



Seaport Security Advisory Committee 2026 Annual Meeting Agenda

Wednesday, August 26, 2026

1:00 p.m. – 2:45 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



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 2: Roll Call



Roll Call

Wednesday, August 26, 2026

VOTING MEMBERS	
Organization	Representative
Port Canaveral	Peter Bergeron (Chair)
SeaPort Manatee	David St. Pierre
PortMiami	Daniel Junior
Panama City Port Authority	Rebekah Farris
Tampa Port Authority	Mark Dubina
EX-OFFICIO NON-VOTING MEMBERS	
Organization	Representative
U.S. Coast Guard	
U.S. Customs and Border Protection	
Local Law Enforcement Agency	
Local Law Enforcement Agency	

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 3: Discussion of State and Federal Issues

TAB 3a: Discussion of the Seaport Security Act of 2026 (U.S. House Resolution 9229)

SEAPORT SECURITY ACT OF 2026

Protecting Critical Maritime Infrastructure from Unauthorized Drone Threats

Background

America's seaports are critical components of the Nation's transportation system, economy, defense infrastructure, and supply chain. Major ports routinely support commercial cargo operations, cruise vessels, military activities, energy facilities, space operations, and other sensitive maritime functions.

At the same time, the increasing availability and sophistication of unmanned aircraft systems (UAS) have created new security vulnerabilities. Unauthorized drones can be used for surveillance, disruption, smuggling, reconnaissance, or potentially more serious malicious activity against port facilities and maritime operations.

The Problem

Although ports are responsible for protecting their facilities, personnel, passengers, tenants, and operations, they currently lack sufficient authority to effectively address unauthorized or malicious drone activity.

Existing FAA authorities and recent Federal drone-related legislation primarily address aviation safety, airspace management, and lawful UAS operations. They do not provide seaports with the specific counter-UAS authorities and protections needed to respond to threats over critical maritime infrastructure.

This leaves a significant security gap: **ports may detect an unauthorized drone operating over sensitive facilities but have limited ability to take meaningful action against it.**

Proposed Solution

The **Seaport Security Act of 2026** would provide qualified seaports with appropriate tools and authority to detect, deter, and address unauthorized or malicious UAS activity.

The legislation is intended to:

- Protect critical port and maritime infrastructure from rogue drone activity.
- Improve the ability of ports to detect and assess potential UAS threats.
- Provide appropriate counter-UAS authorities and capabilities to eligible seaports.
- Protect cargo, cruise operations, personnel, passengers, commerce, and the national supply chain.
- Preserve legitimate commercial, governmental, and business-related drone operations conducted in compliance with FAA requirements and applicable waivers.

The legislation is specifically focused on **unauthorized and potentially threatening drone activity** and is not intended to interfere with legitimate UAS operations.

Industry Support

The proposal has been developed and advanced through collaboration involving **Jones Walker LLP, Port Canaveral, and JAXPORT**.

Support for expanded counter-UAS authority for ports continues to grow across the maritime industry. Supporting materials include:

- An expanding industry coalition supporting the legislation.
- A Federal Maritime Commission letter supporting the initiative.
- American Association of Port Authorities recommendations calling for expanded counter-UAS detection and mitigation capabilities for critical infrastructure and recognition of ports as eligible critical infrastructure.
- Port Canaveral's public support for the legislation.

Legislative Ask

Congress should enact the Seaport Security Act of 2026 to close the existing counter-UAS security gap at America's seaports.

Ports are already responsible for protecting some of the Nation's most important transportation and maritime infrastructure. They should have appropriate, federally authorized tools to detect and respond to unauthorized drone threats while continuing to accommodate legitimate FAA-authorized UAS operations.

Bottom Line: The legislation provides ports with an additional layer of protection against an evolving security threat, strengthens maritime security, and helps safeguard the Nation's commerce and supply chain.

SEAPORT SECURITY ACT OF 2026 SIGN ON LETTER SUPPORT

As of August 3, 2026

Carnival Cruise Line	Brevard County Sheriff's Office
Norwegian Cruise Line	Canaveral Fire Rescue
Disney Cruise Line	Seaport Canaveral
Royal Caribbean Cruise Line	McAllister Towing
Cruise Lines International Association	Seaside LNG/Polaris New Energy
Florida Ports Council	Maritime Institute for Research and Industrial Development
Canaveral Pilots Association	Port of New Orleans
Gulf Ports Association	American Maritime Officers Service
American Waterways Operators	JAXPORT
Ports Association of Louisiana	Port of Palm Beach
Seafarers International Union	Port of Pensacola
Masters Mates and Pilots	USA Maritime
American Maritime Officers	
American Pilots Association	



Federal Maritime Commission



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Statement of Commissioners Harvey and DiBella on the Seaport Security Act of 2026

Posted on: July 14, 2026

Congressman Patronis recently introduced House Resolution 9229, the Seaport Security Act of 2026, to strengthen protections for America's port and maritime infrastructure against the growing threat posed by unauthorized unmanned aircraft systems (UAS) flights, commonly referred to as drones. We support this legislation that establishes a framework to help seaports deter and respond to unsafe or malicious drone flights while preserving authorized commercial, governmental, and emergency UAS operations.

Under the legislation, controlled or restricted low-altitude airspace (under 400 feet) will be established over critical seaport areas, while enhanced UAS detection and mitigation capabilities will be coordinated through the Federal Aviation Administration (FAA) and U.S. Department of Homeland Security (DHS). With the authorized layered UAS detection and mitigation capabilities seaports are afforded protections to safeguard critical port infrastructure and operations from the threat of unauthorized drone flights.

Managing unauthorized drone activity has been a growing and serious concern to seaports that must operate safely, securely, and efficiently to meet the needs of the communities and industries each port serves. At Port Canaveral alone, more than 500 drone incursions were recorded in 2025, including unauthorized flights over nationally strategic aerospace and military operations and cruise terminals serving up to 60,000 passengers daily.

America's seaports are critical to the Nation's economy, supply chain resilience, passenger transportation, and national defense. Current Federal authorities governing drone activity around maritime facilities are fragmented and do not provide ports with a clear, uniform framework to address unauthorized UAS operations. We believe this legislation is an important step towards addressing this broad issue threatening American ports.

For more information about the Seaport Security Act of 2026, please visit: [H.R.9229 – 119th Congress \(2025-2026\)](#).

Robert Harvey and Laura DiBella are Commissioners with the U.S. Federal Maritime Commission. The thoughts and comments expressed herein are their own and do not necessarily represent the position of the Commission.

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Federal Maritime Commission

Our mission is to **ensure a competitive and reliable international ocean transportation supply system** that supports the U.S. economy and protects the public from unfair and deceptive practices.

800 North Capitol Street,
N.W.
Washington, D.C. 20573
inquiries@fmc.gov

TAB 3b: 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"

Final Rule to Advance the Biometric Entry/Exit Program (eff. 12/26/25)

Collection of Biometric Data for Entry to and Departure from the United States (U.S.) Summary ¹

- The Biometric Entry/Exit Program is an automated entry and exit data system used to track non-citizen travelers entering and exiting the U.S.
- The program currently uses facial comparison technology for biometric identity verification.
- This program is currently being administered by the U.S. Customs and Border Protection (CBP), with the development of the program mandated by 8 U.S.C. § 1365b.²

Amendments to the Original Rule ¹

- U.S. Department of Homeland Security (DHS) is amending 8 CFR 215.8 by removing the reference to pilot programs and the reference to the 15-port limit, allowing DHS to establish a general biometric exit requirement for aliens departing from ports (i.e., sea, air, land) or any other authorized point of departure.
- DHS is amending 8 CFR 215.8 and 8 CFR 235.1 to add new paragraphs (a)(1) and (f)(1)(ii), respectively, which collectively provide that an alien may be required to be photographed when departing or seeking admission to the U.S. to determine identity or for other lawful purposes.
- DHS is amending 8 CFR 215.8(a) and 235.1(f) to provide that any alien, other than those exempt by regulation, may be required “to provide other biometrics” upon arrival into and departure from the U.S.; the amendment allows the flexibility for DHS to employ different methods of biometric collection in the future as biometric technology advances.
- DHS is amending 8 CFR 215.8(a) to expand where the collection of biometrics may be required. Prior to the effective date of this final rule, 8 CFR 215.8(a)(1) provided that biometrics may be collected from aliens only when departing “the United States from a designated port of entry;” the section now provides for the collection of biometric data from any location.

How will this affect Florida Seaports?

- This ruling will affect entry/exit processes for cruise and cargo operations at Florida seaports.
- CBP will expand biometric programs that use the cloud-based Traveler Verification Service (TVS).
- CBP will implement “Simplified Arrival” facial comparison technology at all CBP booths.
- CBP will have increased access to vessel Advance Passenger Information System (APIS) data to generate a gallery of photographs for each passenger aboard a vessel.

¹ Department of Homeland Security. (2025, October 27). Collection of Biometric Data From Aliens Upon Entry to and Departure From the United States. <https://www.federalregister.gov/documents/2025/10/27/2025-19655/collection-of-biometric-data-from-aliens-upon-entry-to-and-departure-from-the-united-states>.

² 108th United States Congress. (2004). Biometric Entry and Exit Data System. <https://www.govinfo.gov/content/pkg/USCODE-2024-title8/pdf/USCODE-2024-title8-chap12-subchapII-partIX-sec1365b.pdf>.

TAB 4: Program Funding and Reallocations

TAB 4a: Discussion and Review of Seaport Security Grant Funding Spenddowns



SEAPORT SYSTEM SPENDDOWN REPORT (Remaining balances as of 8/7/2026)												
JAXPORT					FUNDS REMAINING							
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
SEAPORT SECURITY GRANT PROGRAM [PERIMETER DETECT, VIDEO STREAMING, CBRN EQUIP]	12/19/2025	\$142,500	3/31/2027	G2H79					\$29,089			\$29,089
SEAPORT SECURITY PROJECT	12/29/2025	\$281,250	6/30/2027	G2V31							\$43,934	\$43,934
TOTALS					\$0	\$0	\$0	\$0	\$29,089	\$0	\$43,934	\$73,023
Port Everglades					FUNDS REMAINING							
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
SEAPORT SECURITY GRANT PROGRAM [MODERNIZING SECURITY APPLICATION SYSTEM]	7/16/2026	\$47,250	12/31/2027	G2I40					\$7,169			\$7,169
PEV SECURITY TRAFFIC VARIABLE MESSAGE BOARDS	8/22/2025	\$40,000	3/30/2027	G2U93						\$1,379		\$1,379
TOTALS					\$0	\$0	\$0	\$0	\$7,169	\$1,379	\$0	\$8,548
Port of Fort Pierce					FUNDS REMAINING							
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
SEAPORT SECURITY GRANT PROGRAM [HI MAST LIGHTING & HARBOUR POINTE]	4/20/2026	\$251,570	12/31/2026	G2823				\$215,920				\$215,920
TOTALS					\$0	\$0	\$0	\$215,920	\$0	\$0	\$0	\$215,920
Port of Palm Beach					FUNDS REMAINING							
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
SEAPORT SECURITY INITIATIVE	10/23/2024	\$61,837	12/31/2027	G2H48					\$4,109			\$4,109
CRUISE PASSENGER SCANNING EQUIPMENT	8/20/2025	\$172,934	12/31/2028	G3A40							\$82,648	\$82,648
TOTALS					\$0	\$0	\$0	\$0	\$4,109	\$0	\$82,648	\$86,757
PortMiami					FUNDS REMAINING							
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
SEAPORT SECURITY GRANT PROGRAM [BORDER PROTECTION SYSTEM]	3/9/2026	\$600,000	12/31/2026	G2425				\$194,153	\$194,154	\$194,154		\$582,461
TOTALS					\$0	\$0	\$0	\$194,153	\$194,154	\$194,154	\$0	\$582,461
Port Tampa Bay					FUNDS REMAINING							
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
SEAPORT SECURITY GRANT PROGRAM [BUILDING ACCESS CONTROL]	6/22/2026	\$180,000	6/30/2027	G2V13						\$163,119		\$163,119
ACCESS CONTROL GUARD STATION	None	\$112,500	6/30/2028	G3A07							\$112,500	\$112,500
TOTALS					\$0	\$0	\$0	\$0	\$0	\$163,119	\$112,500	\$275,619
Port Putnam					FUNDS REMAINING							
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
DOCKING AREA MOTION SECURITY	12/30/2025	\$2,700	12/31/2028	G3768							\$853	\$853
TOTALS					\$0	\$0	\$0	\$0	\$0	\$0	\$853	\$853

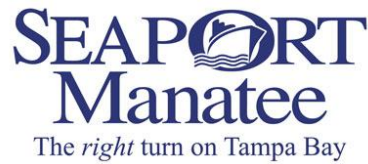
Note: Port Canaveral, Port Citrus, Port of Fernandina, Port of Key West, SeaPort Manatee, Port Panama City, Port of Port St. Joe, and Port St. Pete are not included here due to no active security projects in the report range.

TAB 4b: Seaport Security Grant Reallocations

**TAB 5: Review Applications and Discuss
Recommendations for the FY27 Florida Seaport
Transportation & Economic Development (FSTED)
Security Grant Program**

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	\$	\$	\$



June 15, 2026

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

Subject: Request for Funding under the FSTED Seaport Security Grant Program

Dear Chairman Revord,

SeaPort Manatee respectfully submits this request for funding consideration under the Florida Seaport Transportation and Economic Development (FSTED) Seaport Security Grant Program, pursuant to section 311.12(6), Florida Statutes, for the following project: SeaPort Manatee Security Operations Center Modernization Project.

Project Background and Need:

SeaPort Manatee has been undertaking a project to replace the port's outdated IP camera infrastructure in order to address vulnerabilities in camera firmware support identified during its cybersecurity assessment. The need for this project became more urgent following significant damage to port infrastructure caused by Hurricane Milton, which accelerated the replacement timeline. In addition to improving cybersecurity, the upgraded camera system will provide enhanced resolution and advanced video analytics, creating a corresponding need to modernize the systems used to view, manage, and monitor these cameras. This project will support the creation of a security operations room capable of fully leveraging the upgraded system's capabilities.

Project Scope:

This project will include the design, procurement, and installation of equipment necessary to support the port's upgraded IP camera infrastructure within a modernized security operations room. Scope elements include the replacement and enhancement of monitoring workstations, video management hardware, display systems, networking components, and associated support equipment required to effectively manage and monitor the new camera environment. The project may be completed in phases, beginning with equipment procurement and system configuration, followed by installation, integration, testing, and operational deployment.

Project Benefit:

This project will significantly enhance SeaPort Manatee's security posture by enabling personnel to fully utilize the improved resolution, reliability, and video analytics capabilities of the upgraded camera system. The modernized security operations room will improve real-time situational awareness, strengthen incident detection and response, and support more efficient monitoring of port operations and critical infrastructure. In addition, the project will reduce operational risk, improve system resilience following storm-related damage, and help ensure continued alignment with cybersecurity and physical security requirements for port facilities.

Seaport Security Grant Program Funds Request:

Project Name	State (FSTED) Funding Request	Match (Local)	Total Project Cost	Has project received prior funding?
SeaPort Manatee Security Operations Center Modernization Project	\$150,000 [75%]	\$50,000 [25%]	\$200,000 100%	No

SeaPort Manatee appreciates the FSTED Council's consideration of this funding request.

Sincerely,



David M. St. Pierre,
Senior Director of Public Safety and Security
Facility Security Officer
Seaport Manatee



FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT

June 15, 2026

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

Subject: Request for Funding under the FSTED Seaport Security Grant Program

Dear Chairman Revord,

The Port of Fernandina Beach is submitting this request for consideration of funding under the Florida Seaport Transportation and Economic Development (FSTED) Seaport Security Grant Program (311.12(6) F.S.) for the following project: Port of Fernandina CBP Facility Security Systems and Hardening Package

Project Background and Need:

The Port of Fernandina requires an on-port U.S. Customs and Border Protection presence to support international cargo activity and maintain the Port's ability to serve importers, exporters, and foreign trading partners. A 2024 planning and programming study determined that the existing CBP office space is undersized, outdated, and not sufficient to meet current CBP program, security, and functional requirements.

The planning effort evaluated multiple potential solutions, including renovation and expansion of the existing CBP office, construction of a new facility on OHPA-owned property, repurposing of the existing warehouse facility, and use of an approved modular facility. Based on the planning work completed to date, the current concept is the renovation and repurposing of the existing warehouse facility adjacent to the Port's secure perimeter. However, the final facility design remains subject to further design development, CBP review, cost validation, permitting, and other project delivery considerations.

Regardless of the final design approach, the need for a secure CBP operating environment remains unchanged. This request is therefore focused on the security-specific components of the project that will be required in any final CBP-approved facility solution.

Substantial funds have already been secured or committed toward making the larger CBP facility project a reality. The overall project cost is estimated at approximately \$2.7 million, and this \$150,000 request represents a targeted security investment that will leverage those larger committed funds and help complete the facility in a manner consistent with CBP physical security requirements.

Project Scope:

The proposed FSTED-funded scope will provide a dedicated security system and facility



FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT

hardening package as part of the construction of the new CBP facility at the Port of Fernandina. The security package is intended to be incorporated into the final CBP-approved facility design, whether that design proceeds as the current warehouse renovation concept or is refined through an alternate approved design approach. Eligible security-focused elements may include access control systems, card reader/keypad-controlled doors, door status monitoring, forced-entry resistant door hardware, intrusion detection, duress alarms, emergency alarm annunciation, CCTV cameras and monitoring infrastructure, public address/intercom systems, fire alarm and mass notification systems, security lighting, restricted-access signage, communications infrastructure, and targeted building hardening at public-to-secure interfaces. The final scope will be coordinated with CBP's physical security requirements, applicable federal design standards, the Port's secure perimeter operations, and the final facility design selected for construction.

Project Benefit:

The project will materially improve security at the Port of Fernandina by supporting the construction of a properly secured, purpose-built CBP operating environment. The funded improvements will strengthen control of access points, improve monitoring of public and restricted areas, provide real-time alarm and duress notification, enhance surveillance of vehicle and pedestrian approaches, and support separation between public, staff, inspection, and secure operational areas.

The requested FSTED funding will also help ensure that the larger CBP facility project is delivered with the security infrastructure necessary to support federal inspection operations at the Port. By targeting the security-specific portion of a substantially funded \$2.7 million project, the State's investment will leverage significant existing project funding while reducing risk, improving compliance with CBP physical security criteria, and supporting the Port's continued ability to handle international cargo.

Seaport Security Grant Program Funds Request:

Project Name	State (FSTED) Funding Request	Match (Local)	Total Project Cost	Has project received prior funding?
CBP Facility Security Systems and Hardening Package	[\$112,500] [75%]	[\$37,500] [25%]	[\$150,000] 100%	No*

*This project has received state funds previously, but no funds through the specific Security Grant Program.

The Port of Fernandina Beach appreciates the FSTED Council's consideration of this funding request.



FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT

Sincerely,



Scott Moore

Vice Chairman, Commissioner District 2
Ocean Highway & Port Authority
Nassau County, Florida

Port of Fernandina



June 8, 2026

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

Subject: Request for Funding under the FSTED Seaport Security Grant Program

Dear Chairman Revord,

Jacksonville Port Authority (JAXPORT) is submitting this request for consideration of funding under the Florida Seaport Transportation and Economic Development (FSTED) Seaport Security Grant Program (311.12(6) F.S.) for the following project: JAXPORT Physical and Cybersecurity Enhancements.

Project Background and Need:

JAXPORT's U.S. Coast Guard-approved Facility Security Plan (FSP) and ongoing security assessments have identified enhancements critical to reinforcing our layered security posture and safeguarding personnel, tenants, and essential maritime infrastructure, physical security infrastructure, cybersecurity systems, and waterside patrol capabilities. These enhancements are essential to maintaining MTSA compliance and operational readiness across our cargo and cruise terminal operations.

Project Scope:

The project will deliver integrated physical and cybersecurity upgrades across JAXPORT terminals and facilities, including perimeter hardening, surveillance systems, access control, IT/OT infrastructure replacement, emergency communications, and marine patrol equipment enhancements. Work will commence upon grant execution and be completed within the three-year grant term ending 2030.

Project Benefit:

These investments will reinforce JAXPORT's layered security posture, ensure continued regulatory compliance, and strengthen coordinated incident response with local, state, and federal partners consistent with U.S. Coast Guard Sector Jacksonville priorities and FEMA's National Preparedness Goals.



Seaport Security Grant Program Funds Request:

Project Name	State (FSTED) Funding Request	Match (Local)	Total Project Cost	Has project received prior funding?
[JAXPORT Physical and Cybersecurity Enhancements]	[\$187,500] [75%]	[\$62,500] [25%]	[\$250,000] 100%	Yes — 75% / \$112,394.62 / 25% / \$37,464.88 / 2026

JAXPORT appreciates the FSTED Council's consideration of this funding request.

Respectfully,

Justin Ryan
U.S. Foreign-Trade Zone. No. 64 & Grant Administration
Jacksonville Port Authority (JAXPORT)



June 16, 2026

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

Subject: Request for Funding under the FSTED Seaport Security Grant Program

Dear Chairman Revord,

The Panama City Port Authority is submitting this request for consideration of funding under the Florida Seaport Transportation and Economic Development (FSTED) Seaport Security Grant Program (311.12(6) F.S.) for the following project: High-Risk Cargo Security Modernization and Identity Assurance Project.

Project Background and Need:

The Panama City Port Authority currently relies on manual identity verification processes for certain cargo movements, which limits the ability to consistently validate credentials, connect individuals to specific cargo records, and maintain complete audit trails. This creates an operational security gap for cargo that is most at risk for theft, tampering, or unauthorized transfer. The project was identified as a priority through internal security review, operational risk assessment, and daily operational observations, all of which highlighted the need to replace manual identity verification with a more secure, cyber-resilient, and auditable process.

Project Scope:

The project will support cargo operations at both the East Terminal and West Terminal, specifically at cargo processing and check-in areas. It will include the purchase and implementation of hardware, professional services, supporting infrastructure, and software licensing necessary to modernize identity assurance and security controls for cargo operations. The system will verify driver identities, validate credentials, scan identification documents, match individuals to cargo records, create auditable transaction logs, strengthen cyber access controls, and integrate with existing Port Authority systems.

The selected service provider is a primary authorized contractor and trusted partner for U.S. federal, state, and local government agencies and operates under strict government regulations and security clearance requirements. The project is expected to begin implementation within six months of award and will be completed through a phased approach over approximately twelve months. Initial phases will include procurement of hardware, licensing, professional services, and supporting infrastructure, followed by system installation, configuration, integration, testing, user training, and final go-live.



Project Benefit:

The project will enhance the Panama City Port Authority's cyber resiliency and identity proofing capabilities for secure cargo operations. By replacing manual identity verification with a secure, integrated system, the Port Authority will improve its ability to confirm that individuals involved in cargo transfer and shipment are properly identified, credentialed, authorized, and associated with the correct cargo movement before activity occurs in restricted-access areas.

The project will also improve auditability, strengthen cyber access controls, reduce the risk of unauthorized cargo movement, and support broader federal security requirements for restricted-access cargo operations. Security personnel and Operations staff will benefit from a more consistent, reliable, and documented process for validating identities and cargo associations across both terminals.

Seaport Security Grant Program Funds Request:

Project Name	State (FSTED) Funding Request	Match (Local)	Total Project Cost	Has project received prior funding?
High-Risk Cargo Security Modernization and Identity Assurance Project	\$75,957 75%	\$25,319 25%	\$101,276	No

The Panama City Port Authority appreciates the FSTED Council's consideration of this funding request.

Sincerely,

A handwritten signature in black ink, appearing to read "Rebekah Farris".

Rebekah Farris

Director of Security & Technology
Panama City Port Authority



FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT

May 29, 2026

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

Subject: Request for Funding under the FSTED Seaport Security Grant Program

Dear Chairman Revord,

Port of Pensacola is submitting this request for consideration of funding under the Florida Seaport Transportation and Economic Development (FSTED) Seaport Security Grant Program (311.12(6) F.S.) for the following project: **Port of Pensacola Security Monitoring Equipment Enhancement**

Project Background and Need:

To remain in compliance with the Port of Pensacola's Security Plan, the Port of Pensacola is requesting funding to purchase security camera equipment, improve seaport security infrastructure, and upgrade security programs that address critical gaps through enhanced situational awareness tools, consistent with Section 311.12(6), Florida Statutes. This project will include the purchase and installation of additional port security camera equipment, as well as upgrades to two of the Port of Pensacola's OnGuard Access Control and Avigilon Security Camera Video System servers, both of which have reached the end of their operational life. The project is anticipated to begin on July 31, 2027, and be completed by July 31, 2028.

Project Scope:

This project includes:

- 1) **Security Camera Equipment Purchase:** Purchase of 5 new Avigilon 2.0C-H6A-PTZ-DP30 PTZ Security Cameras and accessories at a cost of **\$33,135.70**.
- 2) **Fiberoptic Infrastructure Enhancement:** Upgrading and enhancement of the fiberoptic lines within the Port secured access zones, to support system performance and overall security operation. The total cost for this work is quoted at **\$22,950.00**.
- 3) **TWIC Security Monitoring Access System and Security Data Server System Enhancement:** Upgrades to the OnGuard Access Control system and Avigilon Video Management System, including a camera server upgrade to support system performance, storage, and overall functionality, along with other necessary system improvements. The total cost for this upgrade is currently quoted at **\$93,823**.

FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT



FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT

This request is submitted in accordance with the requirements of the Florida Seaport Security Grant Program, Rule 14B-1.008, as well as Section 311.12(6), Florida Statutes, and includes an itemized cost listing associated with the proposed security enhancements, implementation of port security measures, enhancement of law enforcement coordination, increased efficiency in screening cargo and passengers, and commitment of the required matching funds.

Project Benefit:

These enhancements will significantly improve the Port's ability to:

- Screen both passenger and cargo vehicles entering restricted areas.
- Maintain continuous operational readiness of access control and surveillance systems.
- Improve real-time situational awareness for security personnel.
- Enhance coordination and communication with local, state, and federal law enforcement agencies

By maintaining and upgrading these systems, the Port will be better positioned to monitor operations and respond to potential security concerns as they arise, consistent with Rule 14B-1.008(2)(b), Florida Administrative Code, by improving the Port's ability to monitor facilities, enhance situational awareness, and support the notification of local, state, and federal law enforcement agencies regarding potential security risks involving cargo and/or passengers.

Seaport Security Grant Program Funds Request:

Project Name	State (FSTED) Funding Request	Match (Local)	Total Project Cost	Has project received prior funding?
Port of Pensacola Security Monitoring Equipment Enhancement	\$112,500 [75%]	\$37,500 [25%]	\$150,000 100%	NO

The Port of Pensacola appreciates the FSTED Council's consideration of this funding request.

Sincerely,

William Boyer
Project Compliance Manager
Port of Pensacola

Thomas Coggin
Commercial Development/Seaport Security Manager
Port of Pensacola



Real Systems. Real Security.

6001 Enterprise Drive, Pensacola, FL 32505

t. (850) 484-9300 f. (850) 478-5020

QUOTE

Number AAAQ9405

Date May 29, 2026

Sold To

Port of Pensacola

Thomas Coggin
700 S Barracks St
Pensacola, FL 32502
USA

Phone (850)436-5492
Fax

Ship To

Port of Pensacola

Thomas Coggin
700 S Barracks St
Pensacola, FL 32502
USA

Phone (850)436-5492
Fax

Your Sales Rep

Doug Strobel

doug.strobel@seceng.com

Here is the quote you requested.

Qty	Part	Description	Unit Price	Ext. Price
2027 SECURITY SYSTEM UPGRADES				
Avigilon Servers				
2	NVR6-STD-FORM-D-32TB-S22-NA	Avigilon NVR6-STD-FORM-D-32TB-S22-NA Camera Server		
Subtotal for Avigilon Servers				\$84,823.20
Security Equipment				
5	2.0C-H6A-PTZ-DP30	Avigilon 2.0C-H6A-PTZ-DP30 PTZ Camera		
5	12C-H5A-4MH-DP1	Avigilon 4x3MP H5A Multisensor with H5AMH-AD-PEND1 pendant adaptor and H5AMH-DO-COVR1		
Subtotal for Security Equipment Upgrades				\$33,135.70
Fiber Optic Infrastructure				
1	FIBER INFRASTRUCTURE	Fiber Optic Security Network Infrastructure Upgrades		
Subtotal for Fiber Optic Upgrades				\$22,950.00
Software Upgrades				
1	LENEL	Lenel OnGuard, HID PIVclass TWIC and Port Badging Software Upgrades		
Subtotal for Software Upgrades				\$9,000.00
			Shipping	\$0.00
			Total	\$149,908.90

Qty	Part	Description	Unit Price	Ext. Price
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1. Scope of Undertaking. Contractor will perform the services described on the front of this Customer Work Order (the Work). No other services are included. The amount payable to the Contractor for the Work is based solely upon the value of the services performed and is unrelated to the value of the Customer's property and/or the property of others located in/on the premises. Contractor makes no guarantee or Warranty that equipment or services supplied by Contractor will detect or avert occurrences or the consequences there from that the equipment or services are designed to detect or avert.
2. Equipment Disconnections. Customer is on notice that the system(s)/device(s) listed on the face of this Customer Work Order will be temporarily or permanently disconnected and no longer in service and thus, cannot detect, perform and/or report occurrences or transmit signals.
3. Existing System. Where new work is connected to an existing system, any deficiencies detected in the existing system during testing or charging of the system are the responsibility of the Customer and are not covered by any warranties that may be applicable to the Work. Customer releases Contractor from any and all claims regarding the existing system and any damage or injury caused by or to the existing system.
4. Liquidated Damages. It is impractical and extremely difficult to fix the actual damages, if any, that may proximately result from failure on the part of Contractor to perform any of its obligations under this Customer Work Order. Accordingly, Customer agrees that, Contractor shall be exempt from liability for any loss, damage or injury arising directly or indirectly from occurrences, or the consequences there from, concerning any repair of the system. Should Contractor be found liable for any loss, damage or injury arising from a failure of the equipment or service in any respect, Contractor's liability shall be limited to the lesser of \$1,500. or an amount equal to the Customer Work Order price. Where multiple sites are covered by one Customer Work Order, liability will be limited to the amount allocable to the site where the incident occurred, subject to the preceding sentence. As a condition precedent to any claim or lawsuit against Contractor, all outstanding invoices must have been paid in full when due, without compromise on amounts owed.
5. Actions by others. In no event shall Contractor be liable for any damage, loss, injury, or any other claim arising from any servicing, alterations, modifications, changes or movements of the covered system(s) or any of its component parts by the Customer or any third party.
6. Waiver of Subrogation. The Contractor is not an insurer against loss or damage. Sufficient insurance shall be obtained by Customer to cover the premises (and property therein) where the work will be performed. Customer agrees to rely exclusively on Customer's insurance to recover for injuries or damage in the event of any loss, damage or injury to the premises or property therein. Customer, for itself and all others claiming by or through it under this Agreement, releases and discharges Contractor from and against all damages covered by Customer's insurance, it being expressly agreed and understood that no insurance company, insurer or other entity/individual will have any right of subrogation against Contractor.
7. Incidental/Consequential Damages. Contractor shall not be liable for indirect, incidental or consequential damages of any kind, including but not limited to damages arising from the use, loss of use, performance, or failure of the covered system(s) to perform.
8. LIMITED WARRANTY. CONTRACTOR WARRANTS THAT ITS WORKMANSHIP AND MATERIAL (the Work) FURNISHED UNDER THIS CUSTOMER WORK ORDER WILL BE FREE FROM DEFECTS FOR A PERIOD OF ONE (1) YEAR FROM THE DATE SAID WORK IS COMPLETED. CONTRACTOR AGREES TO REPAIR OR REPLACE THE WORK PROVIDED THE WORK HAS NOT FAILED DUE TO CIRCUMSTANCES UNRELATED TO THE MATERIALS OR WORKMANSHIP FURNISHED BY CONTRACTOR. EXCEPT AS EXPRESSLY SET FORTH HEREIN, CONTRACTOR DISCLAIMS ALL WARRANTIES, EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO ANY IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PURPOSE WITH RESPECT TO THE SERVICES PERFORMED OR THE PRODUCTS, SYSTEMS OR EQUIPMENT, IF ANY, SUPPLIED HEREUNDER.
9. Indemnity. Customer agrees to indemnify, hold harmless and defend Contractor, to the fullest extent permitted by law, against any and all losses, damages, costs, including expert fees and expenses including reasonable defense costs, arising from any party, including any and all third party claims for personal injury, death, property damage or economic loss, including specifically any damages resulting from the exposure of workers to Hazardous Conditions whether or not Customer pre-notifies Contractor of the existence of said hazardous conditions, arising in any way from performance of the Work or the Work whether caused in whole or in part by the Customer, whether such claims are based upon contract, warranty, tort (including but not limited to active or passive negligence) strict liability or otherwise. Contractor reserves the right to select counsel to represent it in any such action.
10. Affiliates. The terms and conditions set forth in this Customer Work Order shall inure to the benefit of all parents, subsidiaries and affiliates of Contractor, whether direct or indirect, Contractor's employees, agents, officers and directors.
11. System Deficiencies. Customer agrees that any corrective actions proposed by Contractor as part of this agreement, including but not limited to service, maintenance, repair of or replacement of parts, installation of new parts, and other recommendations made by Contractor, may identify and indicate deficiencies within the existing system(s) of Customer. As an element of safety, Customer agrees that it is at their sole discretion and choice to leave existing system(s) operational and assumes any and all liability for occurrences, failures, loss, or damages, resulting from existing deficiencies within Customer's system(s), whether or not deficiencies contributing to such loss or damage have been identified within the scope of work of this proposal. Customer agrees that Contractor shall bare no liability for occurrences, failures, loss, damages, or a breach of this agreement, resulting from existing deficiencies within Customer's system(s).
12. Limitation On Lawsuits: It is agreed that no suit, cause of action or other proceeding shall be brought against COMPANY more than one (1) year after the accrual of the cause of action or one (1) year after the claim arises, whichever is shorter, whether known or unknown when the claim arises, or whether based on tort, contract, or any other legal theory. It is agreed that CUSTOMER shall forfeit any right of recourse against COMPANY, and COMPANY has no liability to CUSTOMER for any damage, injury, or loss, when a claim or lawsuit is not brought against COMPANY within the time period specified herein.
13. Authorization: The person executing this Agreement on behalf of the Customer, expressly warrants and covenants that he/she is the authorized representative of the Owner of the premises and is authorized to enter into this Agreement for and on behalf of the Owner or Owner's designee.
14. Acceptance: An electronic, written, or verbal acknowledgement of these terms and conditions shall bind Customer to all terms and conditions contained herein.
15. Validity Period: This quote is valid for thirty (30) days from the date issued.

To Accept, Please Sign and Return: _____



Chief Executive & Port Director's Office

1850 Eller Drive, Suite 604 • Fort Lauderdale, Florida 33316
954-468-0137 • FAX 954-523-8713 • PortEverglades.net

June 15, 2026

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

RE: Request for FY-2027 FSTED Seaport Security Grant Funding

Dear Chairman Revord:

The Broward County Port Everglades Department (PEV) is requesting consideration under the Florida Seaport Transportation and Economic Development (FSTED) Seaport Security Grant Program (311.12(6) F.S.) for the following project: Port Security Camera Upgrades. With an estimated total project cost of \$200,000, we are requesting grant funding in the amount of \$150,000, and we will provide the \$50,000 match.

As background, PEV is a Department within Broward County Government and operates the County-owned facility as a landlord seaport. The County contracts with the Broward Sheriff's Office (BSO) and with a private security firm to perform security and law enforcement services that embrace the fundamental security principles of deter, detect, delay and respond. PEV provides direction in facilitating compliance with the United States Coast Guard security regulations, managing cargo and supply-chain security, and monitoring compliance with the Transportation Worker Identification Credential (TWIC) program. PEV ensures both security and non-security personnel receive clear, concise and comprehensive Maritime Transportation Security Act (MTSA) training that promotes the greatest amount of retention and the least amount of training loss. PEV's current physical security defense-in-depth infrastructure provides layered deterrence, detection, and delaying capabilities through visual barrier strategies, access control systems, effective credentialing, camera surveillance monitoring, radar sensors, geographic information systems, waterside marine patrols and traditional vehicular presence patrols.

In early 2024, U.S. Coast Guard Sector Miami and the Miami Area Maritime Security Committee updated their top Transportation Security Incident risks. Through Committee consensus, the threat of a cyberattack was elevated to the number one risk for the region. Following a recent security assessment of the port's physical and cybersecurity programs, independent network penetration testing was conducted by a vendor commissioned by the Broward County Enterprise Technology Services Division during the last quarter of Fiscal Year 2025. Based on these findings, PEV is seeking funding to replace aging, end-of-life, and unsupported security cameras that were identified as a vulnerability within the Port's Cybersecurity Program.

As part of the assessment, in January 2026 the port was provided in with a list of cameras sorted into two groups. The first group included cameras requiring updates, including firmware and software



Broward County Board of County Commissioners

Mark D. Bogen • Alexandra P. Davis • Lamar P. Fisher • Beam Furr • Steve Geller • Robert McKinzie • Nan H. Rich • Hazelle P. Rogers • Michael Udine
www.broward.org

patches needed to ensure continued security, functionality, and compliance with operational standards. The second group included cameras that were end of life, unsupported, and therefore a vulnerability to the network.

Port staff developed a plan to address those cameras that could be updated by patching firmware and software. That work is 75% complete and is expected to be completed by August 2026. For the second phase of the plan, PEV will utilize a CCTV (Closed Circuit Television) contractor to replace those unsupported, end-of-life, and outdated devices. This portion of the proposed plan is anticipated to be completed by the end of March 2027.

Replacement of the outdated cameras will address the identified vulnerabilities of the camera system while also upgrading to the latest video technology for surveillance.

Seaport Security Grant Program Funds Request:

Project Name	State (FSTED) Funding Request	Match (Local)	Total Project Cost	Has project received prior funding?
Port Security Camera Upgrade	[\$150,000] [75%]	[\$50,000] [25%]	[\$200,000] 100%	No

We appreciate the FSTED Council's consideration of this request. Please contact Robert Jenkins, Security Manager, at 954-468-0119 if you need additional information.

Sincerely,



Joseph Morris, CEO and Port Director

cc: Glenn Wiltshire, Deputy Port Director, Port Everglades
J. David Anderton II, PPM, AICO, Assistant Director, Port Everglades
Robert Jenkins, Security Manager, Port Everglades



FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT

June 9, 2026

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

Subject: Request for Funding under the FSTED Seaport Security Grant Program

Dear Chairman Revord,

The Port of Palm Beach is submitting this request for consideration of funding under the Florida Seaport Transportation and Economic Development (FSTED) Seaport Security Grant Program (311.12(6) F.S.) for the following project: Surveillance Systems to Protect Rail Operations.

Project Background and Need:

The Port of Palm Beach is responsible for moving approximately 10,000 rail cars per year. Many of the containers are refrigerated and carry high dollar frozen foods to the resorts and cruise ships in the Caribbean. Additionally, there are numerous ISO tanks carrying various types of potentially flammable liquids. Thanks to previous FSTED security grants, the Port has upgraded its entire perimeter security system. With the completion of our PIDP grant we now have 11,000 ft. of new rail to monitor, both from a perimeter security perspective, and from an operational safety perspective, due to the large and increasing number of rail cars moving into and out of the Port, six days a week.

Project Scope:

The surveillance system will consist of strategically positioned high-definition fixed and pan-tilt-zoom (PTZ) cameras providing continuous monitoring of rail corridors, switches, access points, cargo staging areas, maintenance zones, perimeter fencing, and operational facilities. Cameras will include infrared and low-light/night-vision capability to ensure effective monitoring during nighttime and adverse weather conditions. Integrated intelligent motion detection analytics will automatically identify unusual movement or unauthorized activity within designated security zones.

Project Benefit:

The proposed surveillance enhancements will provide a layered and proactive security approach designed to deter criminal activity, improve accountability, and support rapid response coordination with port security personnel and local law enforcement and emergency response



FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT

agencies. The system will improve forensic investigation capability by maintaining recorded video evidence of security events and operational incidents.

Seaport Security Grant Program Funds Request:

Project Name	State (FSTED) Funding Request	Match (Local)	Total Project Cost	Has project received prior funding?
Surveillance Systems to Protect Rail Operations.	\$67,500 [75%]	\$22,500 [25%]	\$90,000 100%	NO

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

Sincerely,

Michael Meekins
Executive Director
Port of Palm Beach



May 13, 2026

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

Subject: Request for Funding under the FSTED Seaport Security Grant Program

Dear Chairman Revord,

The Canaveral Port Authority is submitting this request for consideration of funding under the Florida Seaport Transportation and Economic Development (FSTED) Seaport Security Grant Program (311.12(6) F.S.) for the following project: Port Canaveral Access Control Improvements.

Project Background and Need:

Port Canaveral's existing physical access control infrastructure is approaching maximum system capacity and no longer adequately supports the Port's expanding operational and security requirements. As the Port continues to grow its network of facilities and plans for future terminal expansion, assessments of the current system identified the need for a more scalable, modern, and resilient Physical Access Control System (PACS) capable of supporting additional devices, facilities, and security integrations.

The proposed Access Control Improvements project originated from the Port's ongoing efforts to strengthen physical security, improve accountability for restricted area access, and align with evolving security standards for critical infrastructure facilities regulated under the Maritime Transportation Security Act (MTSA). Current reliance on traditional physical key systems presents operational limitations and increases the potential risk of unauthorized access due to lost, duplicated, or unmanaged keys. The project was identified as a priority to modernize the Port's access control environment, improve audit and tracking capabilities, and provide a foundation for future security enhancements.

Project Scope:

The Port Canaveral Access Control Improvements project will deploy new electronic access control software and upgraded controller hardware to establish a more robust and scalable PACS environment suitable for a modern critical infrastructure facility. The project includes implementation of Bluetooth- and NFC-enabled locking systems that will reduce reliance on traditional physical keys while allowing access through secure credentials, including NFC-enabled devices, Bluetooth credentials, and physical access cards.



The upgraded system will provide enhanced auditing and tracking capabilities by recording who accessed restricted areas and at what time, improving situational awareness and compliance with MTSA-regulated procedures. The project will also include expansion of access control capabilities to support the Port's growing network of facilities and future terminal integration, as well as hardening of key administrative and operational buildings through enhanced credentialing measures.

Additionally, the project includes installation of controlled emergency lock box systems to provide secure manual access to restricted areas during access control system outages or emergencies. Over time, implementation of these improvements will allow the Port to recover and eliminate a significant portion of existing manual keys and support a future port-wide rekeying effort.

Project Benefit:

The proposed project will significantly enhance Port Canaveral's physical security posture by modernizing and expanding the Port's access control infrastructure. The new PACS environment will improve the Port's ability to monitor, control, and document access to restricted areas, reducing the risk of unauthorized entry and strengthening compliance with MTSA security requirements.

Implementation of Bluetooth, NFC, and credential-based locking technologies will improve operational efficiency by reducing dependency on physical keys and enabling more flexible, centralized management of access permissions across Port facilities. Enhanced auditing and reporting capabilities will provide detailed access records that support incident investigations, accountability, and regulatory compliance.

The project will also improve resiliency and continuity of operations by incorporating controlled manual access solutions during system outages. By creating a scalable and expandable access control platform, the project positions Port Canaveral to support future facility growth, integrate additional security technologies, and maintain a hardened security environment consistent with modern critical infrastructure protection standards.

Seaport Security Grant Program Funds Request:

Project Name	State (FSTED) Funding Request	Match (Local)	Total Project Cost	Has project received prior funding?
Port Canaveral Access Control Improvements	\$112,500 [75%]	\$37,500 [25%]	\$150,000 100%	N



The Canaveral Port Authority appreciates the FSTED Council's consideration of this funding request.

Sincerely,

Jeff Long, Ph.D., CPA
Chief Financial Officer
Canaveral Port Authority



PORTMIAMI

Seaport
1080 Caribbean Way, Suite 500
Miami, Florida 33132
T 305-347-4844

portmiamidade.biz

June 4, 2026

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

Subject: Request for Funding under the FSTED Seaport Security Grant Program

Dear Chairman Revord,

PortMiami is respectfully requesting funding allocation from the Florida Seaport Transportation and Economic Development (FSTED) Seaport Security Grant Program (311.12(6) F.S.) for the following project: PortMiami Security Surveillance Recorders Infrastructure.

Project Background and Need:

The Network Video Recorder (NVR) server infrastructure currently supporting PortMiami's Security Surveillance System was installed in August 2021 and is now approaching the end of its final year of manufacturer and vendor warranty coverage. Recent internal assessments, lifecycle reviews, and system performance evaluations have identified increasing risks associated with hardware that is aging out of warranty, declining in performance and no longer supportable.

In addition, the existing infrastructure no longer aligns with current and emerging operational demands, including the need to support higher-resolution cameras, expanded retention requirements, and more complex video analytics. As a result, upgrading the NVR infrastructure has been identified as a high-priority initiative to ensure PortMiami maintains a reliable, secure, and modern surveillance system capable of supporting evolving safety and security needs.

Project Scope:

This project includes the procurement and installation of new Network Video Recorder (NVR) Servers to support PortMiami's Security Surveillance System. The scope also encompasses professional services for configuration, programming, and system integration to ensure full operational readiness. Upon issuance of the purchase order, hardware delivery is anticipated within eight to ten weeks. Following delivery, approximately three weeks will be required for installation, configuration, testing, and transition to the upgraded NVR environment.

MIAMI-DADE
COUNTY



PORTMIAMI

Seaport
1080 Caribbean Way, Suite 500
Miami, Florida 33132
T 305-347-4844

portmiamidade.biz

Project Benefit:

The new Network Video Recorder Servers will significantly enhance PortMiami's security posture by ensuring the surveillance environment operates on modern, fully supported platforms equipped with current firmware and built-in hardware protections. Operational efficiency will increase through improved processing speeds, expanded storage reliability, and greater scalability, reducing downtime and administrative workload. The upgraded hardware will also support advanced server-side analytics, enabling AI-driven insights that improve situational awareness and threat detection. With new equipment under full warranty and supported lifecycle, the project will reduce operational risk, strengthen system resilience, enhance analytic capabilities, and ensure continuity of mission-critical video surveillance operations.

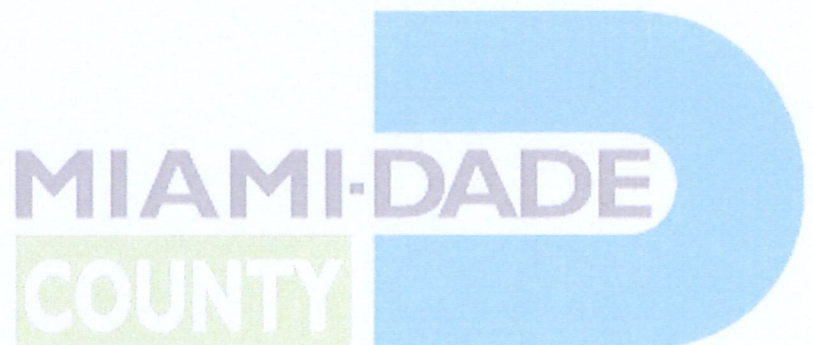
Seaport Security Grant Program Funds Request:

Project Name	State (FSTED) Funding Request	Match (Local)	Total Project Cost	Has project received prior funding?
<i>PortMiami Security Surveillance Recorders Infrastructure</i>	\$427,500 [75%]	\$142,500 [25%]	\$570,000 100%	NO

PortMiami respectfully requests the Council's favorable consideration of this request and remains available to provide any additional information as needed.

Sincerely,

Frederick P. Wong Jr.
Deputy Port Director
Miami-Dade Seaport Department





June 16, 2026

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

Subject: Request for Funding under the FSTED Seaport Security Grant Program

Dear Chairman Revord,

Port Tampa Bay is submitting this request for consideration of funding under the Florida Seaport Transportation and Economic Development (FSTED) Seaport Security Grant Program (311.12(6) F.S.) for the following project: FY 2027 Camera Technology Upgrades

Project Background and Need:

Port Tampa Bay maintains a robust security camera system that surveils and documents waterside and landside activities to achieve maritime domain awareness of activities occurring on and around our facilities and maritime infrastructure. This project will sustain, enhance and upgrade technologies that improve the ability of Port Tampa Bay to screen cargo and share information with law enforcement regarding potential security risks or violations by controlling/documenting access to restricted/secure areas and documenting activity in those areas.

Project Scope:

The Port will upgrade existing camera locations and/or add locations using current technologies, including facilities funded with FSTED grant dollars.

Project Benefit:

The project will enhance security, create risk reduction, help meet compliance with federal requirements and facilitate the sharing of information with local, state and federal law enforcement regarding potential security risks.

Seaport Security Grant Program Funds Request:

Project Name	State (FSTED) Funding Request	Match (Local)	Total Project Cost	Has project received prior funding?
Port Tampa Bay Camera Technology Upgrades FY 2027	\$150,000 [75%]	\$50,000 [25%]	\$200,000 100%	NO

Port Tampa Bay appreciates the FSTED Council's consideration of this funding request.

Sincerely,

Jorge Torres, CPP
Senior Director, Security / FSO
C: 813-220-7662
O: 813-241-1809
jtorres@tampaport.com

TAB 6: Special Topics

TAB 7: New Business

TAB 8: Public Comment

TAB 9: Adjournment