCE
WEST TERMINAL BERTH IMPROVEMENTS/BULKHEAD CAPACITY EXPANSION [FILL OCEANEERING SLIP]	8/6/2025	\$1,262,095	12/31/2026	G2842					\$1,247,962			\$1,247,962
WEST TERMINAL BERTH IMPROVEMENTS/BULKHEAD CAPACITY EXPANSION [CAP & FENDER REFURB]	7/11/2025	\$2,100,000	12/31/2027	G2N26							\$2,069,482	\$2,069,482
TOTALS						\$0	\$0	\$0	\$1,247,962	\$0	\$2,069,482	\$3,317,444
Port of Pensacola						FUNDS REMAINING						
TOP 5 PROJECT REMAINING BALANCES:	LAST INVOICE:	ORIG ALLOCATION:	PROJECT END:	CONTRACT:		FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	TOTAL REMAINING BALANCE
SEAPORT SECURITY GRANT PROGRAM [CAMERAS & ACCESS CONTROL]	4/15/2025	\$74,026	4/30/2029	G3060							\$53,362	\$53,362
UPLAND CARGO IMPROVEMENTS [PAVEMENT REHAB]	12/16/2025	\$1,524,565	9/30/2026	G2838					\$1,402,914			\$1,402,914
UPLAND CARGO IMPROVEMENTS [RAIL REHABILITATION]	12/16/2025	\$850,353	9/30/2026	G2856					\$566,740			\$566,740
BERTH IMPROVEMENTS [WATERSIDE REHABILITATION]	None	\$628,581	12/31/2026	G2867					\$628,521			\$628,521
WAREHOUSE IMPROVEMENTS [MANUFACTURING COMPLEX]	None	\$200,000	12/31/2026	G2883					\$200,000			\$200,000
TOTALS						\$0	\$0	\$0	\$2,798,175	\$0	\$53,362	\$2,851,537
Port Everglades						FUNDS REMAINING						
TOP 5 PROJECT REMAINING BALANCES:	LAST INVOICE:	ORIG ALLOCATION:	PROJECT END:	CONTRACT:		FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	TOTAL REMAINING BALANCE
DREDGING AND WIDENING - [CONSTRUCTION PHASE]	12/16/2025	\$39,861,363	5/31/2026	G1761			\$19,583,686					\$19,583,686
DREDGING AND WIDENING [ENGINEERING & CHANNEL DEEPENING/WIDENING]	12/9/2025	\$43,188,637	6/1/2026	G1W79				\$42,710,269				\$42,710,269
SEAPORT SECURITY GRANT PROGRAM [MODERNIZING SECURITY APPLICATION SYSTEM]	12/10/2025	\$47,250	12/31/2027	G2I40						\$39,000		\$39,000
NEW BULKHEAD AT BERTHS 9 AND 10	12/10/2025	\$50,200,000	12/31/2026	G2648					\$6,219,886	\$19,579,750	\$23,879,750	\$49,679,386
DREDGING AND WIDENING [PRECONSTRUCTION & CONSTRUCTION PHASES]	12/17/2025	\$7,700,066	1/31/2028	G2F77						\$6,904,551		\$6,904,551
TOTALS						\$0	\$19,583,686	\$42,710,269	\$6,219,886	\$26,523,301	\$23,879,750	\$118,916,892
Port of Fort Pierce						FUNDS REMAINING						
TOP 5 PROJECT REMAINING BALANCES:	LAST INVOICE:	ORIG ALLOCATION:	PROJECT END:	CONTRACT:		FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	TOTAL REMAINING BALANCE
HARBOUR POINTE DEVELOPMENT	11/6/2025	\$2,983,283	5/9/2027	G2824					\$325,950	\$2,485,208		\$2,811,158
TERMINAL IMPROVEMENTS [PAVING]	11/4/2025	\$2,058,963	12/31/2027	G2S29							\$1,496,000	\$1,496,000
SEAPORT SECURITY GRANT PROGRAM [HI MAST LIGHTING & HARBOUR POINTE]	8/6/2025	\$251,570	12/31/2026	G2823					\$237,298			\$237,298
TOTALS						\$0	\$0	\$0	\$563,248	\$2,485,208	\$1,496,000	\$4,544,456

RED FONT REPRESENTS PROJECTS WITH NO INVOICING IN 24 MONTHS

Port of Palm Beach						FUNDS REMAINING						
TOP 5 PROJECT REMAINING BALANCES:	LAST INVOICE:	ORIG ALLOCATION:	PROJECT END:	CONTRACT:		FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	TOTAL REMAINING BALANCE
UPLAND CARGO IMPROVEMENTS [CONTAINER YARD REPAIR]	8/22/2025	\$2,900,000	12/31/2026	G2382					\$936,868			\$936,868
LAND ACQUISITION [10TH STREET]	12/2/2024	\$5,041,584	12/31/2027	G2I52						\$1,318,651	\$2,265,083	\$3,583,734
BERTH IMPROVEMENTS [CATHODIC PROTECTION]	11/7/2024	\$1,000,000	8/25/2026	G1204					\$587,279			\$587,279
UPLAND CARGO IMPROVEMENTS [WAREHOUSE 13 REPLACEMENT]	None	\$750,000	12/31/2026	G2F27						\$750,000		\$750,000
TOTALS						\$0	\$0	\$0	\$1,524,147	\$2,068,651	\$2,265,083	\$5,857,881
PortMiami						FUNDS REMAINING						
TOP 5 PROJECT REMAINING BALANCES:	LAST INVOICE:	ORIG ALLOCATION:	PROJECT END:	CONTRACT:		FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	TOTAL REMAINING BALANCE
UPLAND CARGO IMPROVEMENTS [ROADS]	12/19/2025	\$18,340,024	6/30/2026	G1Y84				\$6,964,450				\$6,964,450
MIAMI HARBOR NAVIGATION IMPROVEMENTS FEASIBILITY STUDY	None	\$350,000	12/31/2028	G2O30							\$350,000	\$350,000
SEAPORT SECURITY GRANT PROGRAM [BORDER PROTECTION SYSTEM]	None	\$600,000	12/31/2026	G2425					\$200,000	\$200,000	\$200,000	\$600,000
TOTALS						\$0	\$0	\$6,964,450	\$200,000	\$200,000	\$550,000	\$7,914,450
Port Tampa Bay						FUNDS REMAINING						
TOP 5 PROJECT REMAINING BALANCES:	LAST INVOICE:	ORIG ALLOCATION:	PROJECT END:	CONTRACT:		FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	TOTAL REMAINING BALANCE
HOOKE'S POINT IMPROVEMENTS [BERTH 214 & UPLANDS]	2/13/2025	\$9,586,528	12/30/2026	G1792		\$996,134						\$996,134
HOOKE'S POINT IMPROVEMENTS [FUEL TERMINAL ELECTRIC DISTRIBUTION RESILIENCY]	1/15/2026	\$6,000,000	6/30/2026	G2392					\$2,205,000	\$40,088		\$2,245,088
EASTPORT BERTH 150/151 DEVELOPMENT	12/11/2024	\$3,000,000	12/31/2026	G1096				\$490,564	\$144,668			\$635,232
SEAPORT SECURITY GRANT PROGRAM [BUILDING ACCESS CONTROL]	None	\$180,000	6/30/2027	G2V13							\$180,000	\$180,000
TOTALS						\$996,134	\$0	\$490,564	\$2,349,668	\$40,088	\$180,000	\$4,056,454

RED FONT REPRESENTS PROJECTS WITH NO INVOICING IN 24 MONTHS

TAB 9b: FSTED Reallocations



Board of Commissioners
Blair J. Ciklin
Varisa Lall Dass
Deandre J. Poole, Ph.D.
Wayne M. Richards

Executive Director
Michael Meekins

January 29, 2026

Joshua J. Revord
Chair, Florida Seaport Transportation and Economic Development Council
502 East Jefferson Street
Tallahassee, FL 32301

RE: Reallocation of G2I52 Funds

Dear Mr. Revord,

The Port of Palm Beach was initially awarded \$7,347,348.00 in a combination of FDOT, and local funds match. When the grant was initially awarded, it was believed that this would be enough money to purchase all the properties on 10th Street in Riveria Beach.

Unfortunately, after the first properties were purchased, the owners of the remaining properties increased their asking prices significantly beyond appraised value and many declined to sell their properties at all.

The Port has developed a plan to significantly increase the Port's revenue by bringing in a second multi-day cruise ship. To make this happen, the existing cruise terminal will have to be significantly expanded for the additional passengers and luggage that a seven-day cruise ship will require. Concurrently, the Port will have to construct a parking garage in the 1,000-1,200 vehicle range.

The original grant allocation was \$7,347,348 with a 50/50 match (\$3,673,674 FDOT and \$3,673,674 Port). The Port has applied for reimbursement of \$89,940.18, on \$179,880.35 in allowable costs. (50/50).

The Port is respectfully requesting that FDOT reallocate the remaining funds, \$3,583,733.82 from G2152 to a new project which would start the redesign and reconstruction of the existing terminal to meet the needs of the second cruise ship.

Sincerely,

A handwritten signature in blue ink that reads "Michael Meekins".

Michael Meekins
Executive Director
Port of Palm Beach

Cc: Lauren Rand

TAB 9c: Seaport Programs Application Cycles



2026 Seaport Programs Application Cycles[◇]

Task	For Fiscal Year	Opening Date	Closing Date
FSTED Program Project Application Cycle	2028 Projects	May 1, 2026 (Friday)*	June 16, 2026 (Tuesday)*
FSTED Security Project Application Cycle	2027 Projects	May 1, 2026 (Friday)*	June 16, 2026 (Tuesday)*
Strategic Port Investment Initiative (FDOT Funding)	2030/2031 Projects	May 1, 2026 (Friday)*	June 16, 2026 (Tuesday)*

[◇]Reduced burden approach: Consideration of top 2 projects only; others routed to SPII

*Application cycle dates tentative

TAB 9d: Bond Series Overview



Bond Series Overview

Bond Series	Responsible Party	Purpose / Program	Authorizing Statute	Original Bond Amount	Debt Service	Funding Source	Fund Source	Payment Cycle	Bond Maturity / Final Payment
Series 1996	Florida Ports Financing Commission (FPFC)	Florida Seaport Transportation and Economic Development (FSTED) Program	F.S. 320.20(3)	\$222.3M	\$15M annually	Motor vehicle registration fees deposited to the State Transportation Trust Fund	PORT / PORB (FSTED Program)	Annual payment, paid each July (automatic)	Expires 2027 Final payment: June 1, 2027
Series 1999	FPFC	FSTED Program and Seaport Intermodal Access Projects	F.S. 320.20(4)	\$153.12M	\$10M annually	Motor vehicle registration fees deposited to the State Transportation Trust Fund	PORT / PORB (FSTED Program)	Annual payment, paid each July (automatic)	Expires 2030 Final payment: October 1, 2029
Series 2013	FDOT	Seaport Investment Program (Debt Service + Infrastructure Grants)	F.S. 339.0801(1)	\$138.15M	\$10M annually	Motor vehicle registration fees deposited to the State Transportation Trust Fund	POED (Seaport Investment Program)	Semi-annual payments (December & June)	Expires: 2043 Final Payment: July 1, 2043

TAB 9e: Funding Methodology for Allocations

TAB 10: Special Topics

TAB 10a: Maritime Academy Opportunities

Florida State Maritime Academy

Potential Opportunity and Discussion

- The Council may consider next steps to further evaluate interest in and feasibility of a Florida State Maritime Academy (SMA) to develop stronger landside and waterside workforce. *Possible actions could include:*
 - Gauging seaport and industry interest in a SMA initiative, including potential workforce needs, partnerships, and regional considerations.
 - Identifying existing programs, assets, and gaps that could inform future coordination.

Why This Matters Now:

- Florida is a national leader in maritime activity, with 16 active deepwater seaports that support freight, cruise, and logistics operations statewide.
- The scale and complexity of Florida's port system continues to increase, driving sustained demand for highly skilled, credentialed maritime professionals, to support both landside and waterside operations.

Documented Workforce Need:

- The 2014 [FDOT Seaport Transportation and Logistics Educational Needs Assessment](#) identified a growing need for education and training programs focused on seaports and logistics, citing sustained cargo value growth and constrained availability of qualified workers.
- The 2025 [FDOT Educational Needs Assessment](#) reaffirmed these findings, noting that while Florida has maritime-related programs, it lacks an SMA despite being one of the nation's most active maritime states.
- Combined, these evaluations highlight an enduring workforce pipeline challenge that has a direct impact on Florida's maritime economy, including its ports, freight, and cruise operations.

National and State Workforce Shortfall:

- An additional 200,000 to 250,000 maritime employees will be necessary to meet shipbuilding demand in the U.S. the next 10 years based on information from the Department of Labor.¹
- Florida's maritime economy specifically faces maritime workforce challenges. A 2025 Florida Atlantic University Report projects shortfalls of more than 110,000 ocean-related workers over the next five years and misalignment between existing training programs and industry needs.²
- Most SMAs are clustered in the Northeast and Mid-Atlantic, where alumni tend to remain in-state and reinforce regional maritime workforce pipelines, while Florida, despite having one of the nation's largest maritime economies, must rely on out-of-state academies to supply its workforce.

An In-State Maritime Academy would:

- Create a direct, sustained talent pipeline connecting Florida-educated workforce with ports and maritime employers.
- Strengthen Florida-specific operational readiness across ports and supporting industries.

Alignment with State and Federal Direction:

- Florida has prioritized workforce education, skills training, and economic competitiveness, with a stated goal of national leadership in workforce development.
- Federal actions emphasizing domestic workforce development, supply chain strength, and maritime capacity create a favorable environment to explore SMA designation and partnerships.

¹ McKinsey & Co. (January 12, 2026). *Helming a Sea Change: Building the Future Workforce for US Shipbuilding*. [Building the future workforce for US shipbuilding | McKinsey](#)

² Florida Atlantic University, Office of Ocean Economy. (July 2025). *Annual report of the Florida Office of Ocean Economy*. [Florida Atlantic University](#).

TAB 11: New Business

TAB 12: Public Comment

TAB 13: Adjournment