FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT

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

Thursday, August 27, 2026

9:00 a.m. – 12:00 p.m. ET

Hutchinson Shores Hotel

3793 NE Ocean Blvd

Jensen Beach, FL 34957

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

FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT

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

Date: August 27, 2026
Time: 9:00 AM – 12:00 PM ET
Location: Hutchinson Shores Hotel, 3793 NE Ocean Blvd, Jensen Beach, FL 34957

1. Call to Order, Chair's Welcome and Opening Comments
2. Roll Call
3. Administrative Business
    a. Approval of May 19, 2026, Special Meeting Summary
    b. Report on Seaport Environmental Management Committee (SEMC) Meeting
    c. Report on Seaport Security Advisory Committee Meeting
    d. Report on Status of Florida Ports Finance Commission (FPFC) Series 1996 and 1999 Bonds
4. State Agency Reports
    a. Florida Department of Commerce (FloridaCommerce) Update
    b. Florida Department of Transportation (FDOT) Update
5. Funding Spenddown and Reallocations
    a. Discussion and Review of Seaport Funding Spenddowns
    b. Approval of FSTED Program Fund Reallocations
6. Security Grant Program Funding for FY2027
    a. Recommendations and Approval of Security Grant Program Applications
7. FSTED Program Funding Allocations for FY2028
    a. FloridaCommerce Consistency Review of FSTED Program Applications
    b. FDOT Consistency Review of FSTED Program Applications
    c. Florida Administrative Code Rule 14B-1.005 Funding Allocation Guidance
    d. Preparation of Project List and Approval of Projects to be Funded
8. Maritime Workforce Training Overview
    a. FDOT Update
    b. Maritime Administration (MARAD) Initiatives
9. Legislative Update
10. Future FSTED Meeting Locations
11. Space Florida Update
12. New Business and Public Comment
13. Adjournment

TAB 2: Roll Call

FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT

Roll Call

Thursday, August 27, 2026

Organization	Representative	Designee
Port Canaveral	Capt. John W. Murray	
Port Citrus	Alexander Alt	
Port Everglades	Joseph Morris (FSTED Vice Chair)	
Port Fernandina	Scott Moore	
Port of Fort Pierce	Joshua Revord (FSTED Chair)	
Jacksonville Port Authority	Eric Green	
Port of Key West	Steven McAlearney	
SeaPort Manatee	Carlos Buqueras	
PortMiami	Jonathan Daniels	
Port of Palm Beach	Michael Meekins	
Panama City Port Authority	Bob Majka	
Port of Pensacola	Lance Scott (FSTED Secretary)	
Port of Port St. Joe	Guerry Magidson	
Port Putnam	Sam Sullivan	
Port St. Petersburg	David Wirth	
Tampa Port Authority	Paul Anderson	
FloridaCommerce	Secretary J. Alex Kelly	
Florida Department of Transportation	Secretary Jared W. Perdue, P.E.	

TAB 3: Administrative Business

TAB 3a: Approval of May 19, 2026, Special Meeting Summary

MEETING MINUTES

FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT COUNCIL
SPECIAL MEETING

Tuesday, May 19, 2026
2:00 p.m. ET
Virtual Meeting (Microsoft Teams)

1. **Call to Order, Chair's Welcome & Opening Comments:** The Florida Seaport Transportation & Economic Development (FSTED) Council meeting was called to order at approximately 2:00 p.m. ET by FSTED Council Chair Joshua Revord (Port of Fort Pierce). Chair Revord provided opening comments regarding the purpose of the meeting, including the context for the formation of the Allocation Methodology Task Force (hereafter referred to as "the Task Force") and its selected members. The Task Force, as previously shown at the May 8th Special Meeting, presented several pre-decisional methodologies for the FSTED Council's project funding allocation. The purpose of this meeting was to discuss and solicit feedback on the proposed methodologies, with the intention of voting on a preferred allocation methodology and associated policies.

   Chair Revord introduced Florida Department of Transportation (FDOT) Secretary Jared W. Perdue, P.E. Secretary Perdue expressed appreciation for the Task Force's efforts related to the proposed allocation methodologies. He stated that, as an agency, FDOT is working to ensure that each dollar is strategically utilized and recognized the role a new allocation methodology would play in achieving that mission.

   Chair Revord then introduced Secretary J. Alex Kelly with FloridaCommerce. Secretary Kelly expressed appreciation for various partners, including FDOT and numerous ports, for their support and assistance with economic investment opportunities. He stated that FloridaCommerce applied for a $40 million U.S. Department of Labor grant for apprenticeships, with a focus on critical industry trade skills. Nearly seven dozen public and private partners provided letters of support. He ended his comments by again expressing appreciation.

   Chair Revord thanked Secretary Perdue and Secretary Kelly for their comments and noted that the Task Force exemplified a collaborative effort to highlight Florida's seaport projects and identify the benefits to the state, including strategies to remain competitive with other states.

2. **Housekeeping & Roll Call:** Chair Revord introduced FSTED meeting facilitator Lauren Brand, who provided housekeeping items and stated that the Task Force will be soliciting feedback during the meeting. Ms. Brand proceeded with roll call, with at least one representative present from 17 of the 18 FSTED members, as indicated below. A quorum was present.

   Port Canaveral: Captain John Murray and Jeff Long
   Port Citrus: Steven Baham
   Port Everglades: David Anderton and Glenn Wiltshire
   Port of Fernandina: Scott Moore
   Port of Fort Pierce: Joshua Revord (FSTED Chair)
   JAXPORT: Nick Primrose
   Port of Key West: Steve McAlearney
   SeaPort Manatee: Amanda Tyner
   PortMiami: Hydi Webb
   Port of Palm Beach: Michael Meekins
   Port Panama City: Robert Majka
   Port of Pensacola: Lance Scott (FSTED Secretary)
   Port of Port St. Joe: *Not present*
   Port Putnam: Sam Sullivan
   Port St. Pete: David Wirth
   Port Tampa Bay: Paul Anderson and Mike Poole
   Florida Department of Transportation: Secretary Jared W. Perdue, P.E. and Dan Fitz-Patrick
   FloridaCommerce: Secretary Alex Kelly and Jason Mahon

3. **Approval of Legislative Meeting Minutes:** Chair Revord asked those present for a motion to approve or amend the Legislative Meeting minutes from the February 4th meeting. Mike Meekins (Port of Palm Beach) moved to approve the Legislative Meeting minutes from the February 4, 2026, meeting; Hydi Webb (PortMiami) seconded. The motion to approve passed unanimously.
4. **Approval of the May 8th Special Meeting Minutes:** Chair Revord asked those present for a motion to approve or amend the Special Meeting minutes from the May 8th meeting. Mr. Meekins moved to approve the Special Meeting minutes from the May 8, 2026, meeting; David Wirth (Port St. Pete) seconded. The motion to approve passed unanimously.
5. **Presentation:** FSTED Council Secretary Lance Scott (Port of Pensacola) gave a presentation on proposed methodologies and informed attendees that after-action comments and feedback from the previous meeting were added to the meeting packet.
   a. **Task Force Key Takeaways:** Mr. Scott provided a brief overview of the creation of the Task Force and its considerations.
   b. **Proposed Annual FSTED Grant Allocation Policies:** Mr. Scott provided a brief overview of the proposed policies for project funding allocation. He noted that the policy on moving between tiers/revenue categories was amended slightly based on the suggestion from Bob Majka (Port Panama City) at the May 8th Special Meeting to base it on a three-year rolling average; the goal is to move forward as seaports continue to grow, both to the benefit of FSTED and the state.
   c. **Project Ranking Criteria:** Mr. Scott reviewed the proposed ranking criteria for identifying and stratifying the highest potential projects. Chair Revord added that the Task Force tried to put together criteria that were easily repeatable by any party and that some of the criteria might appear rudimentary, but they provided an easy way to develop a draft project list.

Scott Moore (Port of Fernandina) stated that a "large ask" is a relative term and expressed his hope that there is some method for evaluating asks within the scope of the size of the port. Mr. Scott acknowledged that the term "large" is subjective and meant to be tied to the scope and the scale of the project rather than how the Council delineates small, medium, or large ports; he reiterated that the funding match requirement is something to note for smaller ports. Chair Revord stated that the different tiering schemes developed will ultimately help contextualize the size of an ask, as competing against ports of a similar size will allow for the ranking to be conducted based on a comparable scale.

David Anderton (Port Everglades) asked for clarification on the definition of highest rated projects for the Project Alignment criterion. Nick Primrose (JAXPORT) stated the definition was based directly off Chapter 311, Florida Statutes. Chair Revord added that the predominant nature of a project would dictate the type of project it is considered to be. Mr. Anderton expressed a desire to refine this criterion further, to which Chair Revord welcomed future input.

d. **Apportioning of Funds:** Mr. Scott provided a brief overview of the options being proposed, as well as a visual depiction showing how analytic rigor would be applied depending on the option chosen.

e. **Comparison of Awards Under Each Funding Option:** Mr. Scott presented a comparison of potential funding amounts under each option. He noted that, within the FSTED total grant amount, there is a small carve-out for the administrative fee, although the splits were based on the total amount of $40 million. The funding shown was based on the proposed maximum caps and the associated values were theoretical.

f. **"Historical Average" Option:** Mr. Scott presented the first proposed methodology option. This methodology is based on a six-year historical grant award average and is then split based on percentage share. The tiers for each port category are based on current revenue categories. Any remaining funding will roll over to the next tier if necessary.

Chair Revord noted that the historical average option does not have any analytical rigor, absent any ROI provided by FDOT, and would essentially allow funding for projects that meet eligibility thresholds. He shared his view that other options would showcase the best projects for the system and the state better and that a design carve-out would need to be considered if this option was chosen.

g. **"Single Tier" Option:** Mr. Scott presented the second proposed methodology option. This methodology has all ports competing in one category for funding, with a funding cap of $10 million (i.e., 25% of the funding). A minimum of four ports would be awarded funding. A design carve-out similar to the "Three Tier" option could be considered.

h. **"Two Tier" Option:** Mr. Scott presented the third proposed methodology option. This methodology categorizes ports as large or small. This aligns with the federal Port Infrastructure Development Program (PIDP) approach, although the Task Force based it on revenue split rather than annual tonnage. The application cap is 40% of available funding for the year. A minimum of three ports within each tier would be awarded funding. Unallocated funding would roll from tier two to tier one.

i. **"Three Tier" Option:** Mr. Scott presented the fourth proposed methodology option. This methodology categorizes ports as large, medium, and small to keep competition among like-sized ports. A specific design and construction carve-out is included with this option, with the intention of enabling the rollover of any unallocated funding. This option allows for eligibility at least once every three years.

j. **Proposed Timeline/Decision Points for Revised FSTED Allocation Process:** Mr. Scott provided an overview of the proposed timeline and corresponding activities and meetings.

   Chair Revord stated that the motions made today would advise FDOT regarding the application review. He shared his appreciation for Mr. Scott and stated that the Task Force put a lot of time and effort into this process. Chair Revord then opened up the meeting to discussion.

6. **Discussion:** Captain John W. Murray (Port Canaveral) discussed Administrative Procedure Act requirements under Section 120.54, as well as Sunshine Law requirements. He recommended tabling further action and proceeding with rulemaking procedures. Chair Revord thanked Captain Murray for his comments and stated that there would be an opportunity to make motions at a later point in the meeting. Paul Anderson (Port Tampa Bay) thanked Captain Murray for his comments and asked that his team provide further information.

   Chair Revord stated that, based on existing statute and FDOT guidance, the Council has authority to develop its own funding allocation metrics. He noted that continuing with the prior allocation approach was not an option for this cycle and suggested that, if the motion did move forward, the person who introduced it would play a prominent role in finding a solution.

   Dan Fitz-Patrick (FDOT) stated that the Council's role during the meeting was to determine an allocation methodology, per Section 311.09, Florida Statutes, and that the rulemaking process would follow once the methodology is decided; the Council was not engaged in rulemaking at this meeting. He shared that it is in the Department's opinion that Chapter 311, Florida Statutes, and the rule have enough flexibility; whatever the ports decide, the Council will be able to align with to make allocations in August. Mr. Fitz-Patrick stated that prior to beginning this process, FDOT's Office of General Counsel provided feedback regarding the appropriate process to ensure the Task Force's and Council's actions were in compliance with Sunshine Law.

7. **Motion:** Chair Revord began discussion on introducing a motion, providing a brief overview of the proposed methodologies and outlining that discussion would proceed from the allocation motion through related policies, criteria, and future Task Force work. He shared that further discussion would follow a motion before a vote would occur.

   Mr. Wirth asked for clarification on revenue thresholds distinguishing the two-tier and three-tier options, noting the two-tier option specifies an over/under $50 million threshold while the three-tier option does not. Chair Revord explained that the three-tier structure was based on observed revenue patterns rather than a fixed threshold and described how the funding cap and multi-year cycle would allow ports that had not recently received funding to become eligible. He elaborated that tier movement would be based on data submitted at a future meeting.

Steven McAlearney (Port of Key West) stated he would encourage fellow small port directors to consider the two-tier option, expressing concern that three-tier funding amounts may be too small for waterside projects at smaller ports.

Mike Poole (Port Tampa Bay) stated Port Tampa Bay was open to either the two-tier or three-tier option, and discussed the three-tier structure's funding distribution, noting that top-ranked projects could receive full funding while others receive none, and that ports could be required to sit out a funding cycle even without having received maximum funding previously. His recommendation was to lower the 40% cap to allow all ports to receive at least a minimum amount of funding, noting that a port receiving the maximum funding amount for two consecutive years would then need to sit out for two years. Mr. Poole expressed support for higher funding amounts than historically allocated. Chair Revord responded to Mr. Poole, noting that lowering the cap to 20% would distribute funds evenly regardless of project merit. Mr. Poole suggested lowering the cap to 35% with a 10% minimum, using an example where a port's award would decrease from $10 million to $9 million in order to guarantee other ports at least 10% funding rather than none, and noted further discussion was needed. Mr. Anderson added context to Mr. Poole's comments, noting Mr. Poole's more than 35 years of experience across four ports, including a smaller one.

Sam Sullivan (Port Putnam) stated that the three-tier option would not work well for small ports, noting the maximum possible allocation under that option would be limited to design and engineering costs. He stated a preference for the two-tier option as more reasonable for smaller ports across the system. Chair Revord noted that under the two-tier option, 11 smaller ports would compete for that tier's funding, and that the two-year sit-out provision could result in some ports going without funding for an extended or indefinite period.

Mr. Anderton stated that Mr. Poole's point, along with Chair Revord's comments, highlighted the potential for ports to be excluded from funding for an extended period under the two-tier option as proposed. He noted some options needed further refinement. Chair Revord responded that, absent an adopted methodology, the Council would be unable to prioritize or fund projects at the August meeting, and that the prior methodology could not be repeated. Mr. Anderton acknowledged this but reiterated the need for refinement and suggested the available options be the primary topic of discussion. Chair Revord asked whether there was further discussion, noting that a methodology could be adopted with adjustments considered afterward.

Jeff Long (Port Canaveral) moved to table further action until after the rulemaking process. Mr. Moore seconded the motion. Chair Revord stated that further discussion was needed before proceeding to a vote. Mr. Anderson raised a point of order regarding the motion and second; Chair Revord clarified that he had not yet called for motions and that discussion would continue.

Mr. Poole noted that under the two-tier option, small and medium ports could receive $250,000 to $500,000 in one cycle but no funding in four of five years depending on competition. He stated his preference for the three-tier option as a way to reserve funding specifically for smaller ports, while acknowledging some ports preferred to compete more broadly. Mr. Moore stated he shared Mr. Poole's view, noting that the one-tier or two-tier options would group small ports with larger ports with greater funding needs, and that smaller awards (in the range of $150,000 to $500,000) are important to small ports and difficult to access under those methods.

Chair Revord noted that the three-tier option was designed to separate design funding from construction funding, intended to improve the likelihood of annual distribution for small and medium ports that have historically struggled to secure funding. He asked for any further comments, noting that a methodology needed to be adopted this year in order to allow for allocation decisions, with adjustments to follow.

Chair Revord opened the floor to motions. Mr. McAlearney moved to adopt the two-tier option, seconded by Mr. Sullivan. Mr. Long asked about the status of his earlier motion; Chair Revord clarified that the meeting had not yet reached that point when it was raised and apologized for the confusion. Chair Revord asked Mr. Long to restate his motion and asked Ms. Brand for the required number of votes to pass a motion. Ms. Brand stated that ten votes were needed to pass a motion.

Mr. Long moved to table further action and proceed with rulemaking procedures, seconded by Mr. Moore. Ms. Brand asked Mr. Long to specify a date to resume. Mr. Long did not have a specific date in mind so long as the decided date aligns with Administrative Procedure Act requirements under Section 120.54, as well as Sunshine Law requirements, and suggested June 1. Chair Revord asked whether there were actionable steps planned before that date and noted that adequate time would be needed to convene the group and that he wanted a plan in place before concluding the meeting. He asked Mr. Long if he wanted to clarify his motion further. Mr. Long proposed an additional meeting to develop further options, including another tier structure, and to address all applicable statutory requirements.

Mr. Primrose asked to make a friendly amendment, which Mr. Long and Mr. Moore accepted. Mr. Primrose proposed amending the motion to postpone action until FDOT could initiate a formal rulemaking process under Chapter 120, including a public workshop, to address points raised earlier by Captain Murray and other Council members. Mr. Long and Mr. Moore amended their motion and second accordingly. Ms. Brand noted that continued discussion was appropriate under Robert's Rules of Order.

Mr. Fitz-Patrick stated that FDOT's internal deadline to program FSTED projects is September 1, consistent with the meeting package timeline. He noted that the governing statute, Section 311.09, Florida Statutes, outlines the allocation process and requires FDOT to incorporate the Council's vote into the work program. It is the Department's view that the existing rule provides sufficient flexibility for the Council to proceed with a vote on an allocation methodology. Mr. Fitz-Patrick noted that the Council's current action is intended to formalize the process in a way that prior years had not.

Chair Revord confirmed an amended motion and second were on the floor, and asked if there were further questions. Ms. Brand noted a comment by Mr. Moore, who reiterated the importance of applicable statutory requirements. Chair Revord responded that the Task Force worked directly with FDOT throughout the process, and that while the Council retained the right to take no action, doing so would not resolve the previously informal process. Mr. Fitz-Patrick reiterated that FDOT provided guidance to the Task Force prior to the process beginning and stated that the process followed applicable statutory requirements throughout. Mr. Poole clarified that Captain Murray's points centered on which specific rules and statutes applied and noted that the FSTED Council has operated under the same statutory framework since 1990; he suggested that a June 1 extension would still allow project timelines to be met.

Mr. Primrose provided additional context, explaining that the proposed amendment would trigger FDOT to formally notice a rule development workshop, following the statutory process used in 2019, a six-month process that would address Sunshine Law requirements while allowing input from all ports. Mr. Poole asked whether adopting a new methodology before September 1 and pursuing the six-month rulemaking process would need to run concurrently or sequentially. Mr. Primrose noted that the September 1 deadline is not statutorily required and asked whether FY 2028 allocations could instead be finalized by July 1. Mr. Fitz-Patrick responded that FDOT's internal Work Program deadline of September 1 has aligned with FSTED meeting timing for roughly 15 years, and that project programming occurs shortly after the Council's vote to ensure inclusion in the Work Program and the Governor's budget. He confirmed that the rulemaking process could begin in June and run concurrently with the Council's vote on a methodology, potentially concluding by the August meeting. Chair Revord noted the central challenge remained identifying a path forward to adopt a methodology.

Mr. Moore stated that his concern was procedural; whether the Task Force's process complied with Sunshine Law is a legal question that discussion alone cannot resolve, notwithstanding the Task Force's effort. Chair Revord responded that the Task Force had proceeded with FDOT Counsel's guidance throughout.

Mr. Majka asked whether written confirmation from FDOT's General Counsel would be sufficient for showcasing to the Council that all applicable statutory requirements were met. Chair Revord noted this was a reasonable suggestion but was uncertain whether it would fully address the points raised. Mr. Moore stated he would be satisfied with a legal opinion following a full review of the process, while noting he represented only one of eighteen Council members. Mr. Long added that Port Canaveral's legal counsel holds its own position on the matter, and that legal opinions from multiple parties should be considered.

Chair Revord opened the floor for further discussion. Mr. Moore asked that the motion be restated for clarity. Mr. Long restated the motion as recommending that the FSTED Council postpone further action to revise or amend the FSTED funding program rules, with Mr. Primrose confirming the rulemaking process should be included; Mr. Moore's second remained in place.

Mr. Majka asked whether this would mean no action until rulemaking was complete. Chair Revord noted this presented a challenge, as the discussion could extend into the formal August meeting without a defined timeline. Mr. Primrose noted that the prior methodology was not established in statute or rule and suggested proceeding through the formal Chapter 120 process, absent a specific requirement to finalize a project list by a given date. Mr. Anderton stated Port Everglades agreed a change in process was warranted, while acknowledging the Task Force's work and noting some options could benefit from further input.

Mr. Majka noted that FDOT's September deadline and the six-month rulemaking timeline would not align to allow a decision in August, a point Chair Revord confirmed. Mr. Majka suggested that written confirmation from FDOT General Counsel by June 1, addressing Sunshine Law compliance, could still allow for an August decision. Mr. Poole suggested Port Canaveral provide a written statement to FDOT's General Counsel to help shorten the six-month process; Mr. Long confirmed Port Canaveral could do so.

Chair Revord noted the validity of Mr. Primrose's comments regarding rulemaking and asked whether the group would consider using the historical average methodology as an interim solution for this cycle while pursuing rulemaking for future cycles, noting this option was not preferred but would provide funding to all ports in the interim. Mr. Long asked whether the vote on the motion would still proceed; Chair Revord confirmed it could, noting the rulemaking timeline alone would not resolve the needs of the upcoming meeting.

Chair Revord asked for final comments before the vote. Mr. Scott asked that the motion be restated once more given the discussion. Mr. Long restated the motion as recommending the Council postpone further action pending development of rulemaking for the FSTED funding program. Ms. Brand confirmed the motion included the earlier friendly amendment directing FDOT to initiate a rulemaking workshop and confirmed Mr. Moore's second.

Ms. Brand conducted the roll call vote. The motion passed with ten votes in favor, seven opposed, and one absent. Chair Revord stated that no further discussion would follow, noted the Task Force remained available to assist, and indicated the Council should begin considering timelines for the next funding cycle in preparation for the August meeting.

8. **Allocation Policies**: Chair Revord moved past this agenda item as a result of the previous motion.
9. **Allocation Criteria**: Chair Revord moved past this agenda item as a result of the previous motion.
10. **Consideration of a New Task Force**: Chair Revord moved past this agenda item as a result of the previous motion.

    Ms. Brand stated that there was still a second motion brought forth earlier from the Port of Key West and asked if Mr. McAlearney would like to still bring that motion to a vote. Mr. McAlearney stated he would like to withdraw the motion on account of the previously passed motion. Chair Revord stated he appreciated everyone's input.

11. **Public Comment**: Chair Revord opened the floor for public comment. No public comments were made.

12. **Adjournment**: Chair Revord motioned to adjourn. The motion passed unanimously. Meeting adjourned.

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

FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT

Seaport Environmental Management Committee (SEMC)
2026 Annual Meeting Agenda

Date: August 26, 2026
Time: 3:15 PM – 5:00 PM ET
Location: Hutchinson Shores Hotel, 3793 NE Ocean Blvd, Jensen Beach, FL 34957

1. Call to Order, Chair's Welcome and Opening Comments
    a. SEMC Structure and Formal Committee
2. Roll Call
3. Approval of August 26, 2025, SEMC Meeting Minutes
4. Approval of February 3, 2026, SEMC Meeting Minutes
5. Florida Seaport Transportation & Economic Development (FSTED) Update from the Chair
6. Agency Updates
    a. Florida Department of Environmental Protection (FDEP)
    b. U.S. Army Corps of Engineers (USACE) – Civil Works and Regulatory Divisions
    c. Florida Inland Navigation District (FIND)
    d. Florida Department of Commerce (FloridaCommerce)
    e. Florida Department of Transportation (FDOT)
    f. Florida Fish & Wildlife Conservation Commission (FWC)
7. Federal Updates
8. Legislative Updates
9. Guest Speaker(s)
10. Open Discussion
11. Adjournment

MEETING NOTE: *Five or more port directors, appointed by the FSTED Chair, shall serve as the voting members. A majority of voting members constitute a quorum. In addition to the voting members, the Secretary of FDEP (or a designee), the Secretary of FloridaCommerce (or a designee), a designee of USACE, and a designee of FIND shall serve ex officio as nonvoting members.*

MICROSOFT TEAMS MEETING INFORMATION:

Join Online:
https://teams.microsoft.com/meet/218122537772974?p=0aZPh44exKfyGUSz2z
Meeting ID: 218 122 537 772 974
Passcode: EZ6Qn3sD

Dial in by Phone:
+1 816-702-6618,,361461861# United States, Kansas City
Find a local number
Phone conference ID: 361 461 861#

TAB 3c: Report on Seaport Security Advisory Committee Meeting

FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT

Seaport Security Advisory Committee
2026 Annual Meeting Agenda

Date: August 26, 2026
Time: 1:00 PM – 2:45 PM ET
Location: Hutchinson Shores Hotel, 3793 NE Ocean Blvd, Jensen Beach, FL 34957

1. Call to Order, Chair's Welcome and Opening Comments
2. Roll Call
3. Discussion of State and Federal Issues
    a. Discussion of the Seaport Security Act of 2026 (U.S. House Resolution 9229)
    b. Discussion of the U.S. Department of Homeland Security's Notice of Final Rule for the "Collection of Biometric Data from Aliens Upon Entry to and Departure from the United States"
4. Program Funding and Reallocations
    a. Discussion and Review of Seaport Security Grant Funding Spenddowns
    b. Seaport Security Grant Reallocations
5. Review Applications and Discuss Recommendations for the FY27 Florida Seaport Transportation & Economic Development (FSTED) Security Grant Program
6. Special Topics
7. New Business
8. Public Comment
9. Adjournment

MEETING NOTE: *Five or more port security directors, appointed by the FSTED Chair, shall serve as the voting members. A majority of voting members constitute a quorum. In addition to the voting members, a designee from the U.S. Coast Guard, a designee from U.S. Customs and Border Protection, and two representatives from local law enforcement agencies providing security services at a Florida seaport shall serve ex officio as nonvoting members.*

TAB 3d: Report on Status of Florida Ports Finance Commission (FPFC) Series 1996 and 1999 Bonds

FLORIDA PORTS FINANCING COMMISSION
Canaveral Port Authority · Port Everglades · Port of Fort Pierce ·
Jacksonville Port Authority · Manatee County Port Authority · PortMiami · Port of Palm Beach ·
Panama City Port Authority · Port of Pensacola · Tampa Port Authority

Monday, August 3, 2026
3:00 p.m. Eastern

Via Microsoft Teams
https://teams.microsoft.com/meet/297764611100716?p=ZWn4MQ4RhAZ2X1wxKi
Meeting ID: 297 764 611 100 716
Passcode: 2aK3UR25

AGENDA

1. Call to Order
2. Roll Call
3. Election of Officers
4. FY 2027 Budget Discussion
5. Other Issues
6. Adjournment

MEMBER	**PORT REPRESENTATIVE**
PORT CANAVERAL	Jeff Long
PORT EVERGLADES	David Anderton
PORT OF FT. PIERCE	Joshua Revord
PORT OF JACKSONVILLE	Beth McCague Justin Ryan
SEAPORT MANATEE	Denise Stufflebeam
PORTMIAMI	
PORT OF PALM BEACH	Michael Meekins Emily Fisher
PORT PANAMA CITY	John Miller (Vice Chair)
PORT OF PENSACOLA	Lance Scott Kevin Boyer
PORT TAMPA BAY	Ram Kancharla (Treasurer) Mike Poole

TAB 4: State Agency Reports

TAB 4a: Florida Department of Commerce (FloridaCommerce) Update

TAB 4b: Florida Department of Transportation (FDOT) Update

TAB 5: Funding Spenddown and Reallocations

TAB 5a: Discussion and Review of Seaport Funding Spenddowns

SEAPORT SYSTEM SPENDDOWN REPORT (Remaining balances as of 8/7/2026)

SeaPort Manatee

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	FY 24/25	TOTAL REMAINING BALANCE
					FUNDS REMAINING							
BERTH REHAB & RECONSTRUCT CAPITAL IMPROVEMENTS [BERTH 4-11]	2/10/2026	$11,374,166	4/30/2027	G1946	$7,205,803							**$7,205,803**
UPLAND CARGO IMPROVEMENTS [HOPPER]	2/10/2026	$750,000	4/30/2027	G2278				$487,388				**$487,388**
BERTH REHAB & RECONSTRUCT CAPITAL IMPROVEMENTS [BERTH 4-14]	2/19/2026	$5,000,000	4/30/2027	G2710				$2,243,190				**$2,243,190**
BERTH REHAB & RECONSTRUCT CAPITAL IMPROVEMENTS [BERTHS 4/5 & 10/11]	8/3/2026	$2,500,000	4/30/2028	G2M63						$2,450,055		**$2,450,055**
SEAPORT CONTAINER YARD PHASE 3	8/3/2026	$7,647,650	4/30/2029	G3199							$1,279,223	**$1,279,223**
BERTH REHABILITATION AND RECONSTRUCTION	None	$30,337,106	4/30/2029	G3200							$16,250,000	**$16,250,000**
TOTALS					**$7,205,803**	**$0**	**$0**	**$2,730,578**	**$0**	**$2,450,055**	**$17,529,223**	**$29,915,659**

Port of Fernandina

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	FY 24/25	TOTAL REMAINING BALANCE
					FUNDS REMAINING							
CARGO IMPROVEMENTS [PIER IMPROVEMENTS & MAINTENANCE]	None	$197,194	3/31/2026	G2437				$197,194				**$197,194**
TOTALS					**$0**	**$0**	**$0**	**$197,194**	**$0**	**$0**	**$0**	**$197,194**

JAXPORT

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	FY 24/25	TOTAL REMAINING BALANCE
					FUNDS REMAINING							
BLOUNT ISLAND BERTH IMPROVEMENTS [BERTH 22 REHAB]	2/6/2026	$3,750,000	3/31/2027	G2757				$62,250				**$62,250**
TALLEYRAND TERMINAL CARGO IMPROVEMENTS [UPLAND CARGO PROJECTS]	7/7/2026	$7,403,371	12/31/2027	G2408				$249,733	$3,317,973			**$3,567,706**
SEAPORT SECURITY GRANT PROGRAM [PERIMETER DETECT, VIDEO STREAMING, CBRN EQUIP]	12/19/2025	$142,500	3/31/2027	G2H79					$29,089			**$29,089**
BLOUNT ISLAND BERTH IMPROVEMENTS [BERTH 20 REHAB]	7/10/2026	$43,706,772	3/31/2027	G2758						$1,840,469	$11,225,000	**$13,065,469**
SEAPORT SECURITY PROJECT	12/29/2025	$281,250	6/30/2027	G2V31							$43,934	**$43,934**
BLOUNT ISLAND BERTH IMPROVEMENTS	None	$4,268,052	3/31/2029	G3D91							$4,268,052	**$4,268,052**
PILOT PROJECT FOR AUTONOMOUS TRACKING & REPORTING	7/15/2026	$200,000	12/31/2029	G3D62							$16,136	**$16,136**
TOTALS					**$0**	**$0**	**$0**	**$311,983**	**$3,347,062**	**$1,840,469**	**$15,553,122**	**$21,052,636**

Port Panama City

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	FY 24/25	TOTAL REMAINING BALANCE
					FUNDS REMAINING							
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 [FILL OCEANEERING SLIP]	7/30/2026	$1,700,000	12/31/2026	G2164				$98,348				**$98,348**
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**
EAST TERMINAL IMPROVEMENTS	12/9/2025	$3,000,000	12/31/2028	G3487							$2,848,050	**$2,848,050**
EAST TERMINAL IMPROVEMENTS	6/15/2026	$1,200,000	12/31/2028	G3488							$1,118,780	**$1,118,780**
EAST TERMINAL BULKHEAD INITIATIVE	5/12/2026	$6,500,000	12/31/2028	G3B52							$890,889	**$890,889**
TOTALS					**$0**	**$0**	**$0**	**$1,346,310**	**$0**	**$2,069,482**	**$4,857,719**	**$8,273,511**

Port of Pensacola

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	FY 24/25	TOTAL REMAINING BALANCE
					FUNDS REMAINING							
UPLAND CARGO IMPROVEMENTS [PAVEMENT REHAB]	7/14/2026	$1,524,565	9/30/2026	G2838				$103,659				**$103,659**
UPLAND CARGO IMPROVEMENTS [RAIL REHABILITATION]	7/22/2026	$850,353	9/30/2026	G2856				$1,600				**$1,600**
MARITIME HIGH PERFORMANCE CENTER DOCK COMPLEX	None	$5,978,581	12/31/2028	G3B51							$3,525,000	**$3,525,000**
UPLAND CARDO IMPROVEMENTS	9/4/2025	$1,800,000	3/30/2027	G2711							$309,909	**$309,909**
TOTALS					**$0**	**$0**	**$0**	**$105,259**	**$0**	**$0**	**$3,834,909**	**$3,940,168**

Port Everglades

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	FY 24/25	TOTAL REMAINING BALANCE
					FUNDS REMAINING							
DREDGING AND WIDENING - [CONSTRUCTION PHASE]	7/21/2026	$23,861,363	5/31/2029	G1761		$19,114,451						**$19,114,451**
DREDGING AND WIDENING [ENGINEERING & CHANNEL DEEPENING/WIDENING]	7/21/2026	$43,188,637	6/1/2029	G1W79			$42,346,860					**$42,346,860**
NEW BULKHEAD AT BERTHS 9 AND 10	7/16/2026	$50,200,000	12/31/2026	G2648				$6,199,887	$19,568,750	$23,869,750	$25,042	**$49,663,429**
SEAPORT SECURITY GRANT PROGRAM [MODERNIZING SECURITY APPLICATION SYSTEM]	7/16/2026	$47,250	12/31/2027	G2I40					$7,169			**$7,169**
DREDGING AND WIDENING [PRECONSTRUCTION & CONSTRUCTION PHASES]	7/16/2026	$7,700,066	1/31/2028	G2F77					$6,899,910			**$6,899,910**
PEV SECURITY TRAFFIC VARIABLE MESSAGE BOARDS	8/22/2025	$40,000	3/30/2027	G2U93						$1,379		**$1,379**
UPLAND FACILITY IMPROVEMENTS INITIATIVE	7/15/2026	$6,780,000	3/1/2027	G2Q05						$2,555,393	$103,438	**$2,658,831**
CRUISE TERMINAL 29 IMPROVEMENTS/EXPANSION	7/16/2026	$3,195,263	12/31/2028	G3701							$3,195,263	**$3,195,263**
TOTALS					**$0**	**$19,114,451**	**$42,346,860**	**$6,199,887**	**$26,475,829**	**$26,426,522**	**$3,323,743**	**$123,887,292**

Note: Port of Key West, Port of Port St. Joe, and Port Citrus are not included here due to no active projects in the years displayed.

RED FONT REPRESENTS PROJECTS WITH NO INVOICING IN 24 MONTHS

Port of Fort Pierce

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	FY 24/25	TOTAL REMAINING BALANCE
					FUNDS REMAINING							
SEAPORT SECURITY GRANT PROGRAM [HI MAST LIGHTING & HARBOUR POINTE]	4/20/2026	$251,570	12/31/2026	G2823				$215,920				$215,920
HARBOUR POINTE DEVELOPMENT	4/20/2026	$2,983,283	5/9/2027	G2824				$224,962	$2,478,778			$2,703,740
TERMINAL IMPROVEMENTS [PAVING]	4/1/2026	$2,058,963	12/31/2027	G2S29						$1,492,000	$556,016	$2,048,016
TOTALS					**$0**	**$0**	**$0**	**$440,882**	**$2,478,778**	**$1,492,000**	**$556,016**	**$4,967,676**

Port of Palm Beach

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	FY 24/25	TOTAL REMAINING BALANCE
					FUNDS REMAINING							
UPLAND CARGO IMPROVEMENTS [CONTAINER YARD REPAIR]	7/28/2026	$2,900,000	12/31/2026	G2382				$492,278				$492,278
BERTH IMPROVEMENTS [CATHODIC PROTECTION]	4/2/2026	$1,000,000	8/25/2026	G1Z04				$552,024				$552,024
PORT GIS SYSTEM	3/30/2026	$30,000	12/31/2026	G2476				$12,841				$12,841
UPLAND CARGO IMPROVEMENTS	4/1/2024	$265,000	12/31/2026	G2G39					$166,596			$166,596
UPLAND CARGO IMPROVEMENTS [WAREHOUSE 13 REPLACEMENT]	None	$750,000	12/31/2026	G2F27					$750,000			$750,000
SEAPORT SECURITY INITIATIVE	10/23/2024	$61,837	12/31/2027	G2H48					$4,109			$4,109
LAND ACQUISITION [10TH STREET]	12/2/2024	$5,041,584	12/31/2027	G2I52					$1,318,651	$2,265,083		$3,583,734
SOUTH PORT SECURITY ENHANCEMENTS	7/30/2026	$52,500	3/20/2027	G2U96						$17,828		$17,828
PORT-WIDE SLIP REDEVELOPMENT	None	$9,750,000	12/31/2028	G3704							$9,750,000	$9,750,000
CRUISE PASSENGER SCANNING EQUIPMENT	8/20/2025	$172,934	12/31/2028	G3A40							$82,648	$82,648
TOTALS					**$0**	**$0**	**$0**	**$1,057,143**	**$2,239,356**	**$2,282,911**	**$9,832,648**	**$15,412,058**

PortMiami

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	FY 24/25	TOTAL REMAINING BALANCE
					FUNDS REMAINING							
SEAPORT SECURITY GRANT PROGRAM [BORDER PROTECTION SYSTEM]	3/9/2026	$600,000	12/31/2026	G2425				$194,153	$194,154	$194,154		$582,461
MIAMI HARBOR NAVIGATION IMPROVEMENTS FEASIBILITY STUDY	5/6/2026	$350,000	12/31/2028	G2O30						$158,404		$158,404
CRUISE TERMINAL IMPROVEMENTS	11/25/2025	$3,195,263	12/31/2029	G3352							$1,907,189	$1,907,189
TOTALS					**$0**	**$0**	**$0**	**$194,153**	**$194,154**	**$352,558**	**$1,907,189**	**$2,648,054**

Port Tampa Bay

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	FY 24/25	TOTAL REMAINING BALANCE
					FUNDS REMAINING							
EASTPORT BERTH 150/151 DEVELOPMENT	12/11/2024	$3,000,000	12/31/2026	G1O96			$490,564	$144,668				$635,232
SEAPORT SECURITY GRANT PROGRAM [BUILDING ACCESS CONTROL]	6/22/2026	$180,000	6/30/2027	G2V13						$163,119		$163,119
HOOKERS POINT IMPROVEMENTS	6/25/2026	$19,777,197	12/30/2026	G1O92							$4,195,263	$4,195,263
SOUTHBAY ROAD, UTILITIES, TURNING LANE & LIGHT	1/16/2026	$1,723,831	6/30/2028	G3203							$1,721,669	$1,721,669
MARINE HIGHWAY AUTO TERMINAL	9/16/2025	$1,723,862	6/30/2028	G3204							$555,275	$555,275
ACCESS CONTROL GUARD STATION	None	$112,500	6/30/2028	G3A07							$112,500	$112,500
DREDGING AND WIDENING	3/30/2026	$3,000,000	6/30/2028	G3C54							$2,563,500	$2,563,500
TOTALS					**$0**	**$0**	**$490,564**	**$144,668**	**$0**	**$163,119**	**$9,148,207**	**$9,946,558**

Port Canaveral

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	FY 24/25	TOTAL REMAINING BALANCE
					FUNDS REMAINING							
PORT-WIDE BERTH REHAB	None	$7,195,263	6/1/2030	G3E65							$3,195,263	$3,195,263
TOTALS					**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$3,195,263**	**$3,195,263**

Port St. Pete

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	FY 24/25	TOTAL REMAINING BALANCE
					FUNDS REMAINING							
MASTER PLAN PROJECT	2/23/2026	$150,000	6/30/2028	G3519							$40,878	$40,878
TOTALS					**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$40,878**	**$40,878**

Port Putnam

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	FY 24/25	TOTAL REMAINING BALANCE
					FUNDS REMAINING							
DOCKING AREA MOTION SECURITY	12/30/2025	$2,700	12/31/2028	G3768							$853	$853
TOTALS					**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$853**	**$853**

Note: Port of Key West, Port of Port St. Joe, and Port Citrus are not included here due to no active projects in the report range.

RED FONT REPRESENTS PROJECTS WITH NO INVOICING IN 24 MONTHS

TAB 5b: Approval of FSTED Program Fund Reallocations

FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT

June 18, 2026

Mr. Joshua Revord
FSTED Council Chairman
2300 Virginia Avenue
Fort Pierce, FL 34982

Subject: Request for Reallocation of FSTED Council Funds

Dear Chairman Revord,

The Port of Palm Beach is submitting this request for consideration by the Florida Seaport Transportation and Economic Development (FSTED) Council to reallocate previously approved FSTED funds from Multi-Ship Passenger Loading Bridge to Cruise Terminal Expansion, consistent with Section 311.09, Florida Statutes, and the work program amendment procedures in Section 339.135(7), Florida Statutes.

Background and Need:
The existing grant that we wish to reallocate funds from is the Multi-Ship Passenger Loading Bridge, 442200-1-94-01, Contract ID G1560. Of the original grant allocation of $2,500,000, the Port has spent $280,526 to purchase a pre-owned passenger loading bridge from Port Canaveral. This fulfilled a contractual obligation to the cruise line. However, the cruise line has been unable to acquire an additional cruise ship as originally agreed upon when we purchased this passenger loading bridge.

Use of Reallocated Funds:
Of the remaining $2,219,474 funds, we wish to reallocate them all to our Cruise Terminal Expansion, 457516-3-94-01, that requires this funding. Our Cruise Terminal Expansion project is a comprehensive terminal expansion and modernization plan that will accommodate larger cruise vessels and increased passenger counts, that will support future cruise opportunities at the Port of Palm Beach.

Funds Moving from:

Multi-Ship Passenger Loading Bridge

Contract Number	Financial Management Number	Fiscal Year (From)	State (FSTED)	Match (Local)	Total
G1560	442200-1-94-01	FY	-$1,109,737	-$1,109,737	-$2,219,474
Decrease			[50%]	[50%]	100%

Funds Moving to:

Cruise Terminal Expansion

Contract Number	Financial Management Number	Fiscal Year (To)	State (FSTED)	Match (Local)	Total
	457516-3-94-01	FY 27	+$1,109,737	+$1,109,737	+$2,219,474
Increase			[50%]	[50%]	100%

The Port of Palm Beach appreciates the FSTED Council's consideration of this reallocation request.

Sincerely,

Michael Meekins
Executive Director
Port of Palm Beach

TAB 6: Security Grant Program Funding for FY2027

TAB 6a: Recommendations and Approval of Security Grant Program Applications

FSTED

FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT

FISCAL YEAR (FY) 2027 SEAPORT SECURITY PROGRAM ALLOCATIONS

Seaport	Application Name	Total Project Cost	FY 27 Requested State Allocation (75%)	FY 27 Local Match (25%)	FY 27 Recommended Allocation on 8/26/26 (75%)	New Local Match (25%)	New Total Project Cost
SeaPort Manatee	Access Control Security Operations Center	$ 200,000	$ 150,000	$ 50,000	$	$	$
Port of Fernandina	CBP Facility Final Phase	$ 150,000	$ 112,500	$ 37,500	$	$	$
JAXPORT	Physical and Cybersecurity Enhancements	$ 250,000	$ 187,500	$ 62,500	$	$	$
Port Panama City	High-Risk Cargo Security Modernization and Identity Assurance Project	$ 101,276	$ 75,957	$ 25,319	$	$	$
Port of Pensacola	Security Monitoring Equipment Enhancement	$ 150,000	$ 112,500	$ 37,500	$	$	$
Port Everglades	Port Security Camera Upgrade	$ 200,000	$ 150,000	$ 50,000	$	$	$
Port of Palm Beach	Surveillance Systems to Protect Rail Operations	$ 90,000	$ 67,500	$ 22,500	$	$	$
Port Canaveral	Access Control Improvements	$ 150,000	$ 112,500	$ 37,500	$	$	$
PortMiami	Security Surveillance Recorders Infrastructure	$ 570,000	$ 427,500	$ 142,500	$	$	$
Port Tampa Bay	Camera Technology Upgrades FY 2027	$ 200,000	$ 150,000	$ 50,000	$	$	$
	TOTAL	$ 2,061,276	$ 1,545,957	$ 515,319	$	$	$

TAB 7: FSTED Program Funding Allocations for FY2028

TAB 7a: FloridaCommerce Consistency Review of FSTED Program Applications

August 15, 2026

Mr. Joshua Revord, Chair
Florida Seaport Transportation and
Economic Development Council
Port of Fort Pierce
1001 Harbor Street
Fort Pierce, FL 34950

Dear Mr. Revord:

As requested by the Florida Transportation and Seaport Economic Development Council, FloridaCommerce staff have reviewed the seaport project applications identified in the attached list.

In compliance with section 311.09(7), Florida Statutes, each project was evaluated for its economic benefit and to determine if the project is consistent with state, regional and local plans; the Florida Seaport Mission Plan; and the state's economic development goals and policies. FloridaCommerce found the projects in the attached list to be consistent based on the criteria stated in section 311.09, Florida Statutes.

If you have any questions or require additional information, please contact Partnership Manager, Ava Dillard, in the Division of Economic Development at (850) 717-8984.

Sincerely,

J. Alex Kelly, Secretary

JK/ad

Attachment

FloridaCommerce Seaport Project List FY 27-28

Port	Priority	Project Name
Jacksonville Port Authority	1	Berth 30-32 Design, Upgrades, Modification, & Reconstruction
	2	Talleyrand Marine Terminal Berth Rehabilitation (Design and Construction)
Port of Pensacola	1	Berth #6 Rehabilitation - Construction
	2	High Performance Maritime Center of Excellence Dock Complex – Waterside Construction
Port Everglades	1	Slip 1 Berths 9 & 10 Expansion Project
	2	New Bulkheads at Berths 16, 17, 18
Manatee County Port Authority	1	Mobile Harbor Crane Modernization
	2	Southgate Security Interchange
Port Miami	1	North Bulkhead Improvements
	2	Roadway Capacity Improvements
Panama City Port Authority	1	East Terminal (Phase II) Warehouse
	2	West Terminal Gate Operation, Truck Queuing, and Parking
Port Tampa Bay	1	Eastport Omniport - Phase II
	2	Metroport Phase II - Berth 266
Port of Key West	1	Mallory Wharf and Pier
Putnam County Port Authority	1	Port Putnam Bulkhead and Docking Reconstruction
Port of Fort Pierce	1	Harbour Pointe– Multipurpose Staging and Commercial Waterfront
Port of Fernandina (OHPA)	1	Container Handler Replacement
	2	Customs and Border Protection Facility – Final Phase

Canaveral Port Authority	1	Maintenance Dredging
	2	New access road from SR 528 East Bound to Southside of Port back to SR 528 West Bound
Port of Palm Beach	1	Slip 2 – Bulkhead Replacement

TAB 7b: FDOT Consistency Review of FSTED Program Applications

TAB 7c: Florida Administrative Code Rule 14B-1.005 Funding Allocation Guidance

Florida Administrative Code Rule 14B-1.005: Council Procedures.

(1) The Council shall prioritize and allocate funding to seaports for approved projects at the Council meeting and in accordance with the following criteria:

(a) Consistency reviews performed by the Department of Transportation and the Department of Economic Opportunity and the economic benefit review performed by Department of Economic Opportunity.
(b) The goals and objectives of the Florida Seaport Mission Plan.
(c) Competition for cargo or trade between an applicant port and port located outside the State of Florida.
(d) Importance of a project to support or maintain existing cargo, trade or passenger movements at the applicant port.
(e) Revenues or funds available at the applicant port to ensure that the port meets its matching fund requirement and to ensure that the project is initiated within the funding year in which the project is approved.
(f) The overall 5-year capital improvement needs of each applicant port.
(g) The ability of the port to finance port improvements through other sources.
(h) Fairness in achieving balanced support for each port's priorities, objectives and goals in a 5-year capital improvement program.
(i) Each port's recommendations concerning its funding needs.

(2) A majority vote of the Council members present is sufficient to prioritize and allocate funding to seaports for all approved projects. A majority vote of the Council members present is sufficient to disapprove funding for a specific port transportation project.

(3) Council staff shall submit a summary of port transportation projects with pertinent information to the Council members no less than five (5) working days prior to the date of the meeting at which time projects will be considered for funding approval.

(4) Eligible ports whose transportation projects are not recommended for funding in any given year may reapply for subsequent funding consideration by the Council.

Rulemaking Authority 311.09(2), (4) FS. Law Implemented 311.09 FS. History–New 12-19-90, Amended 7-13-10, 1-12-16.

TAB 7d: Preparation of Project List and Approval of Projects to be Funded

FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT

August 20, 2026

Mr. Joshua Revord, P.E.
FSTED Council Chairman
Port of Fort Pierce
1001 Harbor Street
Fort Pierce, Florida 34950

RE: Final list of consistent projects and pertinent information for fiscal year 2028 Florida Seaport Transportation and Economic Development Program applications

Dear Chairman Revord:

As requested by the Florida Transportation and Seaport Economic Development (FSTED) Council, the Florida Department of Transportation (FDOT) and FloridaCommerce reviewed the 22 submitted seaport project applications. In compliance with Section 311.09(6), Florida Statutes (F.S.), and Section 311.09(7), F.S., each project was evaluated for consistency with the Florida Transportation Plan, the Florida Seaport System Plan, the Florida Seaport Mission Plan, and the state's transportation economic development goals and policies.

All 22 projects were determined to be consistent with applicable state, regional, and local plans and included in Attachment 01.

A return-on-investment (ROI) evaluation was conducted for FDOT by a third-party consultant, HNTB Corporation. This evaluation provides FDOT with context, facilitates direct comparisons among projects, and assists in evaluating the merits of individual project applications. Each project's ROI rating is identified as High, Medium, or Low in the subsequent Attachment 01.

Rule 14B-1.005(3), Florida Administrative Code, requires the FSTED administrative services provider to submit the final list of consistent projects, as determined by FloridaCommerce and FDOT, along with any pertinent information, to Council members five working days prior to the FSTED Annual Meeting.

For questions or additional information, please contact Lauren Brand at lbrand@strongportstrategies.com.

Sincerely,

Lauren Brand
FSTED Council Administrative Services Staff

ATTACHMENT 01. SECTION 311.09(6), F.S., AND SECTION 311.09(7) CONSISTENT PROJECT APPLICATIONS FOR FISCAL YEAR (FY) 2028

Seaport	Port Priority	Application Name	ROI Rating	Total Project Cost	Requested Allocation	Local Match
Port Canaveral	1	Maintenance Dredging	High	$7,500,000	$3,750,000	$3,750,000
Port Everglades	2	New Bulkheads at Berths 16,17,18	High	$104,688,349	$52,344,175	$52,344,174
Port of Fernandina	2	CBP Facility Final Phase	High	$1,200,000	$600,000	$600,000
Port of Fort Pierce	1	Harbour Pointe- Multipurpose Staging and Commercial Waterfront	High	$5,410,000	$2,705,000	$2,705,000
Port of Key West	1	Mallory Wharf and Pier	High	$13,000,000	$8,750,000	$2,916,667
PortMiami	2	Roadway Capacity Improvements	High	$14,000,000	$7,000,000	$7,000,000
Port of Palm Beach	1	Slip 2- Bulkhead Replacement	High	$6,250,000	$3,125,000	$3,125,000
Port of Pensacola	2	High-Performance Maritime Center of Excellence Dock Complex- Waterside Construction	High	$5,626,648	$2,506,589	$626,647
Port Everglades	1	Slip 1 Berths 9 & 10 Expansion Project	Medium	$229,328,815	$93,206,503	$31,068,834
JAXPORT	2	Talleyrand Marine Terminal Berth Rehabilitation (Design and Construction)	Medium	$6,650,000	$5,000,000	$1,650,000
JAXPORT	1	Berth 30-32 Design, Upgrades, Modification, & Reconstruction	Medium	$184,000,000	$114,000,000	$38,000,000
SeaPort Manatee	1	Mobile Harbor Crane Modernization	Medium	$6,500,000	$3,250,000	$3,250,000
Port Panama City	1	East Terminal Phase Two Warehouse	Medium	$28,718,075	$2,000,000	$2,000,000
Port Putnam	1	Port Putnam Bulkhead and Docking Reconstruction	Medium	$6,381,100	$1,950,000	$650,000
Port Tampa Bay	1	Eastport Omniport Phase 2	Medium	$38,000,000	$12,000,000	$4,000,000
Port Canaveral	2	New access road from SR 528 East Bound to Southside of Port back to SR 528 West Bound	Low	$85,000,000	$42,500,000	$42,500,000
Port of Fernandina	1	Container Handler Replacement	Low	$900,000	$450,000	$450,000
SeaPort Manatee	2	Southgate Security Interchange	Low	$8,000,000	$4,000,000	$4,000,000
PortMiami	1	North Bulkhead Improvements	Low	$125,000,000	$62,500,000	$62,500,000
Port Panama City	2	West Terminal Gate Operation, Truck Queuing, and Parking	Low	$10,000,000	$5,000,000	$5,000,000
Port of Pensacola	1	Berth #6 Rehabilitation- Construction	Low	$15,000,000	$2,000,000	$500,000
Port Tampa Bay	2	Metroport Phase 2 Berth 266	Low	$46,000,000	$30,000,000	$10,000,000
TOTAL				**$947,152,987**	**$458,637,267**	**$278,636,322**

FSTED

FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT

FY 2018 to 2027 FSTED HISTORIC 6-YEAR AND 10-YEAR PROJECT ALLOCATION AND PERCENTAGE ALLOCATION AT $47.3 MILLION

Port	FSTED Allocations for Fiscal Years 2018 to 2027										Historic FSTED 6-Year Average Award			Historic FSTED 10-Year Average Award		
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Avg. for FY 22/27	Avg. % of Total	6-Year Avg at $47.3 M	Avg. for FY 18/27	Avg. % of Total	10-Year Avg.
PortMiami	$4,650,000	$3,800,000	$3,900,000	$4,250,000	$3,900,000	$3,750,000	$3,280,000	$3,195,263	$3,200,000	$3,000,000	$3,387,544	13.47%	$6,363,400	$3,692,526	14.71%	$6,951,907
JAXPORT	$3,500,000	$3,300,000	$3,850,000	$4,156,250	$3,850,000	$3,750,000	$3,280,000	$3,195,262	$3,200,000	$3,000,000	$3,379,210	13.43%	$6,347,746	$3,508,151	13.98%	$6,604,785
Port Everglades	$3,600,000	$3,400,000	$3,600,000	$3,639,934	$3,700,000	$3,700,000	$3,280,000	$3,195,263	$3,200,000	$3,000,000	$3,345,877	13.30%	$6,285,131	$3,431,520	13.67%	$6,460,511
Port of Tampa Bay	$4,200,000	$3,100,000	$3,000,000	$3,587,612	$3,600,000	$2,500,000	$3,280,000	$3,195,263	$3,200,000	$3,000,000	$3,129,211	12.44%	$5,878,129	$3,266,288	13.01%	$6,149,429
Port Canaveral	$3,300,000	$3,000,000	$3,000,000	$3,600,000	$3,600,000	$3,215,911	$3,280,000	$3,195,263	$3,200,000	$3,000,000	$3,248,529	12.91%	$6,102,265	$3,239,117	12.91%	$6,098,276
Seaport Manatee	$0	$2,500,000	$1,827,235	$2,250,000	$2,000,000	$2,500,000	$2,500,000	$3,000,000	$3,000,000	$2,500,000	$2,583,333	10.27%	$4,852,715	$2,207,724	8.80%	$4,156,474
Port of Panama City	$2,500,000	$1,539,300	$2,000,000	$2,150,000	$1,700,000	$2,000,000	$2,100,000	$3,000,000	$3,000,000	$1,500,000	$2,216,667	8.81%	$4,163,942	$2,148,930	8.56%	$4,045,783
Port of Palm Beach	$2,000,000	$2,250,000	$1,875,000	$0	$1,300,000	$1,400,000	$2,305,764	$0	$0	$2,000,000	$1,167,627	4.64%	$2,193,353	$1,313,076	5.23%	$2,472,124
Port of Ft. Pierce	$350,000	$500,000	$413,177	$500,000	$500,000	$2,500,000	$1,500,000	$0	$375,000	$816,621	$948,604	3.77%	$1,781,923	$745,480	2.97%	$1,403,512
Port of Pensacola	$0	$110,700	$0	$0	$0	$0	$0	$2,625,000	$1,677,329	$1,000,000	$883,722	3.51%	$1,660,045	$541,303	2.16%	$1,019,109
Port of Key West	$0	$0	$850,000	$566,667	$350,000	$0	$0	$0	$0	$1,000,000	$225,000	0.89%	$422,656	$276,667	1.10%	$520,879
Port St. Pete	$500,000	$1,000,000	$0	$0	$0	$0	$0	$150,000	$0	$0	$25,000	0.10%	$46,962	$165,000	0.66%	$310,645
Port of Fernandina	$0	$0	$0	$668,000	$201,920	$204,147	$0	$0	$146,314	$350,000	$150,397	0.60%	$282,516	$157,038	0.63%	$295,655
Port Putnam	$0	$0	$0	$0	$0	$0	$0	$0	$600,000	$578,543	$196,424	0.78%	$368,976	$117,854	0.47%	$221,884
Port of Port St. Joe	$0	$0	$200,000	$0	$0	$0	$0	$0	$0	$0	$0	0.00%	$0	$20,000	0.08%	$37,654
Port Citrus	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0.00%	$0	$0	0.00%	$0
Data and Planning	$400,000	$500,000	$500,000	$400,000	$320,000	$253,686	$248,686	$248,686	$253,686	$282,226	$267,828	1.06%	$503,108	$267,828	1.07%	$504,240
Total Allocation	**$25,000,000**	**$25,000,000**	**$25,015,412**	**$25,768,463**	**$25,021,920**	**$25,773,744**	**$25,054,450**	**$25,000,000**	**$25,052,329**	**$25,027,390**	**$25,154,972**		**$47,252,866**	**$25,098,502**		**$47,252,866**

FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT

SECTION 311.09(6), F.S., AND SECTION 311.09(7), F.S., CONSISTENT PROJECT APPLICATIONS FOR FISCAL YEAR (FY) 2028

Seaport	Port Priority	Application Title	ROI Rating	Total Requested Amount	Proposed Allocation
Port Canaveral	1	Maintenance Dredging	High	$3,750,000	
	2	New access road from SR 528 East Bound to Southside of Port	Low	$42,500,000	
Port Everglades	1	Slip 1 Berths 9 & 10 Expansion Project	Medium	$93,206,503	
	2	New Bulkheads at Berths 16,17,18	High	$52,344,175	
Port of Fernandina	1	Container Handler Replacement	Low	$450,000	
	2	CBP Facility Final Phase	High	$600,000	
Port of Fort Pierce	1	Harbour Pointe- Multipurpose Staging and Commercial	High	$2,705,000	
JAXPORT	1	Berth 30-32 Design, Upgrades, Modification, & Reconstruction	Medium	$114,000,000	
	2	Talleyrand Marine Terminal Berth Rehabilitation	Medium	$5,000,000	
Port of Key West	1	Mallory Wharf and Pier	High	$8,750,000	
SeaPort Manatee	1	Mobile Harbor Crane Modernization	Medium	$3,250,000	
	2	Southgate Security Interchange	Low	$4,000,000	
PortMiami	1	North Bulkhead Improvements	Low	$62,500,000	
	2	Roadway Capacity Improvements	High	$7,000,000	
Port of Palm Beach	1	Slip 2- Bulkhead Replacement	High	$3,125,000	
Port Panama City	1	East Terminal Phase Two Warehouse	Medium	$2,000,000	
	2	West Terminal Gate Operation, Truck Queuing, and Parking	Low	$5,000,000	
Port of Pensacola	1	Berth #6 Rehabilitation- Construction	Low	$2,000,000	
	2	High Performance Maritime Center of Excellence Dock Complex	High	$2,506,589	
Port Putnam	1	Port Putnam Bulkhead and Docking Reconstruction	Medium	$1,950,000	
Port Tampa Bay	1	Eastport Omniport Phase 2	Medium	$12,000,000	
	2	Metroport Phase 2 Berth 266	Low	$30,000,000	
TOTAL				$458,637,267	

TAB 8: Maritime Workforce Training Overview

TAB 8a: FDOT Update

TAB 8b: Maritime Administration (MARAD) Initiatives

MARAD Centers of Excellence (CoE) for Domestic Maritime Workforce Training and Education

- **MARAD solicited applications for designation as maritime workforce training CoE in February 2026 for afloat and ashore careers.**
  - **Ashore careers include work in and around <u>seaports</u>, including <u>cargo handling</u>, <u>equipment maintenance and repair</u>, recreational boating, and <u>boatbuilding and repair</u>.**
  - **Applicants must be <u>established institutions with demonstrated record of success</u>, including community colleges, vocational institutions, sponsors of apprenticeship programs, and others. *State Maritime Academies are not eligible for designation*.**
- **To date, no funds have been appropriated for this program, but a recent Executive Order on "Restoring America's Maritime Dominance" and "Maritime Action Plan" call for the establishment of a Maritime Security Trust Fund, which includes workforce development and could fund the program.**
- **2026 designations are expected Fall 2026.**

TAB 9: Legislative Update

TAB 10: Future FSTED Meeting Locations

FSTED

FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT

FSTED Annual Meeting Locations Since 2011	
Year	**Location**
2011	Tallahassee
2012	Tampa / Lake Buena Vista
2013	Riviera Beach / Orlando
2014	Amelia Island
2015	Sarasota
2016	Miami
2017	Cocoa Beach
2018	St. Petersburg
2019	Jacksonville
2020	Virtual
2021	Panama City
2022	Key West
2023	Fort Lauderdale
2024	Pensacola
2025	Longboat Key
2026	Jensen Beach
2027	Tampa
2028	Riviera Beach
2029	Amelia Island
2030	Miami
2031	Cocoa Beach

**Note: The Legislative Meetings were held in Tallahassee from 2014 onward.*

TAB 11: Space Florida Update

SPACE FLORIDA
BE WHERE NEW IDEAS TAKE OFF®

FINANCIAL TOOLKIT

DEALS THAT WORK. DEALS THAT LAST.

Space Florida is where leading aerospace companies get everything they need to see their new ideas take off. Other states offer incentives. Florida offers a permanent advantage. The Florida Model ™ is a structural financial architecture — built to lower your costs, compound your savings, and deliver the kind of long-term partnership that no one-time subsidy can match.

01

UNRIVALED EXPERIENCE

Finance, business, and industry experts who have proven they know exactly what it takes to launch successful aerospace initiatives.

02

UNMATCHED FINANCIAL TOOLS

Access capital and lower your long-term costs with customized financing and tax efficiencies you simply can't get anywhere else.

03

UNBEATABLE LOCATION

Direct access to established infrastructure, a skilled workforce, and an environment built for aerospace innovation and scale.

SUBSTANCE OVER SUBSIDIES

$531M+
INVESTED IN SPACEPORT INFRASTRUCTURE

6:1
RETURN ON EVERY STATE DOLLAR INVESTED

$900M
ATTRACTED TO SPACE FLORIDA ACCELERATOR STARTUPS

$9B+
PRIVATE AEROSPACE INVESTMENT PIPELINE

CONDUIT FINANCING

CAPITAL ACCESS

Space Florida acts as a conduit to access a diverse lender network and municipal bond markets — enabling companies to secure capital for facilities, equipment, and tooling quickly and cost-effectively.

- Access to facilities, equipment & tooling quickly & cost-effectively
- Utilize existing capital efficiently
- A way to pay for equipment or infrastructure that is repaid as a long-term lease

SYNTHETIC LEASING

COST REDUCTION

Converts large capital expenditures into operating expenses — reducing financial risk, improving balance sheet flexibility, and qualifying companies for property tax relief that preserves working capital.

- Financial & tax efficiencies
- Turns large upfront capital expenditures into operating expenses
- Potential flexibility with existing debt capacity

TAX EFFICIENCIES

LONG-TERM SAVINGS

A layered set of tax advantages — from sales and ad valorem exemptions to federal depreciation — that are customized for your specific financial structure and scale of operation.

- Ad valorem tax (property tax) exemptions
- Sales tax exemptions
- Potential asset depreciation for federal income tax purposes

SPACEPORT IMPROVEMENT PROGRAM

INFRASTRUCTURE INVESTMENT

Space Florida partners with the Florida Department of Transportation to directly co-invest in the runways, launch pads, processing facilities, and utilities that make Florida's spaceports launch-ready — reducing your infrastructure burden before you ever break ground.

- $531M+ invested across 48 major spaceport projects since 2012
- Leveraged $3.3B+ in private aerospace investment, creating 5,000+ high-quality jobs
- Annual Call for Projects (applications open each January–April) funds runway, pad, and facility construction

SPECIAL DIRT

Special Dirt is any land owned directly by the federal, state or local government, or instrumentally thereof (airport authority, county industrial authority, public university research park). It provides the ability to secure property and rights to infrastructure from federal, state and local governments for commercial use on behalf of the business.

Space Florida assists in securing third-party financing of new building facilities constructed on Special Dirt.

The Special Dirt provision does not apply to the acquisition and placement of equipment and tooling.

WITH SPACE FLORIDA, NOW YOU CAN

Draw from a diverse toolkit of capital funding, tax advantages, and state infrastructure investment — customized for your business.

Access capital quickly and efficiently with conduit financing, leveraging municipal bond markets and a diverse lender network.

Lease from an entity that qualifies you for ongoing financial efficiencies, preserving your working capital year over year.

Tap into capital accelerator programs for early-stage companies and unlock greater access to investors and follow-on funding.

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TAB 12: New Business and Public Comment

TAB 13: Adjournment