



Strategic Growth and Capital Improvement Financing Plan



Florida Department of Transportation

2011

Port Investments Create Jobs and
Regional Economic Recovery

ATKINS





Key Facts about Port of Port St. Joe

Location:

Latitude 29°49'54.71"N Longitude 85°18'43.08"W

- The Port of Port St. Joe, a publicly owned, state-designated deepwater port on St. Joseph Bay, is located in the City of Port St. Joe, Gulf County, Florida.
- This location, in a region designated as both a Florida Rural Area of Critical Economic Concern and a Federal Economically Distressed Area, heightens the urgency of initiating Port operations to create jobs and stimulate local and regional economic development.



Phased Development Plan

- Phase 1 of the Port's capital program is construction of a shallow-water barge terminal on the Gulf County Canal. This facility is 60 percent complete and could be partially operational within a few months.
- Phase 2 is the longer-term development of a deepwater port on the Bay, with private investments supplementing public funds in a public-private partnership.

Unique Assets

- The Port's Canal site offers niche maritime opportunities, appropriate to regional uses, distinct from the future deepwater port with its more global appeal.
- Adjacent to more than 5,000 acres of undeveloped land, the Port offers growth potential not available at land-constrained ports elsewhere. This vast inland acreage provides a blank canvas for maritime-related and spin-off businesses.
- As many Florida ports focus on containerized cargoes, the Port of Port St. Joe offers relief for bulk cargoes and other commodities.
- Opportunities also exist to attract and stimulate new green industries.
- Local highways reach I-10 with minimal congestion and only two traffic lights.
- The AN Railway serves the Port and connects with the CSXT Class I mainline.
- The shipping channel is congressionally approved at a 35-foot depth.
- The Port is the closest north Gulf port to the Panama Canal.

Community Support

- Regional community leaders and organizations all support the Port's initiatives. They see the Port as a catalyst for economic recovery, connecting inland opportunities with global markets.
- Neighboring counties have plans for projects that will complement Port activities.



Strategic Development Objectives

The Port St. Joe Port Authority has been endeavoring for some time to revitalize the economy and create jobs in Gulf County and the region through development of its seaport, both the shallow-water side on the Gulf County Canal and the deepwater side on St. Joseph Bay. With significant prospects on the horizon -- including the 2014 Panama Canal expansion, Florida's unique two-way trade with its neighbors to the south, the eventual rebound in housing and construction, and changing energy profiles -- the Florida Department of Transportation, District 3, retained Atkins North America to prepare a strategic plan and financing program for the Port's capital improvements.

Prospective maritime-related activities at the Port, based on expressions of interest the Port has received, are listed on the adjacent chart. Each of these potential uses has specific waterside, landside, and access requirements. To identify "best fit" sites for each use, their physical needs were compared with potential locations along the Canal and the Bay. The results of that analysis are portrayed in the chart, using green to indicate immediate potential, yellow to indicate possibilities dependent on future market demand, and red to indicate infeasible or inappropriate uses of the respective sites. This analysis shows that the Port has an abundance of short- and long-term development opportunities.

Implementing the projects required for the shallow-water barge site to be operational and able to serve the needs of diverse users is the Port's primary short-term objective and highest priority. The accompanying table summarizes these projects; their costs, estimated to be just over \$13.4 million, including on- and off-Port improvements; the year in which they should be implemented; and the three most likely funding sources for each project. With private investments, these projects could be accelerated. Other properties are also available for private investment.

As the Authority hopes these priority projects can be funded and completed in the first three years of the five-year capital improvement program, several longer-term deepwater projects, with an estimated cost of \$53.8 million, have also been included. The remaining projects to complete the deepwater port, the Port's second objective, will occur beyond the five-year period; their costs have not yet been determined.

The Port's third objective is to provide opportunities for properties along the Canal, all the way to the Gulf Intracoastal Waterway, as well as inland from Industrial Road to Highway 71 to be used for job-generating maritime-related uses. These properties could be included in an enlarged Port Planning Area, with an Industrial Development District overlay, to promote this longer-term objective.



Federal and State Funding Programs for Maritime Projects and Business Incentives



Investment Opportunities

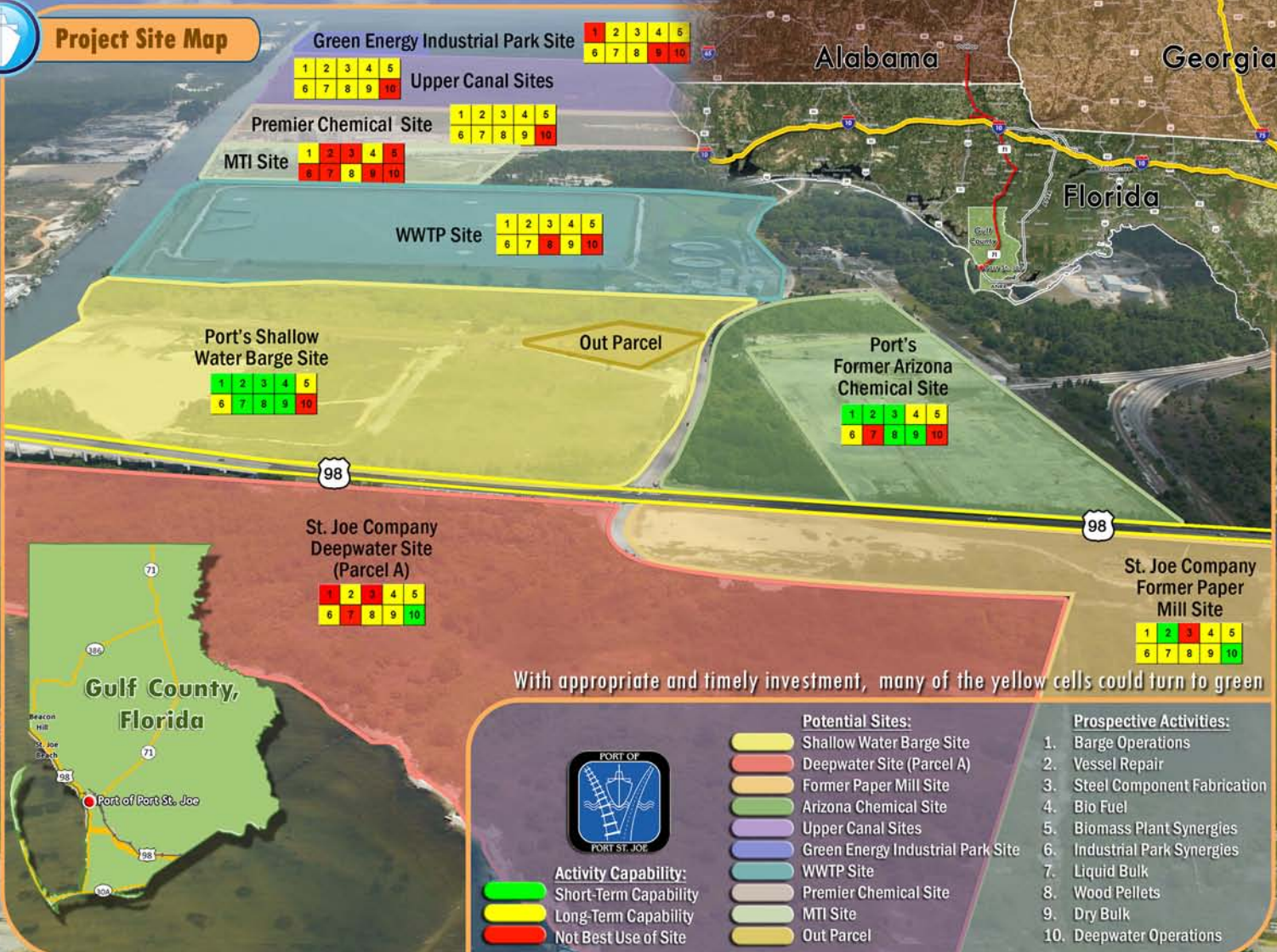
Funding Program	Funding Cycle
FEDERAL PROGRAMS	
TIGER (Transportation Investment Generating Economic Recovery) Act	Expected annual grant program
America's Marine Highway Program	New funding has yet to be determined
New Surface Transportation Bill	Awaiting reauthorization or extension of SAFETEA-LU bill
TIFIA (Transportation Infrastructure Finance and Innovation Act)	Fixed-date solicitations
WRDA (Water Resources Development Act) appropriations	Requests for project funding through US Army Corps, Mobile
EDA (Economic Development Administration) grants	Quarterly deadlines for submission of applications
Clean Water Act penalties (federal fines to BP)	To be determined
Federal HUB (Historically Underutilized Business) Zone	As requested by eligible businesses
PSGP (Port Security Grants Program)	Annually
STATE PROGRAMS	
FSTED (Florida Seaport Transportation and Economic Development) Program	Annually, state fiscal year
SIS (Strategic Intermodal System) Program	Annually, state fiscal year; five-year programming
RACEC (Rural Areas of Critical Economic Concern) Program	Upon request
FDOT District discretionary intermodal funding	Annually, state fiscal year
TRIP (Transportation Regional Incentive Program) funds	Specific application cycles
SIB (State Infrastructure Bank) loans	SIB loan awards available the following state fiscal year
BP oil spill funds for "Disproportionally Affected Counties" in NW Florida SB 2156	\$10 million per year for three years once funds allocated
Governor's SEED (State Economic Enhancement and Development) Trust Fund	To be determined
Florida Enterprise Zone funds and other state and local business incentives	As requested by eligible entities

The Port Authority is open to a full range of public-private partnerships such as joint ventures, terminal operating leases, and individual carrier or cargo-handling investments as well as the use of revenue bonds, equity funds, and other investment opportunities. Projects on the Port could be accelerated with private sector investments to match potential public sector grants. Some properties in the more than 5,000 acres of undeveloped uplands in the Port environs are available for immediate port development.





Project Site Map



With appropriate and timely investment, many of the yellow cells could turn to green

Potential Funding for the Port of Port St. Joe Five-Year Capital Improvement Program

Project	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	Total Cost	Potential Funding Sources
SHALLOW-WATER BARGE PORT AND UPLAND DEVELOPMENT							
Permitting	\$180,000					\$180,000	Port funds
Barge Site Improvements	\$2,381,250					\$2,381,250	FSTED, Port funds, FDOT funds
Bulkhead and Apron Expansion	\$635,040		\$3,936,000			\$4,571,040	Direct appropriation, FSTED, SIS
On-Port Rail Extension		\$1,731,600				\$1,731,600	Direct appropriation, FSTED, SIS
Security Enhancements	\$390,000					\$390,000	Port funds, FSTED, PSGP
Arizona Chemical Site Improvements		\$1,170,000				\$1,170,000	Direct appropriation, FSTED, Port funds
On-Port Project Sub-Total	\$3,586,290	\$2,901,600	\$3,936,000			\$10,423,890	
Off-Port Rail Improvements (AN Railway)		\$3,000,000				\$3,000,000	SIB loan, P3, SIS
Off-Port Project Sub-Total		\$3,000,000				\$3,000,000	
Barge Port and Upland Development Total	\$3,586,290	\$5,901,600	\$3,936,000			\$13,423,890	
DEEPWATER PORT PRELIMINARY DEVELOPMENT							
Permitting for bulkhead	\$250,000	\$150,000				\$400,000	
Bulkhead and dredging				\$14,400,000	\$35,000,000	\$49,400,000	FSTED, P3, SIS
Channel maintenance, dredge site acquisition, construction				\$2,000,000	\$2,000,000	\$4,000,000	Federal, SIS
Deepwater Port Preliminary Development Total	\$250,000	\$150,000		\$16,400,000	\$37,000,000	\$53,800,000	
FIVE-YEAR TOTAL	\$3,836,290	\$6,051,600	\$3,936,000	\$16,400,000	\$37,000,000	\$67,223,890	

Notes: Costs include architecture and engineering fees and contingencies.
Funding Acronyms: FSTED = Florida Seaport Transportation and Economic Development Program; FDOT = Florida Department of Transportation; SIS = Strategic Intermodal System; PSGP = Port Security Grants Program; SIB = State Investment Bank; P3 = Public-private partnership.





2011 Port St Joe Authority Members

1. Johanna White, Chairwoman
2. Patrick Jones, Vice Chairman
3. Eugene Raffield, Secretary
4. Johnny Mize, Treasurer
5. Allen Cox, Immediate Past Chairman
6. Tommy Pitts, Port Director



Port Mission Statement

"The mission of the Port St. Joe Port Authority is to enhance the economic vitality and quality of life in the Port St. Joe area and Northwest Florida region by fostering the growth of domestic and foreign commerce."



Port Authority Governance

- The Port St. Joe Port Authority is an Independent Special District whose five members are appointed by the Governor.
- The Port Authority was originally created to develop commerce for the Port by special act of the Florida Legislature by Chapter 30787, Laws of Florida, in 1955, as amended.
- In June 2000, Chapter 30787 was repealed under Chapter 0-488, Laws of Florida, providing for the re-codification and re-creation of the Port Authority, from which all its current powers and legal authority extend.



The Port Advisory Team

The Port Advisory Team (PAT) was established so that FDOT District 3 and Atkins could draw on the innovative ideas of local public officials and private business executives in preparing the Strategic Growth and Capital Improvement Financing Plan for the Port of Port St. Joe. During the planning process, the PAT met four times and assisted with guidance and community alignment in developing consensus planning, policy, and priority strategies for the Port. The participants were particularly helpful in identifying what the community would like to see at the Port and in highlighting the urgency of Port development to create jobs and stimulate regional recovery from the pervasive economic crisis.

The PAT members had varied perspectives, given their differing public and private sector backgrounds. Nevertheless, they were unanimous in desiring to see this initiative result in an integrated picture of Port opportunities and needs, addressing any barriers to growth and investment and providing a quasi business plan that could be used to attract prospective tenants, shippers, start-up businesses, and other Port users. A significant outcome of this collaborative process was the creation of an informal public-private partnership between the Port Authority and the St. Joe Company, a partnership committed to attracting deepwater and Intracoastal development and creating new regional investment opportunities.



Port Advisory Team Members

1. Johanna White, Chairwoman, Port Authority
2. Patrick Jones, Vice Chairman, Port Authority
3. Eugene Raffield, Secretary, Port Authority
4. Warren Yeager, Chairman, County Commission
5. Mel Magidson Jr., Mayor City of Port St. Joe
6. Bobby Pickels, Progress Energy
7. Neal Wade, St. Joe Company
8. Ralph Yoder, FDOT
9. Rick Marcum, Opportunity Florida
10. Steve Norris, NW Florida Transportation Corridor Authority
11. Tommy Pitts, Port Director



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