FSTED

FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT

2026 Special FSTED Virtual Meeting

FSTED Grant Funding Allocation Recommendations

Tuesday, May 19, 2026

2:00 p.m. – 4:00 p.m. ET

Microsoft Teams

Call-In Information:

MICROSOFT TEAMS MEETING INFORMATION:

Join Online:
https://teams.microsoft.com/meet/29268400129218?p=uYGDbe2vDHxGxRnTw4
Meeting ID: 292 684 001 292 18
Passcode: P5Ue2vh3

Dial in by Phone:
+1 816-702-6618,,458356313#
United States, Kansas City
Find a local number
Phone conference ID: 458 356 313#

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

FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT

Florida Seaport Transportation & Economic Development (FSTED)
Special Meeting Agenda

Date: May 19, 2026
Time: 2:00 PM – 4:00 PM ET
Location: Virtual via Microsoft Teams

1. Call to Order, Chair's Welcome and Opening Comments
2. Roll Call
3. Approval of the February 4, 2026 Legislative Meeting Summary
4. Approval of the May 8, 2026 Special Meeting Summary
5. FSTED Allocation Methodology Task Force
    a. Task Force Presentation
    b. Consideration of Allocation Structure
    c. Consideration of Allocation Policies
    d. Consideration of Allocation Criteria
    e. Consideration of a New Task Force
6. Public Comment
7. Adjournment

Note: This FSTED Special Meeting contains voting items.

MICROSOFT TEAMS MEETING INFORMATION:

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TAB 2 Roll Call

FSTED

FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT

Roll Call

Tuesday, May 19, 2026

Organization	Representative	Designee
Port Canaveral	Cpt. John W. Murray	
Port Citrus	Steven Baham	
Port Everglades	Joseph Morris (Vice Chair)	
Port Fernandina	Scott Moore	
Port of Fort Pierce	Joshua Revord (Chair)	
Jacksonville Port Authority	Eric Green	
Port of Key West	Steven McAlearney	
SeaPort Manatee	Carlos Buqueras	
PortMiami	Hydi Webb	
Port of Palm Beach	Michael Meekins	
Panama City Port Authority	Bob Majka	
Port of Pensacola	Lance Scott (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 Perdue	

TAB 3 Approval of the February 4, 2026 Legislative Meeting Summary

MEETING MINUTES

FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT COUNCIL

Wednesday, February 4, 2026
1:30 p.m. ET
Mission San Luis Conference Room, 2021 Mission Road, Tallahassee, FL

1. **Call to Order, Welcome & Opening Comments:** The Florida Seaport Transportation & Economic Development (FSTED) Council meeting was called to order at approximately 1:30 p.m. ET by Chair Joshua Revord, Port Director of the Port of Fort Pierce. Chair Revord spoke to the separation of the FSTED Council and the Florida Ports Council. Chair Revord noted that resources were available through the Florida Department of Transportation (FDOT) Seaport Office and consultant group HNTB, as well as subconsultant group Strong Port Strategies. Chair Revord also acknowledged the deaths of JAXPORT COO James Bennett and Florida Harbor Pilots Association (FHPA) Cpt. Phillip Brady. Nicholas Primrose, representing JAXPORT, provided a statement on Bennett, including the Port's intent to create a scholarship at the University of North Florida (UNF) in his name. Alex King of Port Panama City and Gretchen Winters of FHPA provided statements on Brady. Moments of silence were observed for both. Chair Revord acknowledged Mr. King's upcoming departure from the Port of Panama City to take an opportunity with the Alabama State Port Authority. Well wishes were expressed.

2. **Housekeeping & Roll Call:** Chair Revord introduced Lauren Brand and Roger Bohnert of Strong Port Strategies, LLC. Chair Revord recognized Ms. Brand to call the roll. A quorum was present.

Port Canaveral: Cpt. John W. Murray
Port Everglades: Joseph Morris (Vice Chair)
Port of Fernandina: Scott Moore
Port of Fort Pierce: Joshua Revord (Chair)
JAXPORT: Nicholas Primrose, on behalf of Eric Green
Port of Key West: Steven McAlearney
SeaPort Manatee: Amanda Tyner, on behalf of Carlos Buqueras
PortMiami: Hydi Webb
Port of Palm Beach: Michael Meekins
Port Panama City: Alex A. King
Port of Pensacola: Lance Scott (Secretary)
Port Putnam: Sam Sullivan
Port St. Pete: *not present*
Port of Port St. Joe: *not present*
Port Tampa Bay: Michael Poole, on behalf of Paul Anderson
Port Citrus: Steven Baham
Florida Department of Transportation (FDOT): Sec. Jared W. Perdue, Lauren Rand
FloridaCommerce: Sec. J. Alex Kelly

3. Administrative Business:
    a. **Approval of the October 16, 2025, Special Meeting Minutes:** Chair Revord opened the floor to approve or amend special meeting minutes from October 16, 2025. Primrose made a motion to approve, which was seconded by Mr. King.
    b. **Seaport Environmental Management Committee (SEMC) Meeting Report:** Becky Hope of PortMiami, current committee Chair, provided an overview of the SEMC meeting held on February 3, 2026. The meeting included an overview of new permit language regarding marine observers, as well as new stormwater management rules from the Florida Department of Environmental Protection (FDEP). The attendees heard from a guest speaker from Great Lakes Dredge and Docks. Jeff Littlejohn of Adams & Reese, LLP then provided information on proposed rules on Waters of the United States (WOTUS), the Endangered Species Act and Clean Water Act updates. He also relayed that NEPA has received new U.S. Department of Transportation (USDOT) guidelines that are being tested to clarify environmental impacts. Chair Hope reported lastly that there was no time for open discussion during the SEMC meeting, so ports should be expecting a meeting request soon to discuss additional content and address any potential issues.

4. Federal Agency Reports:
    a. **Maritime Administration (MARAD) Update:** Chair Revord recognized Jeff Flumignan, Director of the Office of Maritime and Intermodal Outreach, to provide an update on MARAD. Flumignan began his update by clarifying his national jurisdiction, which includes the South Atlantic gateway, covering all Florida ports. Mr. Flumignan then covered the mission of MARAD and referenced the Restoring America's Maritime Dominance Executive Order. The following were also covered by Mr. Flumignan:
        - **Maritime Action Plan:** The Maritime Action Plan is a strategic framework for implementing President Trump's vision, which should be submitted soon. The plan includes details on investment in port infrastructure for maritime industry, including: strengthening supply chains, facility modernization, revitalization of regional and national economies, and reinforcing geopolitical position by ensuring the U.S. remains resilient, competitive, and has a secure maritime network.
        - **Port Infrastructure Development Program (PIDP):** For the Fiscal Year (FY) 2025 cycle, MARAD has $500M for competitive grants. Applications closed in September 2025, and winners will be announced this quarter. For FY 2026, MARAD released a shortform list for $450M on December 23, 2025. Applications are due February 28, 2026, with a revised notice forthcoming. The notice will include full program details and extend the program deadline. The recent appropriations bill included an additional $300M for the Port Infrastructure Development Program (PIDP). Congressionally Directed Spending (CDS) has identified 24 projects for award; of these, PortMiami will receive $5M for expansion projects. The Office of Port Infrastructure Development will assist in preparing CDS-identified applications.

- **U.S. Marine Highway Program:** This program continues to be an important tool for strengthening and expanding freight options. In FY 2025, there was just over $14M available: $5M in new appropriations and $9M in carryover. Applications were due in July 2025, and winners will be announced this quarter. FY 2026 includes $5M with the Notice of Funding Opportunity to be published within 60 days.
- **Better Utilizing Investments to Leverage Development (BUILD) Grant Program:** This program is for significant and local regional impact projects. There is $1.5B in available funds; applications are due February 24, 2026.
- **Closing:** MARAD is working towards expanding maritime training opportunities and education by continuing to partner with state academies and community colleges to align curricula. There are 32 Centers of Excellence that support maritime training centers in the U.S. and Guam. The focus is on strengthening pathways to longshore labor, shipyard trades, and related fields, and on how to better reach communities regarding maritime career opportunities.
- **Questions:**
  - **FSTED Secretary Lance Scott:** Mr. Scott of the Port of Pensacola asked when the Maritime Action Plan is expected to be delivered.
    - **Jeff Flumignan:** Mr. Flumignan stated that the Maritime Action Plan is close to completion. He explained that it is moving through internal departmental review and has advanced to the Office of Management and Budget, after which it is expected to be delivered to the President.
- **Remarks:**
  - **FSTED Chair Joshua Revord:** Chair Revord remarked that workforce development, specifically related to the maritime workforce, is appealing to people in the Port of Fort Pierce region. Florida Statutes require some input regarding aid for maritime development in the state, and there will be later opportunities for discussing a maritime academy within the state. Chair Revord stated that he would like to continue the conversation with Mr. Flumignan and others to see if they can find synergies and make it a priority for Florida's ports. Workforce training is lagging in all sectors. Revord committed to continuing to work with Mr. Flumignan and his team to encourage future development of workforce pipelines.

5. **State Agency Reports:**
   a. **FloridaCommerce:** Chair Revord recognized Secretary J. Alex Kelly to present the update for FloridaCommerce. The following were covered by Secretary Kelly:
      - **Gross Domestic Product (GDP) Numbers:** This year marks Florida as a $1.85T state economy; this statistic shows an improvement from $1.13T and represents 65% growth. Florida's economy is the 5th largest in the world.
      - **Legislative Session Priorities:** Priorities for the 2026 Spring Legislative session are largely budget-related; a lot of grant programs generally fall into either infrastructure or

workforce categories, including Space Florida, Visit Florida, Florida Housing Finance Corporation, and CareerSource Florida, which focus on quick response training, incumbent worker training, rural workforce, and veteran/military spouse workforce.

- Target Industries: For this year, the state is focusing on 4 cross-cutting target industries – 1) corporate headquarters; 2) Logistics (including shipping, distribution, packaging, processing) 3) Manufacturing; and 4) Research & Development. Additionally, FloridaCommerce is honing in on 8 sector-specific target industries 1) aerospace and aviation (including maintenance, repair, and operations (MRO); pilot training; air traffic control (ATC); advanced air mobility (AAM); unmanned aircraft systems (UAS)); 2) agriculture technology (emerging technology in timber aquaculture); 3) energy security (semiconductors, superconducting, nuclear, hydrogen, energy storage); 4) financial services (insurance, financial technology); 5) information technology (emerging technology, cybersecurity); 6) life sciences (pharmaceuticals, medical device technology, digital health); 7) maritime (emphasis on commercial and industrial base shipbuilding, MRO); and 8) military and defense (emphasis on dual use technology, law enforcement technology, modeling simulation and training).
- Maritime Industrial Base (MIB): FloridaCommerce is engaged in discussions from a business development standpoint; half of port communities have been involved in different business development agreements. Specific companies have been in discussion with MARAD and are interested in many port communities, both from the commercial and military perspective. Some economic development partners are responding to these discussions. The group is focused on developing more innovative shipbuilding manufacturing practices.
- "The Florida Pitch": Small and medium shipbuilders will have a role. The aim is for Florida to support 50% of the nation's yacht building and 20% of the nation's overall shipbuilding.
- Opportunity Zones (OZ): The creation of opportunity zones encourages investment in economically distressed communities. In OZ 1.0, qualifying OZs were required to have median family income of less than 80% of state/metropolitan area or contiguous to eligible census tract. Community input for stakeholders will be critical for recommendations to put forward. For OZs 2.0, specifics include tax deferral opportunities and narrowed eligibility. OZ 2.0 stems from the One Big Beautiful Bill Act of 2025, which made OZs permanent. FloridaCommerce will be giving presentations to communities starting now and continuing through the end of April with updates on OZ requirements and eligibility as well as alignment of OZ 2.0 with critical designations. FloridaCommerce is seeking census tract recommendations through a survey submission tool. There will be a formal announcement on upcoming travel, including Brazil in April.
- Remarks:
    - Nicholas Primrose of JAXPORT: Mr. Primrose voiced his appreciation for SelectFlorida's openness to hearing suggestions. He then reported that the Modes Working Group is working to get freight forwarders involved and

providing insight regarding time investment for improving trade routes and relationships. The Dubai office is opening soon, and the next meeting is in early June in Miami.

- **FDOT Secretary Jared W. Perdue:** Secretary Perdue commented on the strategic value of these trips. Airports and seaports are major participants in attracting economic opportunities to Florida.

b. **Florida Department of Transportation (FDOT):** Chair Revord recognized Secretary Jared W. Perdue and FDOT Seaport Office Manager Lauren Rand to provide updates. The updates were as follows:

- **Department-Wide Update:** The following updates were covered by Secretary Perdue.
  - **Strategic Investments:** The current year budget is $15.1B; highlights include highway construction, bridge maintenance, resurfacing, seaports ($125.9M), rail and freight, aviation, spaceports, rural infrastructure, safety enhancements. The anticipated economic impact for this fiscal year is $64B, managing over 12,000 active contracts currently with a total value of $22B.
  - **Floridians First Budget:** The recommended budget for transportation investments is $15.4B, and the seaports recommended budget is $155.5M.
  - **5-Year Work Program:** The statewide budget is $59.25B; this figure represents a slight reduction from the last 5-Year Work Program, as FDOT is already delivering some of the projects. The 5-Year Work Program includes the addition of 543 lane miles and improvements to 12,825 lane miles, as well as repairs of 133 bridges and replacements for 72 bridges. Modal development is funded for $5.7B. The Departments need to have a strategic discussion on the allocation of resources to determine what is appropriate based on needs.
  - **FDOT Funding Sources:** For FY 2027-2031, there is $61.9B funded. FDOT as a whole is 76% state-funded and 24% federally-funded (with the majority stemming from formula funds).
  - **Using Every Dollar Responsibly:** Transportation revenues are flat. The impacts of hyperinflation equate to record economic and population growth. The state has greater needs but is experiencing a plateau in resources.
  - **Efficiency in Action:** The annual budget has increased by 50% due to the reduction of in-house positions.
  - **Focus Areas for 2026 Legislative Session:** The focus area for the 2026 legislative session is on the internal initiative to review every program across the transportation industry, with a strategic vision to do more with less when it comes to meeting needs. There is a renewed focus with modes, even with contract management, and the department is determined to find ways to be more efficient, including with funding approval and capitalizing on opportunities. Focus areas apply to every mode of transportation: Talent (workforce

development, recruitment, retention), Tools (equipment, facilities, operational support), and Technology (systems, modernizations, emerging technologies).

- Partnership Updates/Seaport Impacts: There was $195.9B in economic impact, representing a record cruise passengers (25 million) and TEUs/containerized trade (4.4 million). Seaports created 1.2 million direct and indirect jobs.
- Remarks:
    - FSTED Chair Joshua Revord: Chair Revord remarked that re-envisioning how we invest is a good discussion to have. With a little strategy, we can better capitalize and be a better steward of funding. Revord stated his interest in these discussions.
    - FDOT Secretary Jared W. Perdue: Secretary Perdue further remarked that within the policy bill, there is MIB content. The state is focused on attracting large ship manufacturing to the state, in addition to existing shipbuilding operations with strategic approaches.

- Seaport Office Update: The following updates were covered by Ms. Rand.
    - Seaport Funds: Ms. Rand began the update by discussing state programmed seaport funds and how the Seaport Office's goal is to maximize Florida's competitiveness through continual seaport investment. FY 2026 funding updates and amounts were covered as well as historic seaport investments. Ms. Rand also mentioned the planned $587.8M 5-Year Work Program investment for FY 2026-2030.
    - Data Collection Updates: Ms. Rand provided background information on the Kraken report, including an overview and context on impact (as seen in the Mission Plan and Statewide Seaport and Waterways System Plan). Ms. Rand continued to say that the Baby Kraken is a second component to the capacity data collection that seaports are required to have.
    - Grant Programs Overview: The Aggregate Program has $20M set aside through FY 2028, and the ILC Infrastructure Support Program has $15M for FY 2025-2030.
    - SPII Program Overview: There is a minimum of $35 million that's invested annually into the SPII program just for seaports. For the upcoming cycle, the FDOT Seaport Office is looking for projects that provide important access and major on-port capacity improvements and maximize opportunities in international trade, logistics, or the cruise industry while supporting the intermodal transportation system.
    - New FSTED SharePoint Site: The new website includes data and port resources including Mission Plan content, fast facts, port dashboards, meeting documents, S&P trade data, official branding, and logos. For any questions, seaports can contact the FDOT Seaport Office.
    - Master Plan Template Update: More information will be presented during the August FSTED meeting. For those with interest in the topic, the template is very simple and has no pictures, only project descriptions with costs attached.

This format will allow for greater consistency with eligibility requirements and agency reviews. The Seaport Office is having difficulties with current applications submitted in SeaHUB. The goal is that this template will clear up challenges and time constraints for seaports.

- Remarks:
  - Nicholas Primrose of JAXPORT: Mr. Primrose referred to the switch from $125M to $155M in the Governor's proposed budget for seaports and asked what the additional $30M would be used for. He questioned whether the funds would be directed to the SPII Program, the FSTED Program, or treated as discretionary funding.
  - Lauren Rand, FDOT Seaport Office: Ms. Rand explained that $35M represents the minimum mandatory annual amount allocated for all ports under the program. She said the Seaport Office has been able to secure additional funding each year and noted that, in the current year, the SPII program alone exceeds $50M. She stated that perceived inconsistencies likely stem from differences in how fiscal years are being compared, such as current year versus five-year projections or outlooks extending to 2031. Ms. Rand added that she would review the budget details further after the meeting and suggested that would likely clarify the discrepancies. She also announced that the FSTED Council has launched a new website for port directors, housed under the Seaport Office, which includes historical SPII spreadsheets and year-over-year data so directors can track changes over time.
  - FDOT Secretary Jared W. Perdue: Secretary Perdue said that, in reviewing the matter more closely, the Governor's recommended budget reflects projects that are already programmed for delivery. He explained that the five-year plan is designed with significant flexibility and that prior iterations showed higher numbers due to discretionary business development opportunities that arose as the department advanced projects. He clarified that the referenced difference between the current and prior budgets effectively indicates that $30M more in seaport projects are programmed for delivery, regardless of the specific funding source.
  - Nicholas Primrose of JAXPORT: Mr. Primrose responded that he wanted to confirm his understanding that the Governor had not proposed an annual increase in appropriated dollars and that the higher figure instead reflects programmed projects.
  - FDOT Secretary Jared W. Perdue: Secretary Perdue confirmed that interpretation and stated that references to the budget in this context relate to projects that are programmed rather than new appropriations.

- Nicholas Primrose of JAXPORT: Mr. Primrose then asked a second question regarding return on investment, noting that every $1 invested in FDOT seaports generates $7.47. He asked whether other transportation modes show comparable ROI figures for what seaports deliver.
- FSTED Chair Joshua Revord: Chair Revord asked whether Mr. Primrose was suggesting other modes might be underperforming.
- Nicholas Primrose of JAXPORT: Mr. Primrose clarified that if other modes fall below the average ROI, they would by definition be underperforming. He said he was interested in knowing which other modes achieve ROI results comparable to seaports.
- FDOT Secretary Jared W. Perdue: Secretary Perdue said he did not have the specific ROI data for airports and spaceports but shared that, based on his experience, space-related investments likely produce the highest ROI due to the level of private investment leveraged per public dollar. He added that airports likely perform similarly to seaports, with strong ROI on a project-by-project basis, and noted that this type of comparative analysis could be produced for the group.
- Nicholas Primrose of JAXPORT: Mr. Primrose agreed and explained that the FSTED Council has been working to illustrate why ports are a strong investment. He said that while the council recognizes the $7-plus return figure, it would be helpful to show how seaports compare to other state investment sectors and demonstrate that ports perform well above average, nearly twofold.
- FSTED Secretary Lance Scott: Mr. Scott said he was very interested in seeing additional numbers related to economic benefits tied to Mr. Primrose's comments. He stated that clearly linking investments to direct economic drivers and measurable metrics would strengthen the strategic case for seaport funding. He added that connecting those metrics directly to projects would help demonstrate to the state why each dollar invested is meaningful.
- FSTED Chair Joshua Revord: Chair Revord said that was a strong point and emphasized that such data is ultimately used to advance ports and justify continued investment. He noted that having comprehensive information is critical and expressed appreciation for the data being shared.
- FDOT Secretary Jared W. Perdue: Secretary Perdue said he wanted to connect the discussion back to overall resourcing. He explained that the economic activity generated by ports produces significant state revenue that does not flow into the Transportation Trust Fund. He said this is an issue the group should consider collectively.

- FSTED Chair Joshua Revord: Chair Revord agreed.
- FDOT Secretary Jared W. Perdue: Secretary Perdue added that while he did not have a breakdown of those revenue sources at hand, understanding what they are and how they perform is an important area for further consideration.
- FSTED Chair Joshua Revord: Chair Revord stated that compiling all of this information together helps make the broader case for port investment and reiterated his appreciation for the information provided.
- Hydi Webb of PortMiami: Ms. Webb told Ms. Rand that she appreciated the new tools being introduced and asked for clarification about the SharePoint site. She asked whether each port would be restricted to view its own information or whether all ports could see each other's data.
- Lauren Rand, FDOT Seaport Office: Ms. Rand responded that each port would only be able to view its own information, including open contracts, dashboards, and contract spending progress.
- Hydi Webb of PortMiami: Ms. Webb then asked whether FDOT would compile the information into a collective view to show the overall statewide picture.
- Lauren Rand, FDOT Seaport Office: Ms. Rand confirmed that FDOT maintains a combined dashboard that aggregates all port dashboards into a single statewide view.
- FSTED Chair Joshua Revord: Chair Revord responded positively to that clarification.
- FDOT Secretary Jared W. Perdue: Secretary Perdue said that, although time was limited, he wanted to note that this was the first meeting of all ports together since Dan Fitz-Patrick joined the department. He formally announced Mr. Fitz-Patrick as Chief Strategy Officer and Assistant Secretary, explaining that recent policy changes renamed assistant secretary roles to better reflect their business development functions. He said modal investments are fundamentally tied to business development, which is why the department has built a close relationship with FloridaCommerce. Secretary Perdue added that Mr. Fitz-Patrick brings substantial seaport business development experience and has already been actively advocating for increased seaport funding, giving ports a strong advocate within the department.

6. Bylaws: Chair Revord provided background on the recent split between the Florida Ports Council and the FSTED Council. Chair Revord proposed the creation of a task force to address the revision of bylaws to ensure consistency with Florida Statutes and the FSTED Council. The task force would include a diverse size of ports (small, medium, large), and the goal will be for the task force to read through the bylaws and present findings and areas of adjustment at a special meeting in

the summer of 2026. Lauren Brand will be the administrator for the discussion and will provide accommodations, act as a scribe to outline task force recommendations, and create a presentation reflecting discussions. Chair Revord proposed Joseph Morris of Port Everglades, Carlos Buqueras of SeaPort Manatee, and Sam Sullivan of Port Putnam to represent each size of port.

7. Reports and Studies:
    a. **Mission Plan:** Chair Revord reported that the 2026-2030 Seaport Mission Plan had been finalized and codified. The plan is accessible via the FSTED website. The Kraken information that was solicited from ports was instrumental in the development of the plan. A few spotlights highlighted were record-breaking cruise passengers as well as a record-breaking year for TEUs (4 million TEUs), representing 2% growth from the past fiscal year. The document is used to help focus people on what seaports do for the economic health of the state of Florida.
    b. **Statewide Seaport and Waterways System Plan:** Chair Revord recognized Lauren Rand to present an update on the Statewide Seaport and Waterways Systems Plan. Ms. Rand reported that this plan is produced once every five years and that the last plan was released in 2022 due to COVID-19. The plan is in final draft form and is expected to be released at the end of Spring 2026.

8. **Legislative Updates:** Chair Revord recognized Mr. Bohnert with Strong Port Strategies to present on federal updates and Diane Luensmann of Port Canaveral with Mr. Primrose to present on state updates.
    a. Federal Updates:
        - **Overview:** The 2026 Transportation Appropriations Bill was passed on February 3, 2026. The current appropriations bill has approximately $25B for discretionary grants. There has been a large amount of change in the grant programs. Federal grants are still an important part of funding ports. In the last 3 years, Florida received about $200M in funding.
        - **Port Infrastructure Grant Program:** This program has consistently provided funding; 6 grants in the last 3 years totaling just under $120M.
        - **Infrastructure for Rebuilding America (INFRA) Grant:** Florida ports received almost $50M in funding in the last round. Currently, there is no funding appropriated for MEGA and INFRA grants for FY26.
        - **Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant:** The grant program provides funding for passenger and short-line rail related projects, both in and near ports. Funding notices for FY 25-26 have not yet been released, although funding was appropriated through the Jumpstart Our Business Startups (JOBS) Act for $1B per fiscal year, so the notices could possibly be combined into one single funding notice. The February 3, 2026 appropriations bill added $137M.**Port Security Grant Funds:** FY 25 funds have been allocated; notices for FY 26 are anticipated to go out later this year.

- **Grant Programs to Watch:** The Diesel Emissions Reduction Act (DERA) was last funded in 2023; the hope is for reauthorization through Congress. The Promoting Resilient Operations for Transformative, Efficiency, and Cost-saving Transportation (PROTECT) Act establishes a transportation resilience grant against natural disasters, and $1.4B has been appropriated annually through FY 26. USDOT put out funding notices for FY 2025 and FY 2026 and then cancelled. The Federal Highway Administration (FWHA) states that it is undergoing updates.
- **Shipbuilding and Harbor Infrastructure for Prosperity and Security (SHIPS) for America Act:** The SHIPS Act has a companion bill in the House. It is known as a popular bipartisan bill. The focus is to increase the national fleet by 250 ships over the next several years, and the bill requires a portion of commercial goods imported by China to be carried by U.S. ships.
- **Next 5 Years:** The larger issue is in the next 5 years of transportation. The Infrastructure Investment and Jobs Act (IIJA) ends September 2026. Congress is currently working on a successor. This could result in incremental one-year bills or one-year continuations of what's in place until a 5-year bill is in place. A one-year continuation of what's in place could give ports a better view of funding that is available beyond one-year implementation.

b. **State Updates:**
   - **FDOT Bill Overview from Nicholas Primrose of JAXPORT:** SB 1220 is moving favorably on the Senate side. The bill contains language requiring a change to the seaports' 10-year plan and includes language on maintaining infrastructure, contingency plans, as well as coordination between FDOT, FloridaCommerce, seaports, and the federal government on supporting military bases. The original language from the House addressed the Series 1996 and Series 1999 bonds; a committee substitute eliminated this language.
   - **Sovereign Immunity Caps Bill:** This bill has language related to stormwater systems and local vessel restrictions/relations.
   - **Special Districts' Performance Metrics:** This bill has a House and Senate sponsor, but has not moved forward.
   - There is a weekly call on Friday mornings at 9:00 a.m. EST (8:00 a.m. CST); ports are encouraged to attend.
   - **Senator Wright Legislation Overview from Diane Luensmann of Port Canaveral:** Senator Tom Wright has introduced legislation in the Senate (no house sponsor) to amend language passed late in the last session regarding unauthorized travel flights over seaports. Drones create a challenge for seaports as they are considered critical infrastructure, which previously had protections under Florida law to monitor and mitigate unauthorized drone flights. Language passed in the last session took away those protections. Representatives from Port Canaveral and JAXPORT have gone to the Capitol and met with members who plan to introduce a bill to address this issue on a federal scale. Federal Aviation Administration (FAA) was directed to fix issue in 2016. They worked with the Department of Justice (DOJ) and the Department of Homeland Security

(DHS) to draft this rule. Language is proposed to say "critical infrastructure not protected under FAA by airports or other means will have the ability to apply for recognition as critical infrastructure, subsequently allowing areas to set up measures to monitor/mitigate/control unauthorized drone flights." Seaports are expected to vote favorably for that as the bill represents the importance of safety at ports.

9. Program Funding & Reallocations:
   a. **Discussion and Review of Seaport Funding Spenddown:** Chair Revord recognized Lance Scott of Port of Pensacola to address seaport funding spenddowns. Revord recommended a focus on activities in the red (meaning no activity in the fund in 24 months) due to time constraints. Ports are asked to address risk levels in continuing activity and reasoning behind 24 months of no activity.
      - **Port of Fernandina:** The Port of Fernandina reports that the spenddown is related to a fender replacement project. Purchases are in progress, and contracts are being set aside for the actual installation. The port is expected to expend this fund shortly.
      - **Port of Pensacola:** Re-allocation was previously granted for the two funds in red. One project fell through and the other was for warehouse crane, for which the company went defunct. Re-allocation is pending. FDOT District 3 is waiting to execute on the Public Transportation Grant Agreement (PTGA).
      - **PortMiami:** The spenddown fund issue is related to the Harbor Feasibility Study; the port recently completed the seagrass study and will see pending funding resubmitted this month. The security grant project was just awarded to the vendor in the last month, and the spenddown will begin this month.
      - **JAXPORT:** The spenddown report was an older version. As a result, Chair Revord stated that there was no need for JAXPORT to speak on the spenddown fund at this time.
      - **Port Panama City:** The red fund is a grant that is expiring at the end of the year. The earmarked project is going to bid in March.
   b. **FSTED Reallocation:**
      - **Port of Palm Beach:** Reallocation request is to take grant money from G2 152 Land Acquisition grant funding. All land available at the time was purchased. Grant is still available for 1 more year, but the request is to reallocate funds to a future project of terminal expansion.
      - **Motion to Approve:** Proposed by Chair Revord. The motion was approved by Sam Sullivan of Port Putnam and seconded by Hydi Webb of PortMiami. The motion passed unanimously.
   c. **Seaport Program Cycles:** Chair Revord recognizes Ms. Rand to present.
      - **FSTED Program:** The focus is on FY 2028 projects. SeaHUB will be open on May 1st and will close on June 16th. The opening of SeaHUB is relevant to annual port meetings with each port, executive staff, district employees, and FDOT central office staff, where open projects are discussed and reviewed that take place in April.

- **FSTED Security Projects:** The focus is on FY 2027 projects. The cycle opens on May 1st and closes on June 16th. This timeline aligns with the August 26th FSTED meeting.
- **SPII Program:** The focus is on FY 2030-2031 projects. The cycle opens on May 1st and closes on June 16th. SeaHUB has 3 funding buttons: FSTED, security, and SPII programs. Ports are encouraged to submit 2-3 projects into FSTED and submit the remainder into the SPII application. The SPII application is much shorter compared to other applications. Ms. Rand is the contact for any questions. Typically, FSTED allocations support one project and allocate as much funding as possible to it. As long as all projects are submitted to FSTED, security, or SPII, there is technically an application from the ports. In summary, ports are asked to submit 2-3 projects for FSTED program, as many as needed for security program ($1M/year), and utilize the SPII application for outer year projects.

d. **Bond Series Overview:** Chair Revord recognizes Lauren Rand to present.
   - **Series 1996 Bonds:** The Series 1996 bonds expire in 2027. The annual payment is $15M per year. When the last bond payment is made, the next annual cycle will receive the $15M that would typically be allocated to the repayment program. This means that for the FY 2028 cycle, there will be an extra $15M in addition to the $25M.
   - **Series 1999 Bonds:** The Series 1999 bonds expire in 2030. At that time, there will be an additional infusion of $10M into the FSTED program.
   - **Series 2013 Bonds:** The Series 2013 bonds expire in 2043. There will be an additional $10M infused into the FSTED program for seaport projects
   - Ports are asked to look strategically at funding allocations for the FSTED program. Every dollar has a purpose.
e. **Funding Methodology for Allocations:** Chair Revord speaks on the consideration of a better way to allocate funding each year. There is room for improvement. Revord proposes a task force similar to the bylaws task force, with representation of small, medium, and large-sized ports.
   - **Remarks:**
     - **Nicholas Primrose of JAXPORT:** Mr. Primrose stated that JAXPORT's perspective is that the current model is not the best use of funds. He explained that allocations could be structured using a tiered framework in which ports generating higher revenue may qualify for greater funding than smaller ports. He also noted that funding should prioritize projects demonstrating strong return on investment and measurable benefits to the broader port network.
     - **Michael Poole of Port Tampa Bay:** Mr. Poole asked when such changes might take effect, specifically questioning whether implementation could occur around FY 2028.
     - **FSTED Chair Joshua Revord:** Chair Revord responded that the task force's recommendations would help guide the overall vision. He emphasized that equitability remains important and cautioned that evaluating funding strictly on return on investment is not always a direct comparison across ports. He said the

broader objective is to highlight projects fully funded through FSTED that otherwise would not have been feasible.

- **FSTED Secretary Lance Scott:** Mr. Scott provided a transparency perspective, referencing FDOT's annual meetings with each port and the associated discussions about maintaining a master list of projects.
- **FSTED Chair Joshua Revord:** Chair Revord acknowledged the challenge of creating and maintaining a real-time master project list aligned across all ports. He noted that establishing clearer parameters and timing boundaries for funding allocation could represent a constructive step, adding that defining those parameters would be part of the task force's assignment.
- **Scott Moore of Port of Fernandina:** Mr. Moore offered the perspective of a smaller port, explaining that smaller ports often cannot demonstrate the same level of return on investment as larger ports and therefore rely more heavily on FSTED grant support.
- **FSTED Chair Joshua Revord:** Chair Revord expressed understanding of that concern, noting his own familiarity with smaller-port considerations. He said the intent is to develop an equitable framework and ensure the task force remains mindful of these differing circumstances. Chair Revord then proposed potential task force participants, including Mr. Primrose to represent a large port perspective and experience with funding prescriptions; Hydi Webb from PortMiami to provide additional large-port representation; Mr. Scott for historical funding insight; and Michael Meekins to contribute continuity and a broader port perspective.

10. Special Topics
    a. **Maritime Academy Opportunities:** Chair Revord opened the floor for discussion on the council's interest in pursuing more information on a maritime academy.
        - **Discussion:**
            - **Nicholas Primrose of JAXPORT:** Mr. Primrose stated that the opportunity is strong based on seaport contributions to Florida's economy and the state university and higher education system. He explained that a key challenge would be the need for dedicated berth space at a port to support a successful maritime academy. He described this as a worthwhile tradeoff, noting that while it could reduce revenue generation in the short term, it would support sustained maritime workforce growth over the long term for JAXPORT.
            - **FSTED Chair Joshua Revord:** Chair Revord said this is an area where smaller ports could play a meaningful role. He noted that the Port of Fort Pierce has already explored the concept and operates differently than many other ports by emphasizing skilled trades and its operational interface with the Indian River Lagoon. He said he would like to see FDOT produce a white paper identifying statewide deficiencies, comparing Florida with other states that offer a maritime

academy, and outlining practical strategies that could help make such an academy a reality.

- **Diane Luensmann of Port Canaveral:** Ms. Luensmann asked for clarification on whether the discussion referred to establishing a seventh State Maritime Academy or creating a maritime academy within Florida's higher education system.
- **FSTED Chair Joshua Revord:** Chair Revord responded that all options remain under consideration. He stated that there is a clear need within the maritime community for qualified personnel who can operate and mobilize vessels entering and exiting ports, as well as a growing demand for skilled workers connected to the industry. He emphasized that both operational and technical workforce needs should be addressed together. He pointed to Port of Fort Pierce as an example, explaining that the port is heavily involved in maintenance, repair, and overhaul of mega yachts. He noted that many of the required skills translate well between maritime operations and traditional trade industries, creating an opportunity to build a hybrid model that combines elements of a traditional maritime academy with broader workforce training programs. Chair Revord added that ports depend on a wide range of skilled trades to keep operations running and are currently facing significant challenges in sourcing workers with technical abilities. He said a Florida-based training model could help ports develop their own workforce pipeline rather than relying on recruiting graduates from other states. He described the discussion as still being in a learning phase and said he hopes Florida Department of Transportation will provide information on existing models so stakeholders can evaluate options and determine what structure would work best for the state.
- FDOT is formally directed to work on this whitepaper by Chair Revord.

11. **New Business:** Chair Revord opened the floor for any new business.
    - **Florida-Italy Working Group:** Mr. Primrose announced that the group's fourth meeting is in early April at 9:30 a.m. at the Miami Convention Center. The date is yet to be determined; currently, the thought process is for around April 13th. The group is reopening discussion for all Florida ports to attend, not only the ports that attended the Italy trade mission.
    - **Bylaw Task Force/Funding Allocation Task Force:** Ms. Rand brought up a discussion on timing for meetings for the bylaws task force and funding allocation task force groups. After discussion, it was determined that the ideal timing for these meetings is by the end of May to allow everyone involved ample time to consider any outcomes.
12. **Public Comment:** Chair Revord opened the floor for public comment. No public comments were made.
13. **Adjournment:** Chair Revord motioned to adjourn. The motion passed unanimously.

TAB 4 Approval of the May 8, 2026 Special Meeting Summary

FSTED
FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT

MEETING MINUTES

FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT COUNCIL
SPECIAL MEETING

Friday, May 8, 2026
3:00 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 3:01 p.m. ET by FSTED Chair Joshua Revord (Port of Fort Pierce). Chair Revord provided opening statements regarding the purpose of the meeting, including the context for the formation of the task force and its selected members. The task force has developed several new methodologies for the FSTED Council's project funding allocation. The purpose of this meeting was to discuss and solicit feedback on the proposed methodologies.

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 and after the meeting. Ms. Brand proceeded with roll call, with at least one representative present from 15 of the FSTED members, as indicated below. A quorum was present.

Port Canaveral: Jeff Long
Port Citrus: *Not present*
Port of Fernandina: Scott Moore
Port of Fort Pierce: Joshua Revord (Chair)
JAXPORT: Nicholas Primrose
Port of Key West: Steven McAlearney
SeaPort Manatee: Amanda Tyner
PortMiami: Becky Hope
Port of Palm Beach: Michael Meekins
Port Panama City: Robert Majka
Port of Pensacola: Lance Scott (Secretary)
Port of Port St. Joe: *Not present*
Port Putnam: *Not present*
Port St. Pete: David Wirth
Port Tampa Bay: Michael Poole
Port Everglades: Joseph Morris (Vice Chair)
Florida Department of Transportation (FDOT): Dan Fitz-Patrick
FloridaCommerce: Jason Mahon

3. **Presentation:** FSTED Secretary Lance Scott (Port of Pensacola) provided an overview of the task force creation and assignment. The decision to establish the task force was made at the February 2026 FSTED Legislative Meeting. The goal was to develop at least three FSTED funding allocation methodologies while ensuring transparency and an improved rationale for the funding allocation process.

a. Overview of the Draft Methodology Components: Mr. Scott provided an overview of the components of the draft methodology development, including:
    - Considerations
        - Historical Average vs. New Methodology
        - Project Focus Areas
        - "Moving the Needle" to ensure projects are to the benefit of the entire seaport system and state
    - Total Allocation Amount vs Bonding
        - With the 1996 bond payoff for FY 2028, the Council will be receiving an additional $15 million; as a result, this proposal also considers $40 million worth of funding
    - Transparent and Strategic
        - Ensuring transparency for all ports regardless of methodology chosen

    Other task force considerations included policies to recommend, criteria, and the proposed methodologies themselves for the apportioning of funding. A brief summary of these allocations options was provided, with options including a historical average methodology, and tiered options (one/two/three).

b. Proposed Policies for FSTED Grant Allocation: Mr. Scott continued the presentation with a more detailed explanation regarding each of the proposed allocation policies.
    - The first proposed policy will limit ports to the submittal of two projects a year for consideration. The ports were informed of this in their annual one-on-one meetings with FDOT and FloridaCommerce.
    - The second policy states that a port is not eligible for funding in more than two consecutive years, starting with awards made for FY 2028 (August 2026 allocation). This is intended to ensure a greater balance of funding allocations.
    - The third policy is in regard to the updated Return on Investment (ROI) methodology. This will be discussed in greater detail at the May 11th training.
    - Project Readiness is the fourth policy and is designed to ensure projects that are ready to execute are weighted higher than those that are not. The task force would like projects to be ready to apply any prospective funding, once submitted.
    - The fifth policy stipulates that any unallocated grant funding balances roll up to the next higher tier/revenue category, ensuring that no funding is "left behind" in an annual year. This highlights the understanding that smaller ports may have difficulties in generating the required funding matches.
    - The sixth policy states that any port included on FDOT's "24 Month No Invoicing" list will not be considered eligible for FSTED funding that year. While an ineligible designation does not prohibit a port from submitting an application, a majority vote of the Council would be required to cure the application. This policy was developed to ensure that when funding is awarded, it is being utilized within the context of the gateway network of Florida's seaports.

- The seventh policy is concerning tie-breaking. In the event that multiple projects have been awarded the same score, the Council will, in a transparent manner, utilize the ROI component, and coordinate on determining the highest project score.
- The last policy stipulates that ports may move between tiers/revenue categories based on audited revenues, or through other criteria as decided by the Council. The strategic goal is to ensure the growth of all ports, which in turn means higher revenue.

Scott Moore (Port of Fernandina) asked whether, by rolling up to the next tier, a small port that is unable to fully allocate its awarded grant funding would have the remaining funds rolled up to mid-size ports. Mr. Scott responded that this is the intent, and that the goal is for like-sized ports, regardless of methodology chosen (e.g., a two- or three-tier model), to compete within those tiers. Any remaining funding would then be allocated to the next tier up. He then stated that more detail regarding this and the ROI methodology would be discussed at the May 11th training.

c. Project Ranking Criteria: Mr. Scott provided an overview of the project ranking criteria developed. Consisting of five categories, each with a maximum number of allowable points, this rubric was developed to encompass the various aspects that will go into both ranking and weighting, in terms of what the Council deems most critical. The total number of points a project could be awarded would be 30. Project alignment is the most heavily weighted criteria and allows for 10 possible points. Following this is project readiness, which awards up to nine points; ROI awards five points; while up to three points will be awarded for both overall project cost and whether the project was funded the previous cycle.

   In developing these criteria, the task force looked to both FDOT and the FSTED match requirements. This includes both the existing 75/25 matches for waterside, as well as 50/50 landside matches, eligibility requirements as stipulated in Florida Statute 311.07. This approach also considers the project readiness, and the newly developed ROI.

   The task force is looking to ensure larger projects, including multi-year, higher cost projects, could potentially receive greater funding allocations.

   Mike Poole (Port Tampa Bay) asked for clarification on the points assigned for each port within a tier, with the highest ranked project receiving the greatest number of points and lower ranking projects potentially receiving none. Mr. Scott confirmed that this is the case, acknowledging that this math does not work with tier 3, and that the task force discussed this. This would need to be further discussed at the May 19th Special Meeting. Mr. Scott also mentioned the design and construction categories that need to be taken into account.

   Mr. Poole asked for more clarification regarding the scoring for the ROI. Chair Revord responded that the intent with the ranking criteria is to ensure easily identifiable categories, to allow for comparison regardless of the methodology chosen. The ROI helps to craft the draft list of projects; those which are most beneficial will be ranked higher, and vice versa.

Mr. Poole responded that they could discuss it more in-depth later, and that he is trying to get an understanding of the tier approach, specifically the two-tier option. He stated he does have more questions for later regarding the funding, how it is determined, and which ports get how much.

Ms. Brand stated there were three questions within the meeting chat.

Mr. Scott responded to Mr. Moore's question regarding whether smaller projects and smaller ports are penalized. Mr. Scott stated that this needs to be looked at based on FSTED and Strategic Port Investment Initiative (SPII) funding, as well as historical averages, and the required match. Generally, smaller ports are under greater pressure to generate these matches.

Mr. Scott then addressed Bob Majka's (Port of Panama City) question regarding ROI criteria. Mr. Scott responded that how ROI is utilized is certainly open for consideration. For all projects that are eligible according to statute, an ROI will be associated with it. Mr. Scott declined to offer an opinion on a threshold number because he had not seen the ROI methodology.

Mr. Scott then addressed Mr. Majka's question regarding how design-only projects would be scored. Mr. Scott states that there would still be an ROI. He then deferred to Lauren Rand (FDOT, Seaports Office). Ms. Rand responded that with all the questions regarding ROI, she invites anyone on the call who has not received an invite to the training to contact her, and that these answers will be addressed more in-depth at the May 11th training.

Mr. Majka then responded that his question wasn't in regards to ROI, but more so in relation to project alignment. For a project that only needed funding for a design portion, how would that be scored by the Council? Mr. Scott responded that he is not trying to pre-suppose an outcome for any scenario. Mr. Majka responded that he is thinking of it from a design-build perspective, for a port that just needed design funds. Chair Revord responded that that design components would probably fit into the project alignment criteria. Mr. Majka responded that his concern would be for projects that aren't fully ready. Chair Revord responded that each tiering structure has nuances, including the tier 3 scenario, which has dedicated design funding. Mr. Scott responded that the task force is considering some of the tier model aspects.

d. Apportioning of Funds: Mr. Scott began a more detailed overview of the proposed options for the apportioning of funds. The task force is proposing four options, including a "historical average" option and one-, two-, and three-tier options. He highlighted the role of the ROI methodology in this process, as well as nuances of each of the options.
    - Comparison of Awards Under Each Funding Option: Mr. Scott presented a table illustrating possible funding amounts that could be awarded for the port based on each of the developed prospective funding allocation options. He then proceeded to explain each of the funding options.

- **"Historical Average" Option:** This option was developed using the six-year historical grant awards allocated to each port, then splitting up the amount fairly within each of the five revenue categories. This option ensures that all ports are eligible for funding each cycle. Mr. Scott mentioned the rolling-up of funding mentioned previously, with any unused funding "rolling" to the next category. Chair Revord emphasized that this option would eliminate a lot of the criteria that has been established for the other options.
- **"Single-Tier" Option:** This methodology would consist of a single application pool, in which all ports, regardless of size and revenue, would compete against each other. An application cap of 25% would apply for each port per funding cycle. With $40 million in funding, a minimum of four ports could receive $10 million in funding if maximum amounts were awarded. More, however, could receive funds if projects are awarded less than the 25% cap during the funding cycle.

  "Two-Tier" Option: This option separates ports by size, with the task force aligning it based on the federal Port Infrastructure Development Program; however, the task force made size distinctions by revenue and tonnage. Application caps are at 40% of a tier's total award amount, meaning that three ports could be awarded within each tier, although this is dependent on a particular year's funding requests and projects. Assuming adoption of the policy in which ports must sit out a third year after two consecutive years of funding, there is more opportunity for ports in a third year. Mr. Scott then stated that, with this option, they are trying to get the split of 28% for smaller ports and 72% for larger ports. This would allow for projects of considerable cost to address funding needs more rapidly. Mr. Scott then acknowledged that there is risk inherent in this option, but that it guarantees larger allocations of money.

  Mr. Poole asked for clarification regarding whether there is a potential for more than one port to get the maximum of the 40% of the large port tier. Mr. Scott responded yes. Mr. Poole stated that one to three ports would therefore get all the funding, with other ports getting nothing. Mr. Scott stated that the minimum would be three ports receiving funding, with two ports receiving 40% each and a third port receiving 20% of funding during a given cycle. Mr. Poole responded that conversely you could get no funding for two years and then hope to get funding a third year. Mr. Scott confirmed. Chair Revord echoed Mr. Scott's statement that this option allows for ports to compete in a third year, while previously funded ports must sit out. This will create a natural churning and competitiveness.

- **"Three-Tier" Option:** Mr. Scott proceeded with discussion on the three-tier option, which creates more stratification by dividing ports into small, medium, and large tiers. This option also includes a separate Design and Construction list for both the medium and small ports tiers, with a design application cap of 40% for the medium ports tier and an application cap of 50% for the small ports tier. The funding ratio was

developed on the basis of smaller ports needing help with both design and construction. Potentially, with the medium ports tier for example, there would be five total applications, with two design-related projects competing for up to the 20% allocated amount. Any money left over would roll to the next tier, with unallocated funding from the small ports tier flowing to the medium ports tier and unallocated funding from the medium ports tier transferring to the large ports tier. Mr. Scott stated that this methodology would allow for the segregation of design from construction, with dedicated parameters for design. The design list would be ranked and appropriated, followed by the construction list. This ensures design projects don't fall to the bottom, particularly for smaller and medium sized ports.

e. Proposed Timeline/Design Points for Revised FSTED Allocation Process: Mr. Scott provided an overview of the timeline and associated steps and decision points for potentially deciding on a new methodology. He emphasized the transparency and desired buy-in from the ports throughout the process, and that this is based on the concept of the gateway network of Florida's seaports.

Mr. Scott highlighted several dates, including milestones that have already been reached and are in play, including the opening of the FSTED Grant Application window. He stated that the Council is open to feedback, and that the application window closes on June 16th.

He then explained the timeline for upcoming meetings, with voting to occur on May 19th. Any proposed motions or considerations will be included, as well as methodology allocation selections, applicable policies, and criteria. At this meeting, the existing task force will also request the creation of another allocation task force, depending on which process is ultimately selected by the Council. Current task force members will not be eligible for membership of the new task force.

Mr. Scott stated that the task force recommends the first week of August for the Council's voting members to meet and discuss, within the bounds of Sunshine requirements, the list of proposed projects that result from the selected methodology. This will give each member an opportunity to review the list prior to the FSTED Annual Meeting at the end of August.

Mr. Scott stated that the task force is not intending to turn this process into a prolonged debate, but rather, to be transparent about the process, the network of seaports in general, and project selection. He reminded attendees that this does not consider the SPII funding. The understanding is that the Council would bring forth an agenda item for the August meeting to discuss calendar year 2027 and proposed changes. He is aware that this will probably require more meetings, but the task force believes this will help with port representation throughout the process. Discussion followed.

Chair Revord stated that these efforts are culminating to provide the Council with a draft list, based on analytical rigor, to allow more competitive projects to float to the top. He emphasized the ability of the Council to adjust the draft list, but that with transparency in mind, it makes sense to have metrics outlined. He further stated that he would like all attendees to understand that the list comes out as a result of the newly devised policies and criteria. Furthermore, whatever decision is made, this process is an attempt to limit subjectivity and increase objectivity to the benefit of the entire gateway system. The draft list will ultimately be presented at the August 27th meeting, and allocation of funding will move forward.

Ms. Brand then stated that there were two questions.

Mr. Majka, asked whether, once agreed to, FDOT has to accept the Council's decision. Mr. Scott responded that FDOT is one vote among 18 members of the Council. Mr. Majka clarifies that he meant whether FDOT would accept the project list, or if it would be run through their own process. Would FDOT have to take the list that comes out of the process and then apply the dollars to those projects? Mr. Scott responded that any accepted policies and criteria will allow for the stratification of a list, and that there would be monetary caps based on allocation. Dan Fitz-Patrick (FDOT) responded that Florida Administrative Code 14B will require updating based on whatever process the Council votes on. Furthermore, Florida Statutes 311 grants veto authority to FloridaCommerce and FDOT. Chair Revord added that the Council will be ranking priority projects through this new system, whatever the combination may be, and that ultimately, the list will be developed like it was before. He recognized that, ultimately, FDOT and FloridaCommerce have always had veto ability. Chair Revord continued the discussion by stating that if the Council agrees with a two-thirds vote regarding he methodology and ranking, that is how the Council would proceed.

Mr. Poole asked a question regarding who will be completing the scoring; will this be FDOT, a consultant, or one of the port directors? Chair Revord responded with a summary of the upcoming vote on the proposed methodologies, after which the project list will be reviewed by FDOT and FloridaCommerce, as they have previously been reviewed. The hope of the Council is that this will offer a reset to the original scoring prescription, and the Council will work side by side with FDOT.

Mr. Scott responded to a question from FSTED Vice Chair Joe Morris (Port Everglades) in the chat regarding the aggressive timeline of these proposed changes. Mr. Scott stated that the task force does acknowledge the aggressiveness of the timeline, but the previous approach to funding allocations was no longer possible. Additionally, ports have already attended their annual one-on-one meetings, and should have at least two projects to submit regardless. Ms. Rand offered clarification based on Vice Chair Morris's comments, stating that applications currently being looked at are for FY 2028, not the funding which becomes available on July 1. This will be for funding a year out. Vice Chair Morris responded that he recognizes that.

Vice Chair Morris clarified that he was referencing this August cycle and timeline, including the special meetings required. He wants to make sure everybody has clarity and an understanding of what could be a potentially significant change to funding allocation. Chair Revord responded that this was a concern for him and that, prior to creating the task force, he recognized that it would be difficult to replicate the existing allocation methodology for this next cycle. With the means and methods being undefined, the task force is trying to ensure greater transparency regarding who gets what and when. There is no precedent for the task force to emulate, and the only viable option is to provide an alternative method. Mr. Morris stated that he appreciated that, and then provided comment on the "historical average" option, saying that it is most similar to the current methodology. He emphasized that it is an option moving forward. Furthermore, this process has serious elements, and possible complicated administrative work, which could potentially result in questions and a rushed timeline for the 2026 Annual Meeting at the end of August. Chair Revord responded that he fully understands this. The "historical average" option is based on previous allocations, and doesn't communicate how those appropriations were levies or scheduled in previous cycles. The task force wants to ensure they are allocating funding so as to best serve the entire system. There was a lack of analytical rigor with the previous methodology.

Mr. Poole asked about the decision maker regarding how much funding ports will receive – would it be the task force? Who will be completing the recommendations? Chair Revord responded that FDOT, in collaboration with the newly devised task force, will develop the list of projects, regardless of the chosen tier structure. He reiterated that applicable caps will be applied and the chosen prescription will dictate the amount of funding chosen for projects. The proposed meeting to be held the first week of August will allow the task force to look at everything the group needs to consider before approving the project list at the end of August.

Mr. Scott finished presenting the slides on the proposed methodology. The meeting continued with more discussion.

4. Discussion and Remarks
    - Mr. Majka asked for clarification regarding audited revenues and whether this will be on average over a specific period or based on a prior year. He stated that Port Panama City is having an exceptional year, although they are expecting it to be an outlier. Will there be a mechanism for outlier years (e.g., COVID-19-related, disaster-related, economy-related)? Mr. Scott responded that this was great input, and that this will be considered in further discussions. He then solicited additional feedback for the May 19th meeting via QR code available on the presentation slides. Mr. Scott thought that the comment regarding outlier years was germane and should be considered in terms of averages, such as three-year averages, and the schedule for audits. He stated that he can't speak for the entire task force, but his thought process was that this would be based on the annual data provided in the Kraken. Additionally, Mr. Scott shared that the intent is to show growth over time, both for individual ports and as a network, including benefits to the state. Mr. Scott recommended

this as a topic of advisement by the Council at large, in terms of setting specific rules. Chair Revord reiterated Mr. Scott's comments.

- **Chair Revord** asked for grace from the Council and said there is no good way to replicate the previous process of funding allocation. He thought that the task force did a great job in developing viable prescriptions and setting the cadence. Chair Revord would like to showcase a strategy that ensures funding for projects that will benefit the state. He said this will require a rigorous, competitive process to ensure the Council is supporting the highest-priority projects. Chair Revord emphasized that change was necessary and that the program will move forward under a new paradigm.
- **Ms. Brand** read a comment from the chat written by Steve McAlearney (Port of Key West), who wanted to thank the working group, and stated that he appreciated the presentation. He also felt that the presentation provided him enough information to make an informed vote.
- **Nick Primrose (JAXPORT)** stated that the task force weighed all the allocation questions. He acknowledged that this has been a lot of information to absorb and asked whether the ports would like to maintain the status quo of reliable, but smaller, "pieces of the pie" or if they would like to pivot to a more competitive process that could allow for potentially greater sums of funding. Mr. Primrose stated that the task force tried to ensure, with their decision-making, impactful funding options available to the ports on a cyclical basis, rather than an annual basis.
- **Jason Mahon (FloridaCommerce)** clarified that, regarding what Mr. Fitz-Patrick said earlier, the Department is required by statute to review the applications list for economic benefit, as well as their consistency with state, regional, and local planning. Mr. Scott added that any project on the list would have undergone that process, and that is what would be voted on. Mr. Mahone agreed.
- **Ms. Brand** stated that FDOT placed a comment in the meeting chat. Mr. Scott acknowledged.
- No further comment from the task force or Council.
- **Mr. Scott** stated that he would like to again highlight the deadline for feedback, which is Monday, May 11th at noon. The task force wants to ensure questions are appropriately addressed for the May 19th meeting notice.
- **Chair Revord** provided statements thanking the task force, emphasizing that they met at least six times. He recognized their work, hoped for constructive comments, and asked for serious consideration of the options presented. Chair Revord offered the opportunity for further comment from the task force.
- **Mike Meekins (Port of Palm Beach)** reminded attendees that this meeting was informational, with the goal to receive feedback. While this meeting and solicitation of feedback wasn't required of the task force, they felt it was necessary. He thanked those present for their attendance and repeated the request for feedback.

5. **Public Comment**: Chair Revord opened the floor for public comment. No public comments were made.
6. **Adjournment**: Chair Revord motioned to adjourn. The motion passed unanimously.

FSTED

FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT

Florida Seaport Transportation & Economic Development (FSTED)
Presentation Questions and Comments

TABLE 1. QUESTIONS ASKED

SLIDE	QUESTION	RESPONSE
4	*Scott Moore (Port of Fernandina):* By rolling up to the next tier, are you saying that if a small port is unable to fully allocate awarded grant funding, then the remaining funds would roll up to mid-sized ports?	*Lance Scott (Port of Pensacola):* Like-sized ports compete within their tier first, and any money remaining after that process rolls to the next tier up.
4	*Scott Moore (Port of Fernandina)*: How is ROI validated? Is it a port estimate or is there a validation process behind it?	*Lance Scott (Port of Pensacola):* ROI will be validated via the method highlighted in the ROI meeting for ports on May 11, 2026.
5	*Michael Poole (Port Tampa Bay)*: The least or the lowest ROI would get the lowest amount of points? How is that? Are you assuming we're all competing against each other? So, in other words, under the three-tier approach, there's five ports in the large tier, three in tier two, and six in tier three. And for example, of the five largest ports competing against each other, the highest ranked [project] will get the highest number of points, and the lowest ranked [project] will get one- kind of a forced ranking? Under the two-tier approach with five ports in tier one and 11 ports in tier two, does the forced ranking mean the [six lowest ranking] ports in tier two receive zero ROI points?	*Lance Scott (Port of Pensacola):* Correct. Although realizing that the math doesn't work for tier three. That's something [the Task Force] discussed. That's something we would get into on the 19th, and if we select the three-tier option, we'd probably have to propose some kind of modification within that for six ports to compete. There's also a design category as well as a construction category. *Joshua Revord (Chair, Port of Fort Pierce)*: Intent here is through these ranking criteria, with these easily identifiable categories, we can come up with a draft list of comparisons regardless of tier. We're just trying to rank projects amongst their peers within that particular set. It gives us a higher possibility of putting the project that's the most beneficial to the program in the first slot, and then those other projects that don't rank as high naturally behind those projects.

		After Action Response: ROI has been chosen as a ranking metric because it provides insight into the benefits of a particular project. A relative comparison of ROIs within any proposed "tier" helps stratify projects based on their possible return. This metric's objective is to reward projects with the highest return. For 1 Tier option, the top 3 ROI ports will receive 5 points, the next 3 will receive 4 points, the next 3 will receive 3 points, etc. If there were 16 ports competing, the lowest ranked ROI will receive a score of zero. For 2 and 3 Tier Option, where there are more than 5 ports in a particular tier, those projects that rank lower than the 5th highest will be given a 0 score.
5	*Scott Moore (Port of Fernandina):* The overall project cost [criteria] seems to potentially penalize smaller ports that don't have high cost projects. But within the realm of our projects, they are equally important to small ports.	*Lance Scott (Port of Pensacola)*: You have to look at it from the perspective of project costs; there's an FSTED and a SPII. If you look at historical averages, they are somewhat tied to the ability to generate the match that you have to bring locally. You could conceivably match with a federal grant too, depending on the split. But viewed from the reality of smaller revenue ports are generally more pressurized in the size of the ask they can even request. It is certainly open for consideration, and that would be the intent in terms of ROI... it's got to have some ROI and be of value. After Action Response: The proposed two and three tier options attempt to address this disparity by grouping ports based on relative size. These partitions limit the number of ports within a specific tier and help "level the playing field".
5	*Bob Majka (Port Panama City):* Should ROI be a gate-keeping mechanism? If you do not score above a certain value, the project does not move forward?	*Lance Scott (Port of Pensacola)*: That is certainly open for consideration. If your project is eligible per the FSTED funding statute, there will be an ROI associated with it. All projects would have to be of some value and eligible, but a threshold number is not proposed as part of these criteria.

		After Action Response: FDOT has and will continue to use ROI to justify the distribution of annual FSTED funding. There are no changes proposed to the minimum ROI requirements to qualify.
5	*Bob Majka (Port Panama City):* How would design-only projects be scored?	*Lance Scott (Port of Pensacola)*: There's still an ROI in terms of what the project's doing. *Lauren Rand (Florida Department of Transportation (FDOT))*: I think a lot of the questions regarding ROI are going to be answered during the ROI training on Monday. Provide any questions you have via email, and I'll ensure you have an invite, and we will answer any questions pertaining to ROI. *Bob Majka clarifies his question is about project alignment rather than ROI; how would asking for design funds be treated?* *Joshua Revord (Chair, Port of Fort Pierce)*: The design components, and whether it fits into those project alignment criteria... we are going to get into the prescription, because each tiering structure has nuances. There's dedicated funding prescribed specifically for design, which has been taken off the top before construction projects are assessed. After Action Response: The proposed three (3) tiered apportioning option includes specific provisions for design projects in the medium and small tier categories. In this option, both a design and construction list will be produced annually. Design projects will be assessed first. Any balances that result after this assessment will then be rolled into the construction pot for that tier and assessed accordingly. Specific percentages for design have been identified for the medium and small tiers. Given multiple comments received on design weighting, the Task Force recommends this be discussed should the one- or two-tier option be selected.
10	*Michael Poole (Port Tampa Bay)*: Is there a potential for more than	*Lance Scott (Port of Pensacola)*: Yes. While there is a risk of not getting money for two years in a

	one port to get the maximum of 40% under the tier one, so that three tiers [*sic*] (ports) receive everything and the other ports receive zero?	row, the funding allows for larger amounts of money. And funding is only allowed for allocation two years in a row to a specific port. With this 40% cap, there's a chance that you could find yourself not receiving an appropriation because your projects are not as competitive. ***Joshua Revord (Chair, Port of Fort Pierce):*** The reduction in the total number of ports within each tier, creates more possibility of getting an annual award. The have-to-sit-out year creates a natural churning of opportunity. Your projects need to be competitive to make it in the top three for funding.
12	***Bob Majka (Port Panama City)***: Once agreed to, does FDOT have to accept [the methodology]?	***Dan Fitz-Patrick (FDOT)***: Florida Administrative Code, Rule 14(b), would need to be updated based on what the FSTED Council pursues for methodology. For projects chosen, Florida Statutes, Chapter 311, states that the Florida Department of Commerce (FloridaCommerce) and FDOT have veto authority. After Action Response: It is our understanding that the FSTED Council has the responsibility to create criteria that needs to be approved by 2/3 vote of the Council. FDOT and Commerce reserve the right to reject any particular project as stated above.
12	***Michael Poole (Port Tampa Bay) / David Anderton (Port Everglades)*** *separately*: Who does the scoring?	***Joshua Revord (Chair, Port of Fort Pierce)***: These projects will go through the FDOT and FloridaCommerce review as they've always done. What we hope to do on the 19th [of May] is decide upon specific criteria. FDOT's consultant team will do the ROI criteria, and FDOT and the newly devised task force will develop the project list. That draft list will go live the first week of August with a Special Meeting to discuss it. Then the list will be approved at the Annual Meeting later in August. After action response: For clarification on scoring of projects, a proposed separate Task Force would consist of seaport representation based on the allocation method selected by the Council and intended to have rotational membership,

		annually, to ensure all seaports are involved in the process.
13	*Joseph Morris (Port Everglades):* Did the working group discuss the aggressive timeline and consider the change taking effect within the 2027 awards, especially considering that the current application window is active?	*Lance Scott (Port of Pensacola)*: Yes, we did discuss that. But the previous process is no longer an option. And following the one-on-one meetings the seaports had with FDOT, you should have two projects to submit. *Joshua Revord (Chair, Port of Fort Pierce)*: What we're trying to do is define the means and methods transparently. The reality is, there is no precedent for us. The historical average option is based on what was done in the past, it does not say anything about how they were decided upon. The fatal flaw for that option is that it does not have competition or analytical rigor.
13	*Michael Poole (Port Tampa Bay):* Who will decide what port gets how much — is it the task force working with FDOT and its consultant team to apply the 30-point scoring?	*Joshua Revord (Chair, Port of Fort Pierce)*: Depending on the options selected, FDOT, its consultant team, and the new Task Force will come up with the list of projects that follows the selected methodology. The FSTED Council will look at that list altogether during the first week of August.
13	*Bob Majka (Port Panama City):* Are the audited revenues that determine a port's category going to be a year-over-year evaluation, or how are we going to treat outlier years?	*Lance Scott (Port of Pensacola)*: This has not been considered yet as a part of the presented criteria. It could be a rolling three-year average or if there are two consecutive years in a row. The Task Force would certainly appreciate any feedback on that. After Action Response: The tiered apportioning options include the ability to move between tiers/revenue categories based on audited revenues and/or other categories as decided by the Council. It is thought that this transition should be considered using a rolling 3-year average as justification.

TABLE 2. COMMENTS RECEIVED

COMMENT	RESPONSE
Steven McAlearney (Port of Key West): Thank you to the working group. I appreciate the rigor put into this presentation and feel it provides enough information to make an informed vote.	**Noted**
Lauren Rand (FDOT): 3a: Note that small ports can only receive a max of $200k, and the "breaks" can be slightly adjusted; 3c: Suggest adjust tiers to $24M/$15M; 3d: Option seems restricted and complicated	After Action Response: Your comments are noted and appreciated. The Council reserves the right to adjust the apportioning of the option selected.
Michael Poole (Port Tampa Bay, via Feedback Form): I. FY 2028 Project Applications and Allocation of Funding- In consideration of the new Project Ranking Criteria (30-point scoring system and the ROI ranking (1 to 5)), a recommendation is that we use the FY 2028 cycle to evaluate this new ranking result process and we allocate FY 2028 funding based on the 3a) "Historical Average" Option. FY 2029 Project Applications and Allocation of Funding- After reviewing the FY 2028 ranking evaluation and results, we can select one of the four funding options: 3a, 3b, 3c or 3d. Comments: I. Option 3d ("Three Tier" Option) appears equitable as all Tiers of Ports (Large, Medium, Small) would receive funding. II. There needs to be a Minimum amount for a Port and a lower Maximum amount than what was presented. The Minimum amount a Port would receive is 10% of their Tier. The Maximum amount would be 35% of their Tier. III. Regarding "A port is not eligible for funding in more than two consecutive fiscal years, starting with awards made for FY28" - The "not eligible for funding" requirement" would (beginning in FY29) only be applicable for a Port that received the Maximum allocation for two consecutive years and that Port would not be eligible for funding for two consecutive years after that. Example: A Port that receives the maximum amount in Years 1 and 2 would not be eligible for funding in Years 3 and 4.	I. After Action Response: Beta testing the proposed apportioning options during the FY-2028 cycle (while selecting the "Historical Average" in the interim) may seem like a winning strategy but it should be noted that this option notably impairs the Council's ability to assess projects based on their merit. The annual allocation of funding based on historical averages may be seen as a "fair" practice, but such appropriation does not consider the quality of projects that will be funded. II. After Action Response: The proposed apportioning options include policies and ranking criteria to help stratify projects based on their relative impact to the Florida Gateway system. As such, the task force consciously prioritized these policies and ranking criteria to ensure that there was healthy competition between ports to ensure annual state funding is spent responsibly. III. After Action Response: The Task Force's intent is that any

	award to a port for two consecutive years makes them ineligible for a third consecutive year to ensure there is opportunity for other Florida ports.
Anonymous (via Feedback Form): I think the percentage split for Tier Two option needs to be redone to reflect 60% to large ports and 40% to medium and small. For Tier Three option, the split should be 55% to large ports, 45% to medium ports and 5% to small ports.	After Action Response: Your comments are noted and appreciated. The Council reserves the right to adjust the apportioning of the option selected.

TAB 5 FSTED Allocation Methodology Task Force

TAB 5a Task Force Presentation

FSTED

FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT

May 4, 2026

Task Force Executive Summary - FSTED Grant Funding Allocation Recommendations

Background:

During the February 4, 2026, Spring FSTED Legislative Council ("The Council") meeting in Tallahassee, FL, the annual FSTED Grant Allocation Process was discussed as an agenda item. FSTED Chairman Revord recommended that a Task Force (TF) be established to evaluate whether a more effective method could be developed for allocating annual FSTED Grant Funding to Florida's seaports. Following additional comments from participating port representatives, the Council, at the Chairman's direction, agreed to assign a TF to review historical funding and propose at least three alternative allocation options for the Council's consideration and potential adoption for the FY28 cycle.

TF Assignment: FSTED Council Chairman Revord designated the following TF members for a balanced representation of the collective FL Seaports:

- Michael Meekins, Port of Palm Beach
- Nick Primrose, JAXPORT
- FSTED Chairman Joshua Revord, Port of Ft. Pierce (Advisory Role)
- FSTED Secretary/Treasurer Lance Scott, Port of Pensacola
- Hydi Webb, PortMiami

TF Assumptions/Guiding Principles: The TF met multiple times from February to April and adhered to the following overarching assumptions/guidelines:

- Continuation of the status quo of the annual FSTED Grant allocation process (Pre-FY28 award cycle) was not acceptable to the Council.
- FSTED Grant Funding should be aligned to projects that generate positive impact to FL GDP measured benefit (e.g., Direct/Indirect Jobs, Economic Value, Total Tons of Cargo, and Cruise Passengers – not considered an inclusive list).
- In near term allocation planning, the addition of the post-1996 FSTED Bond payoff increases the total amount of FSTED Grant Funding available to the sixteen FL Seaports by $15M, bringing the allocations from $25M to $40M for the FY28 award cycle. It is recognized that long-term financial strategy discussions are still pending which, depending on FSTED Legislative Council future actions, may impact total annual available funds for allocations going forward beyond the FY28 award cycle.
- The TF members established principles of transparency for the Council to consider in the allocation methodology while ensuring options do not stray from the provisions of Florida Statutes.

TF Proposal Considerations:

1. **Policy:** The TF drafted guidelines for the Council's consideration that would be applied to any future allocation methodology (Slide 4). These guidelines are designed to enable distribution of funds across all seaports with emphasis on awarding funding to those ports with projects that are either ready to execute

(or substantively ready, e.g., 60% design and permitting complete), or that support the design or planning phase to inform future construction projects.

a. Annual FSTED applications are limited to two (2) priority projects per port (per year) with each port required to identify their top priority project at the time of submission.
b. A port is not eligible for funding in more than two consecutive fiscal years, starting with awards made for FY28 (August 2026).*
c. Return on Investment (ROI) will be based on the new FDOT methodology for all grant applications going forward.
d. "Project Readiness" documentation is due at the time of application.
e. Unallocated grant funding balances roll up to the next higher Tier/Revenue Category (if grant application requests for any Tier/Revenue Category are below the annual available funding levels).
f. Should any port be included on the FDOT "24 Month No Invoicing" list, that port will be considered ineligible to receive funding for the current open FSTED allocation cycle. An ineligible designation does not prohibit a port from submitting project applications (and being ranked). A majority vote of the Council is required to resolve an ineligible designation (at a regularly scheduled meeting) in order to cure the application before a final project funding list is approved by the Council.
g. Should the scoring result in a tie score between projects, the ROI of the project, as determined by FDOT, will be the determining factor in breaking that tie score. Should the tie continue after consideration of the ROI, the FSTED Council will work together to break the tie and allocate funding in a transparent process.
h. Ports may move between Tiers/Revenue Categories* based on audited revenues and/or other criteria as decided by the Council.

*** = These policies will be adjusted pending the Council's decision on preferred allocation methodology.**

2. **Criteria:** To provide a transparent and objective process in prioritizing FSTED Grant Funding applications, the TF drafted ranking criteria to be applied alongside the current FDOT/FL Commerce Eligibility and Suitability determination for FSTED Grant Funding requests. While not intended to be the sole determining factor, overall project scoring as a result of the proposed criteria scale would enable stratification for consideration by the Council in determining funding allocations annually. The proposed criteria and weighting (Slide 5) are designed to capture Florida Statute approved types of projects with emphasis on those projects that: support or increase flow of commerce/passengers, can be executed in relative short order to minimize encumbered funding, provide a measurable ROI per FDOT criteria, and maximize annual funding availability. The TF recognizes and expects this criteria to be iterative over time to account for use-case examples not considered in the initial proposed criteria.

3. **Proposed Options:** The TF developed multiple approaches to allocations and is offering, for the Council's consideration, four options as described below and on slides 6-11.
   A. **"Option Award Reference" (Slide 7):** This slide provided for easy comparison of max possible awards by option and tier/category.

B. "Historical Average" (Slide 8): This approach uses 6-year historical FSTED Grant Allocation averages (FY21-26) by individual seaport, summed as percentage of total available funding ($25M and $40M) and grouped/averaged by revenue categories I-V (I= <$1M, II= >$1M, III= >$10M, IV= >$40M, V = >$200M).

a. Example: Cat V Ports per above include Port Canaveral, Port Everglades, and PortMiami. Their 6-year historical award averages are; $3,315,196, $3,419,200, and $3,562,544 respectively. Their historic percentage share of a $25M annual allocation is 41% or $10,250,000. This amount split three ways equates to a guaranteed available $3,416,667 to each port of $25M ($5,466,667 of $40M).

b. See slide 6 for full revenue category breakouts and recommended distribution.

C. "Single Tier" (Slide 9): This approach uses an "equal basis" construct of all ports being considered in a single category ("Tier") with criteria-based ranking (as ultimately accepted by the Council) of their top FSTED Project Grant request.

D. "Two Tier" (Slide 10): This approach tiers seaports by gross revenue of above/under $50M (similar to Federal Grant delineation of Large/Small ports) and splits total available funding 72/28%.

E. "Three Tier" (Slide 11): This approach tiers seaports by gross revenue in "Large (>$50M), Medium (>$1M - <$50M), and Small (<$1M) to enable refined distribution within "like-sized" ports, caveated with roll-up funding methodology to ensure no portion of available annual funding is unallocated.

. This option also recognizes the need for design funding (within the small and medium port categories) by introducing a strategic annual carveout for those purposes.

4. Proposed Methodology for FY28 Grant Allocation Award Approval (Slide 12): Given the February 2026 Council assignment for recommended new allocation options for consideration, a series of special meetings are proposed to codify, accept, and apply the selected option to the current FY28 FSTED Grant Allocation process. For next steps (after the May 8th, 2026 special meeting), this TF recommends a special meeting be held on May 19, 2026 to;

a. Adopt one of the above proposed options identified in paragraph 3,
b. Agree to overarching policies and criteria-ranking to be applied within the selected option, and
c. Decide on whether a subsequent TF comprised of port representation per the selected option (i.e., tiered groups if applicable and regardless, cannot include those ports assigned to the initial FSTED Grant Allocation TF) should conduct independently, or with a selected Third-Party Firm, a recommended prioritized project list from the projects submitted to FDOT for consideration in the FY28 Cycle. This process would help establish an initial prioritized draft FY28 Grant Allocation Proposal for review at an additional Special Meeting, to be held no later than early August. This would allow all FSTED Council members to review and discuss the proposed allocation before the August 27, 2026 FSTED Council Annual Meeting, where the final allocation would be voted on and approved.

Disclaimer

This presentation summarizes task force findings to date and proposes items for Council consideration and vote.

Materials herein may be subject to public disclosure under Florida Sunshine law (F.S. § 286.011).



FSTED

FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT

FSTED Special Meeting: Task Force for Allocation Methodology

Task Force Members:

Joshua Revord (Fort Pierce)
Nick Primrose (JAXPORT)
Hydi Webb (PortMiami)
Mike Meekins (Palm Beach)
Lance Scott (Pensacola)

May 19, 2026

Task Force (TF) Key Takeaways

- TF Creation/Assignment
- TF Considerations – Top Level
  - Historical Average vs New Methodology
  - Project Focus Areas – "Moving the Needle"
  - Total Allocation Amount vs Bonding
  - Transparent and Strategic
- TF Considerations – For Future Decision
  1. Policies – What will be the guiding application principles?
  2. Criteria – What metrics will be applied to rank/prioritize projects?
  3. Apportioning – How to distribute funding?
     a) "Historical Average" Option – Distribution of FSTED funding based on historic (6-year) averages
     b) One Tier Option – Allocation based on a single application pool (all ports competing in the same arena)
     c) Two Tier Option – Allocation based on a divided application pool (separating competition into large & small tiers)
     d) Three Tier Option – Allocation based on a trisected application pool (separating competition into large/medium/small tiers)
  4. Special Meetings – Sunshine guidance
- Supporting Information

1) Proposed Annual FSTED Grant Allocation Policies

1. Annual FSTED applications are limited to **two (2) per year** and each port **must declare one (1)** as their priority project for that year.
2. A port is **not eligible for funding in more than two consecutive fiscal years**, starting with awards made for FY28 (from August 2026 allocation).*
3. The **Return on Investment (ROI)** will be applied to all grant applications going forward.
4. Supporting **"Project Readiness" documentation** is due at the time of application.
5. Unallocated **grant funding balances roll up** to the next higher Tier/Revenue Category (if grant application requests for any Tier/Revenue Category are below the annual available funding levels).
6. Should any port be included on the FDOT **"24 Month No Invoicing"** list, that port will be considered ineligible for the current round of FSTED funding allocations. An ineligible designation does not prohibit a port from submitting an application (and being ranked). To resolve this issue, a majority vote of the Council will be required (at a regularly scheduled meeting) to cure the application before a final project funding list is approved by the Council.
7. Should the scoring result in a **tie score between projects**, the ROI of the project will be the determining factor in breaking the tie score. Should the tie continue after consideration of the ROI, the FSTED Council will work together to break the tie and allocate funding in a transparent process.
8. Ports may move between **Tiers/Revenue Categories*** based on audited revenues and/or other criteria as decided by the Council. It is recommended this be on a three-year rolling average.

* = These policies will be adjusted pending the Council's decision on preferred allocation methodology.

2) Project Ranking Criteria

Category	Maximum Points	Criteria
Project Alignment (33% of score)	**10**	• Is the project "rehabilitation or construction of wharves, docks, berths, bulkheads, piers, or similar structures" = **10 points** • Is the project for "transportation facilities within the port," "acquisition of land for port purposes," "acquisition, improvement, enlargement, or extension of existing port facilities", to include any site and utility work, "environmental protection projects," "transportation facilitates as defined by s. 334.03(30)," or "intermodal access," = **7 points** • Is the project any other eligible project listed in s. 311.07(3)(b) = **4 points**
Project Readiness (30% of score)	**9**	How quickly can the project start construction/acquisition? • Fully ready (permits secured, design complete at time of application, local-match available, start construction within 12 months of award) = **9 points** • Advanced (design > 60% at time of application, permits mostly in place, start spend/construction within 18 months of award) = **6 points** • Design/Build (Draft solicitation for a design-build option submitted during application) **= 6 points** • Preliminary (design <60% at time of application, start spend/construction within 24 months of award) = **3 points** • Not ready within 24 months = **0 points**
Return on Investment (16% of score)	**5**	Must demonstrate quantifiable benefits such as job creation, maintained or increased cargo/passenger throughput, direct economic development, and positive revenue/tax creation *(This category will be based on the ROI assessment)* **Tier 1** • Top 3 ROI = **5 points** • Next 3 ROI = **4 points** • Next 3 ROI = **3 points** • Next 3 ROI = **2 points** • Next 3 ROI = **1 point** • Last ROI = **0 points** OR **Tier 2 or 3** • Project with Highest ROI (Per Tier)= 5 points • Project with 2nd Highest ROI (Per Tier)= 4 points • Project with 3rd Highest ROI (Per Tier)= 3 points • Project with 4th Highest ROI (Per Tier)= 2 points • Project with 5th Highest ROI (Per Tier)= 1 point • Project lower than 5th = 0 points
Overall Project Cost (10% of score)	**3**	Purely based on the total requested amount Project ask and **need > 40%** of available funding = **3 points** Project ask and **need is between 20-40%** of available funding =**2 points** Project ask and **need < 20%** of available funding = **1 points**
Was this project funded last cycle? (10% of score)	**3**	FSTED supports funding multi-year projects to completion. If this project was previously funded = **3 points** Project was not previously funded = **0 points**
TOTAL	**30**	

3) Apportioning of Funds

3a) "Historical Average" Option

Distribution of FSTED funding based on historic (6-year) averages.

3b) One Tier Option

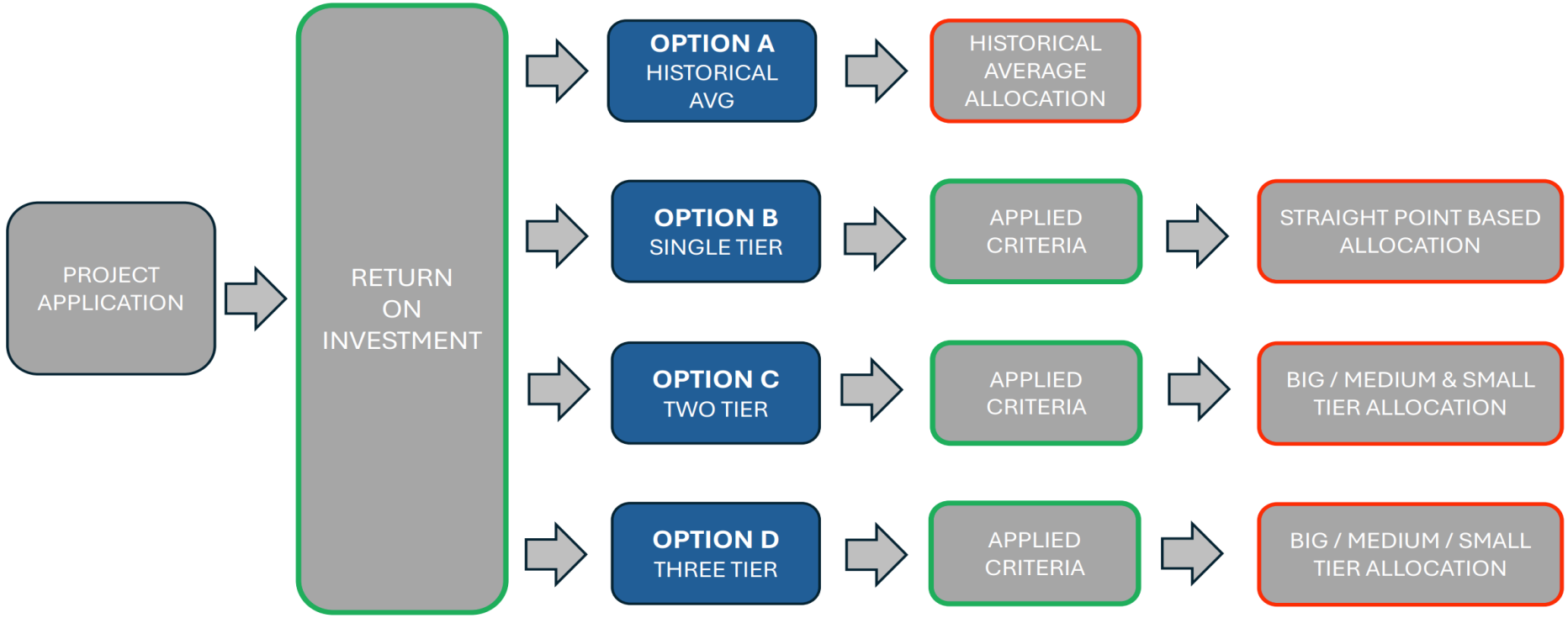
Allocation based on a single application pool (all ports competing in the same arena).

3c) Two Tier Option

Allocation based on a divided application pool (separating competition into large & small tiers).

3d) Three Tier Option

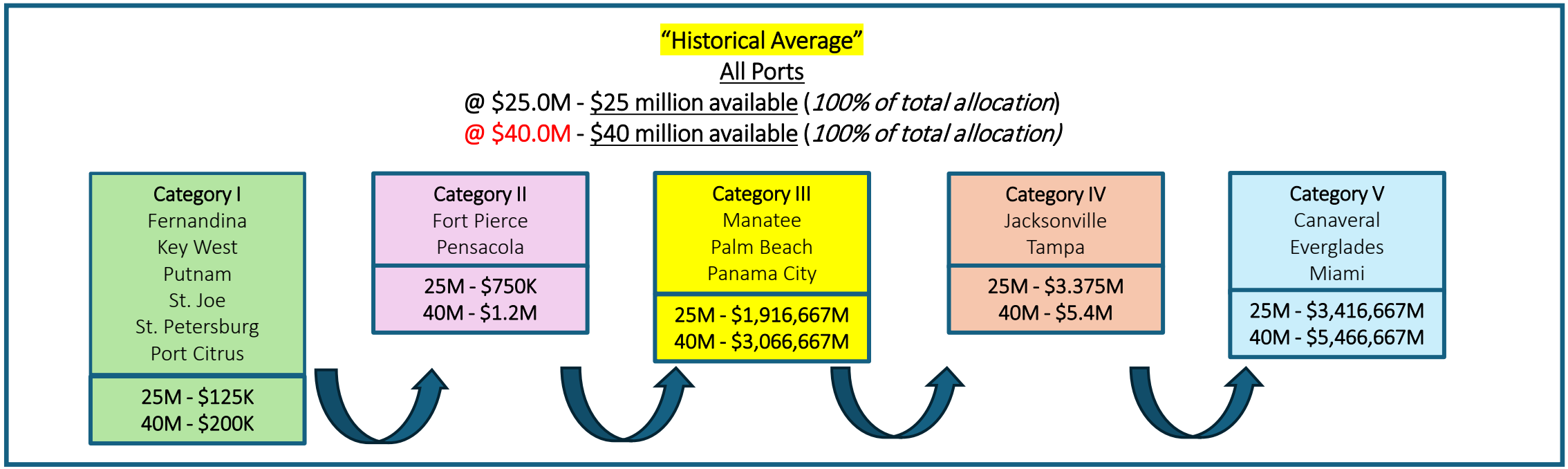
Allocation based on a trisected application pool (separating competition into large/medium/small tiers).



Comparison of Awards Under Each Funding Option

Port	Historic FSTED Award average past 6 yrs	Historic Average Fairshare ($25M)	Historic Average Fairshare ($40M)	Single Tier Max Award ($25M)	Single Tier Max Award ($40M)	Two Tier Max Award ($25M)	Two Tier Max Award ($40M)	Three Tier Max Award ($25M)	Three Tier Max Award ($40M)
Port Canaveral	$3,315,196	$ 3,416,667	$ 5,466,667	$6,250,000	$10,000,000	$7,200,000	$11,520,000	$6,400,000	$ 10,240,000
Port Everglades	$3,419,200	$ 3,416,667	$ 5,466,667	$6,250,000	$10,000,000	$7,200,000	$11,520,000	$6,400,000	$ 10,240,000
PortMiami	$3,562,544	$ 3,416,667	$ 5,466,667	$6,250,000	$10,000,000	$7,200,000	$11,520,000	$6,400,000	$ 10,240,000
Jaxport	$3,538,585	$ 3,375,000	$ 5,400,000	$6,250,000	$10,000,000	$7,200,000	$11,520,000	$6,400,000	$ 10,240,000
Port of Tampa Bay	$3,193,813	$ 3,375,000	$ 5,400,000	$6,250,000	$10,000,000	$7,200,000	$11,520,000	$6,400,000	$ 10,240,000
Seaport Manatee	$2,458,333	$ 1,916,667	$ 3,066,667	$6,250,000	$10,000,000	$2,800,000	$4,480,000	$2,480,000	$ 3,968,000
Port of Palm Beach	$1,167,627	$ 1,916,667	$ 3,066,667	$6,250,000	$10,000,000	$2,800,000	$4,480,000	$2,480,000	$ 3,968,000
Port of Panama City	$2,075,000	$ 1,916,667	$ 3,066,667	$6,250,000	$10,000,000	$2,800,000	$4,480,000	$2,480,000	$ 3,968,000
Port of Ft. Pierce	$969,437	$ 750,000	$ 1,200,000	$6,250,000	$10,000,000	$2,800,000	$4,480,000	$2,480,000	$ 3,968,000
Port of Pensacola	$604,167	$ 750,000	$ 1,200,000	$6,250,000	$10,000,000	$2,800,000	$4,480,000	$2,480,000	$ 3,968,000
Port of Fernandina	$234,344	$ 125,000	$ 200,000	$6,250,000	$10,000,000	$2,800,000	$4,480,000	$375,000	$ 600,000
Port of Key West	$319,445	$ 125,000	$ 200,000	$6,250,000	$10,000,000	$2,800,000	$4,480,000	$375,000	$ 600,000
Port Putnam	$91,859	$ 125,000	$ 200,000	$6,250,000	$10,000,000	$2,800,000	$4,480,000	$375,000	$ 600,000
Port of Port St. Joe	$ -	$ 125,000	$ 200,000	$6,250,000	$10,000,000	$2,800,000	$4,480,000	$375,000	$ 600,000
Port St.Pete	$25,000	$ 125,000	$ 200,000	$6,250,000	$10,000,000	$2,800,000	$4,480,000	$375,000	$ 600,000
Port Citrus	$ -	$ 125,000	$ 200,000	$6,250,000	$10,000,000	$2,800,000	$4,480,000	$375,000	$ 600,000

3a) "Historical Average" Option



- Distribution of FSTED funding using 6-year historical grant award levels by port and fair-shared within revenue levels, I – V, as a percentage of total funding available.
- Ensures all ports are eligible for some level of funding annually.
- Unallocated funds would roll up from lowest revenue category sequentially to highest as available, if not applicable/required to each subsequent revenue level.

3b) "Single Tier" Option

1 Tier

All Ports

@ $25.0M - $25 million available (*100% of total allocation*)

@ $40.0M - $40 million available (*100% of total allocation)*

Application Cap - 25% of Available Funding/Year

Canaveral, Everglades, Fernandina, Fort Pierce, Jacksonville, Key West, Manatee, Miami, Tampa, Palm Beach, Panama City,, Pensacola,, Port Citrus, Putnam, St. Joe, St. Petersburg

25M - $6.25M
40M - $10M

- Allocation based on a single application pool (all ports competing in the same arena).
- All ports will compete on an equal basis, regardless of size.
- Each port is eligible for up to 25% of the available funding for each year.
- All other policies are otherwise applicable.

3c) "Two Tier" Option

Tier 1
Large Ports
(Ports Generating > $50M per year)

@ $25.0M - $18 million available (*72% of total allocation*)
@ $40.0M - $28.8 million available (*72% of total allocation)*
Application Cap - 40% of Available Funding/Year

Canaveral, Everglades, Jacksonville, Miami, Tampa
25M - $7.2M 40M - $11.52M

Tier 2
Small Ports
(Ports Generating < $50M per year)

@ $25.0M - $7.0 million available (*28% of total allocation*)
@ $40.0M - $11.2 million available (*28% of total allocation)*
Application Cap - 40% of Available Funding/Year

Fernandina, Fort Pierce, Key West, Manatee, Palm Beach, Panama City, Pensacola, Port Citrus, Putnam, St. Joe, St. Petersburg
25M - $2.8M 40M - $4.48M

- Allocation based on a divided application pool (separating competition into large & small tiers).
- Unallocated funding from Tier Two can flow to Tier One.
- All other policies are otherwise applicable.

3d) "Three Tier" Option

Tier 1

@ $25.0M - $16 million available (*64% of total allocation*)
@ $40.0M - $25.6 million available (*64% of total allocation*)
Application Cap - 40% of Available Funding/Year

Canaveral, Everglades, Jacksonville, Miami, Tampa
25M - $6.4M 40M - $10.24M

Tier 2
Medium Ports

@ $25.0M - $7.75 million available (*31% of total allocation*)
@ $40.0M - $12.4 million available (*31% of total allocation*)
Annual Funding Ratio: 80% Construction; 20% Design
Application Cap - 40% of Design or Construction/Year

Fort Pierce, Manatee, Palm Beach, Panama City, Pensacola
25M - $2.48M 40M - $3.968M

Tier 3
Small Ports

@ $25.0M - $1.25 million available (*5% of total allocation*)
@ $40.0M - $2.0 million available (*5% of total allocation*)
Annual Funding Ratio: 60% Construction; 40% Design
Application Cap - 50% of Design or Construction/Year

Fernandina, Key West, Port Citrus, Putnam, St. Joe, St. Petersburg
25M - $375K 40M - $600K

- Allocation based on a trisected application pool (separating competition into large/medium/small tiers).
- A separate Design and Construction list will be created for both Tiers 2 and 3, annually.
- Design allocations considered first, and the balance will roll into construction within that Tier.
- Unallocated funding from Construction within a Tier will flow up; Unallocated funding from Tier 3 can flow to Tier 2; Unallocated funding from Tier 2 can flow to Tier 1.
- All policies are otherwise applicable.

4) Proposed Timeline/Decision Points for Revised FSTED Allocation Process

FSTED Grant Application Window Opens – May 1, 2026

FSTED Grant Application Window Closes – June 16, 2026

FDOT/FL Commerce Sufficiency/Eligibility Review Complete – July 31, 2026

Present Day

FSTED Annual Meeting
August 27, 2026

Deliverable:
Approval of FY28 FSTED Grant Allocations

Agenda Item added for Spring FY27 FSTED Council Meeting to review proposed modifications to FY28 FSTED Grant Allocation Award Process for FY29 Award Cycle

FSTED Council Special Meetings (Virtual)

May 8, 2026	May 19, 2026
Deliverable: • FSTED Grant Allocation TF presentation for information and discussion only by FSTED Council Members in advance of May 19th voting	Deliverable: • Decision on new allocation process policies/criteria • Decision on Allocation TF and/or Third Party to review submitted grant applications with new methodology

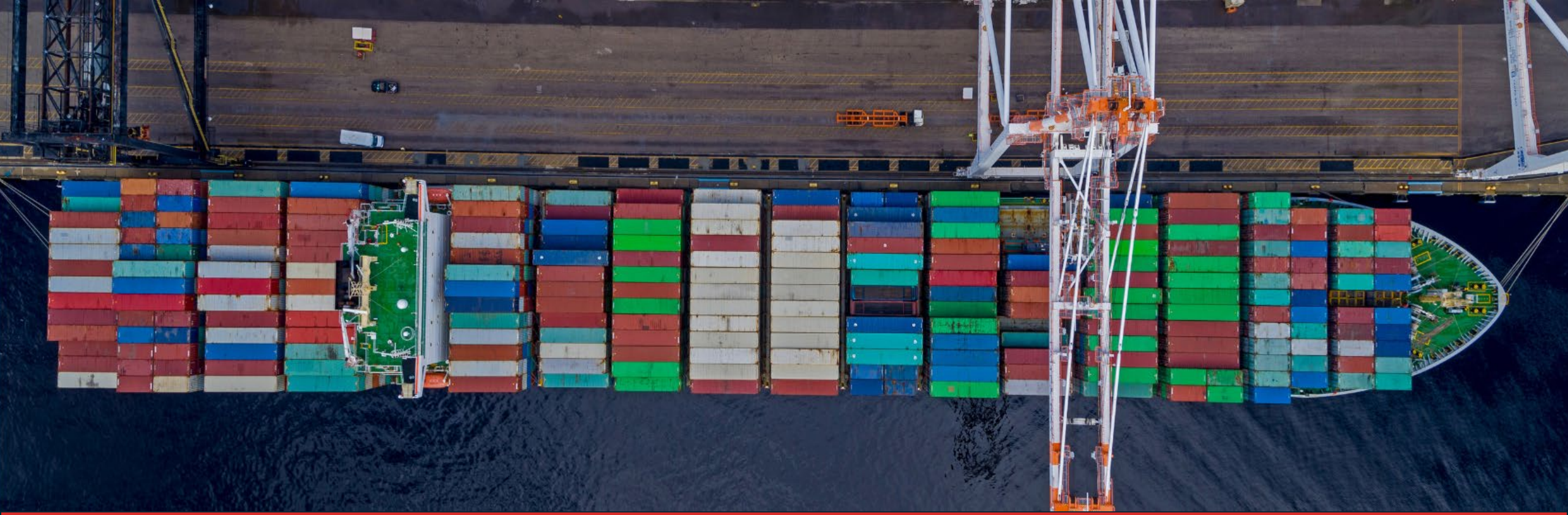
FSTED Council Allocation TF/Third Party: Implementing Allocation Methodology to Project Applications
Recommended No Later Than July 31, 2026

Deliverable:
- Recommended Grant Allocation Prioritization list for consideration in concert with FDOT Seaport Office

FSTED Council Special Meeting (Virtual) Review of Grant Project Scoring
Date TBD – First week of August 2026

Deliverable:
- Present Grant Allocation Prioritization list for consideration/discussion by FSTED Council based on new methodology

Proposed New Steps/FSTED Council Special Meetings



Discussion

The FSTED Grant Funding Allocation TF Proposes the Following Motions:

(A second is needed for each Motion)

1. Motion to adopt Structure for Allocation
2. Motion to adopt Policies
3. Motion to adopt Criteria

4. Motion to assign a new Task Force to review scoring and recommend grant fund allocations in accordance with the policies, criteria and structure authorized by the Council, for the Council to discuss and consider.

1) Review of Motion to adopt a Structure for Allocation

3a) "Historic Average" Option

Non-competitive distribution of FSTED funding based on historic (6-year) averages.

3b) One Tier Option

Allocation based on a single application pool (all ports competing in the same arena).

3c) Two Tier Option

Allocation based on a divided application pool (separating competition into large & small tiers).

3d) Three Tier Option

Allocation based on a trisected application pool (separating competition into large/medium/small tiers).

2) Review of Motion to adopt the Policies

1. Annual FSTED applications are limited to two (2) per year and each port must declare one (1) as their priority project for that year.
2. A port is not eligible for funding in more than two consecutive fiscal years, starting with awards made for FY28 (August 2026).*
3. Return on Investment (ROI), as determined by FDOT, will be applied to all grant applications going forward.
4. "Project Readiness" documentation is due at the time of annual application.
5. Unallocated grant funding balances roll up to the next higher Tier/Revenue Category (if grant application requests for any Tier/Revenue Category are below the annual available funding levels).
6. Should any port be included on the FDOT "24 month no invoicing" list, that port will be considered ineligible for the current round of FSTED funding applications. An ineligible designation does not prohibit a port from making an annual application (and being ranked), but a majority vote of the Council to resolve an ineligible designation will be required (at a regularly scheduled meeting) to cure the application before a final project funding list is approved by the Council.
7. Should the scoring result in a tie score between projects, the ROI of the project, as determined by FDOT, will be the determining factor in breaking that tie score. Should the tie continue after consideration of the ROI, the FSTED Council will work together to break the tie and allocate funding in an equitable and transparent process.
8. Ports may move between Tiers/Revenue Categories* based on audited revenues and/or other criteria as decided by the Council. It is recommended this be on a three year rolling average.

** = These policies will be adjusted pending the Council's decision on preferred allocation methodology.*

3) Review of Motion to adopt the Criteria

Category	Maximum Points	Criteria
Project Alignment (33% of score)	**10**	• Is the project "rehabilitation or construction of wharves, docks, berths, bulkheads, piers, or similar structures" = **10 points** • Is the project for "transportation facilities within the port," "acquisition of land for port purposes," "acquisition, improvement, enlargement, or extension of existing port facilities", to include any site and utility work, "environmental protection projects," "transportation facilitates as defined by s. 334.03(30)," or "intermodal access," = **7 points** • Is the project any other eligible project listed in s. 311.07(3)(b) = **4 points**
Project Readiness (30% of score)	**9**	How quickly can the project start construction/acquisition? • Fully ready (permits secured, design complete at time of application, local-match available, start construction within 12 months of award) = **9 points** • Advanced (design > 60% at time of application, permits mostly in place, start spend/construction within 18 months of award) = **6 points** • Design/Build (Draft solicitation for a design-build option submitted during application) **= 6 points** • Preliminary (design <60% at time of application, start spend/construction within 24 months of award) = **3 points** • Not ready within 24 months = **0 points**
Return on Investment (16% of score)	**5**	Must demonstrate quantifiable benefits such as job creation, maintained or increased cargo/passenger throughput, direct economic development, and positive revenue/tax creation *(This category will be based on the ROI assessment)* **Tier 1** • Top 3 ROI = **5 points** • Next 3 ROI = **4 points** • Next 3 ROI = **3 points** • Next 3 ROI = **2 points** • Next 3 ROI = **1 point** • Last ROI = **0 points** OR **Tier 2 or 3** • Project with Highest ROI (Per Tier)= 5 points • Project with 2nd Highest ROI (Per Tier)= 4 points • Project with 3rd Highest ROI (Per Tier)= 3 points • Project with 4th Highest ROI (Per Tier)= 2 points • Project with 5th Highest ROI (Per Tier)= 1 point • Project lower than 5th = 0 points
Overall Project Cost (10% of score)	**3**	Purely based on the total requested amount Project ask and **need > 40%** of available funding = **3 points** Project ask and **need is between 20-40%** of available funding =**2 points** Project ask and **need < 20%** of available funding = **1 points**
Was this project funded last cycle? (10% of score)	**3**	FSTED supports funding multi-year projects to completion. If this project was previously funded = **3 points** Project was not previously funded = **0 points**
TOTAL	**30**	

4) Review of Motion to assign a Task Force to provide independent recommended project prioritization for Council consideration

***If applicable, based on Council decision of Structure for Allocation*

The role of this new Task Force will be to review the scoring of all applications by the third party, as well as the ROI assigned by FDOT and to recommend grant funding allocations in accordance with the policy, criteria and structure authorized by the FSTED Council at the Special Meeting held on May 19, 2026. These recommendations will be further discussed at a Special Meeting NLT August 14, 2026.

FSTED Council Special Meeting (Virtual)
Review of Grant Project Scoring
Date TBD – Early August 2026

Deliverable:

- Recommended Grant Allocation Prioritization for Consideration/Discussion by FSTED Council based on new methodology

***Due to their service on the Allocation Methodology Task Force February through May 2026, the following Council members are not eligible to serve on this new Task Force:*
JAXPORT, PortMiami, Port of Palm Beach, and the Port of Pensacola



Thank you!

TAB 5b Consideration of Allocation Structure

FSTED
FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT

Motion to Adopt a Structure for Allocation

3a) "Historic Average" Option

Non-competitive distribution of FSTED funding based on historic (6-year) averages.

3b) One Tier Option

Allocation based on a single application pool (all ports competing in the same arena).

3c) Two Tier Option

Allocation based on a divided application pool (separating competition into large & small tiers).

3d) Three Tier Option

Allocation based on a trisected application pool (separating competition into large/medium/small tiers).

TAB 5c Consideration of Allocation Policies

FSTED
FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT

Motion to Adopt the Policies

1. Annual FSTED applications are limited to two (2) per year and each port must declare one (1) as their priority project for that year.
2. A port is not eligible for funding in more than two consecutive fiscal years, starting with awards made for FY28 (August 2026).*
3. Return on Investment (ROI), as determined by FDOT, will be applied to all grant applications going forward.
4. "Project Readiness" documentation is due at the time of annual application.
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6. Should any port be included on the FDOT "24 month no invoicing" list, that port will be considered ineligible for the current round of FSTED funding applications. An ineligible designation does not prohibit a port from making an annual application (and being ranked), but a majority vote of the Council to resolve an ineligible designation will be required (at a regularly scheduled meeting) to cure the application before a final project funding list is approved by the Council.
7. Should the scoring result in a tie score between projects, the ROI of the project, as determined by FDOT, will be the determining factor in breaking that tie score. Should the tie continue after consideration of the ROI, the FSTED Council will work together to break the tie and allocate funding in an equitable and transparent process.
8. Ports may move between Tiers/Revenue Categories* based on audited revenues and/or other criteria as decided by the Council. It is recommended this be on a three year rolling average

***** = These policies will be adjusted pending the Council's decision on preferred allocation methodology.*

TAB 5d Consideration of Allocation Criteria

FSTED
FLORIDA SEAPORT TRANSPORTATION & ECONOMIC DEVELOPMENT

Motion to Adopt the Criteria

Category	Maximum Points	Criteria
Project Alignment (33% of score)	10	• Is the project "rehabilitation or construction of wharves, docks, berths, bulkheads, piers, or similar structures" = **10 points** • Is the project for "transportation facilities within the port," "acquisition of land for port purposes," "acquisition, improvement, enlargement, or extension of existing port facilities", to include any site and utility work, "environmental protection projects," "transportation facilitates as defined by s. 334.03(30)," or "intermodal access," = **7 points** • Is the project any other eligible project listed in s. 311.07(3)(b) = **4 points**
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Return on Investment (16% of score)	5	Must demonstrate quantifiable benefits such as job creation, maintained or increased cargo/passenger throughput, direct economic development, and positive revenue/tax creation *(This category will be based on the ROI assessment)* **Tier 1** • Top 3 ROI = **5 points** • Next 3 ROI = **4 points** • Next 3 ROI = **3 points** • Next 3 ROI = **2 points** • Next 3 ROI = **1 point** • Last ROI = **0 points** OR **Tier 2 or 3** • Project with Highest ROI (Per Tier)= **5 points** • Project with 2nd Highest ROI (Per Tier)= **4 points** • Project with 3rd Highest ROI (Per Tier)= **3 points** • Project with 4th Highest ROI (Per Tier)= **2 points** • Project with 5th Highest ROI (Per Tier)= **1 point** • Project lower than 5th = **0 points**

Overall Project Cost (10% of score)	3	Purely based on the total requested amount Project ask and **need > 40%** of available funding = **3 points** Project ask and **need is between 20-40%** of available funding =**2 points** Project ask and **need < 20%** of available funding = **1 points**
Was this project funded last cycle? (10% of score)	3	FSTED supports funding multi-year projects to completion. If this project was previously funded = **3 points** Project was not previously funded = **0 points**
TOTAL	30	

TAB 5e Consideration of a New Task Force

Motion to Assign a Task Force to Provide Independent Recommended Project Prioritization for Council Consideration

***If applicable, based on Council decision of Structure for Allocation*

The role of this new Task Force will be to review the scoring of all applications by the third party, as well as the ROI assigned by FDOT and to recommend grant funding allocations in accordance with the policy, criteria and structure authorized by the FSTED Council at the Special Meeting held on May 19, 2026. These recommendations will be further discussed at a Special Meeting no later than August 14, 2026.

FSTED Council Special Meeting (Virtual)
Review of Grant Project Scoring
Date TBD – Early August 2026

Deliverable: Recommended Grant Allocation Prioritization for Consideration/Discussion by FSTED Council based on new methodology

***Due to their service on the Allocation Methodology Task Force February through May 2026, the following Council members are not eligible to serve on this new Task Force: JAXPORT, PortMiami, Port of Palm Beach, and the Port of Pensacola*

TAB 6 Public Comment

TAB 7 Adjournment