



PORT TAMPA BAY.

Reroute Your Thinking™

PortVision 2030

FTP IMPLEMENTATION COMMITTEE November 30, 2016

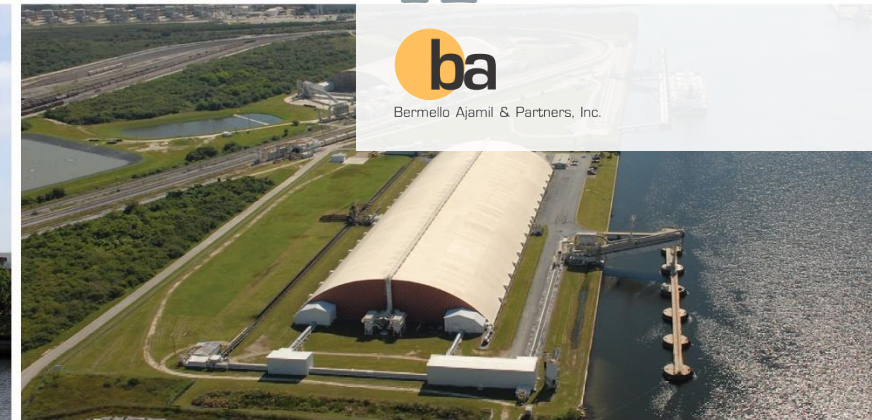
Presented by:
Charles Klug, Principal Counsel
Port Tampa Bay





PORT VISION 2030

PORT TAMPA BAY /// MASTER PLAN

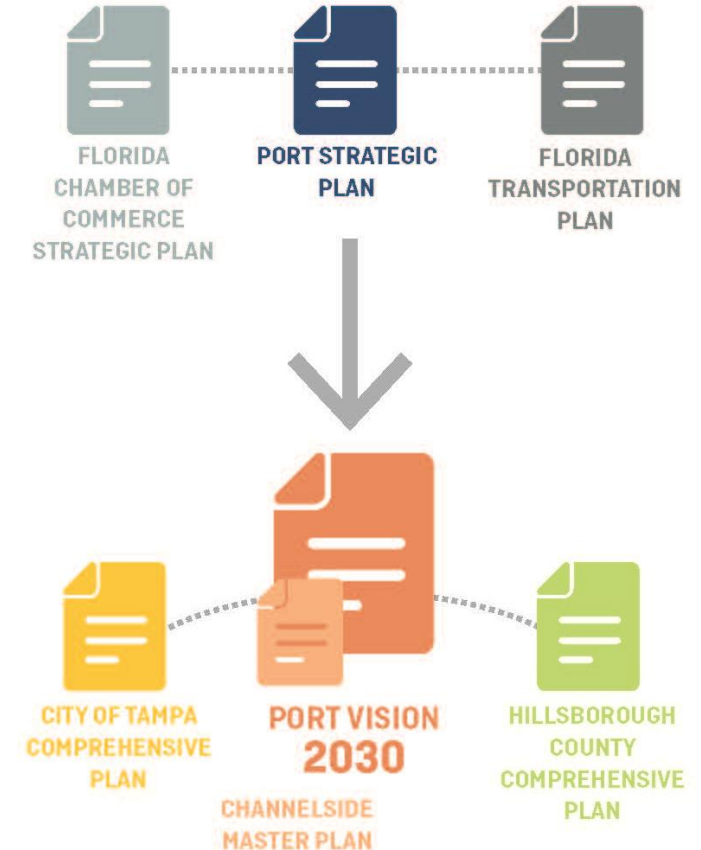


November 30, 2016



STATUTORY REQUIREMENTS FOR PORT PLANNING

- Master Plan [FS 311.14 (2)]
 - 10-year time horizon
 - Economic development targeting business opportunities
 - Infrastructure development plan to attain strategic advantage
 - Coordinated intermodal transportation facilities
 - Strategies for overcoming physical, environmental and regulatory barriers
 - Intergovernmental coordination of plan goals with state and local partner agencies
 - Consistent with local government comprehensive plans
 - Strategic needs incorporated into Florida Seaport Mission Plan



MASTER PLAN PROCESS



STAKEHOLDER ENGAGEMENT

Customers & Tenants

- Amalie Oil Company
- Maritime Industries Association
- Propeller Club
- Harbor Safety Committee
- Spill Committee
- TECO
- International Ship
- Gulf Marine
- Tampa Ship
- Tampa Juice
- Mosaic Company
- Kinder Morgan
- Ports America
- CSX

Agency Stakeholders

- Hillsborough MPO
- Hillsborough County Planning Commission
- Hillsborough County
- FDOT
- Tampa Hillsborough Expressway Authority
- Visit Tampa Bay
- Tampa Chamber of Commerce
- Hillsborough Economic Development Commission
- Central Florida Development Council
- City of Tampa
- Tampa Bay Partnership
- Florida Petroleum Council
- USACE
- Tampa Bay Pilots Association



June 3, 2016 Public Workshop

PTB OVERVIEW: 2015

ASSETS & BUSINESS

- ~2,754 Port-owned acres
- 61 Berths
- Intermodal rail & I-4 Connector
- Businesses
 - Liquid & dry bulk
 - General cargo
 - Container
 - Cruise
 - Real estate
 - Shipbuilding and repair

PERFORMANCE

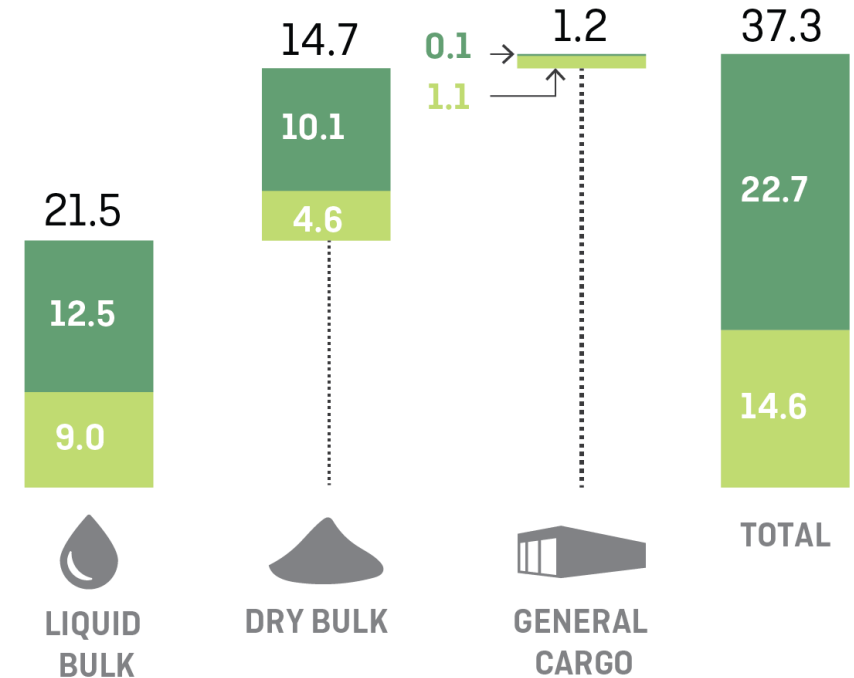
- Cargo: 10.6% growth (FY14-FY15)
- Operating revenue: record \$51 million
- Total assets: \$500 million
- Ongoing Capital Improvements: ~\$115 million
- Proposed Capital Improvement Program: ~\$1.4 billion (FY17-FY32+)

PORT DIVERSITY: A STRATEGIC ADVANTAGE

- Florida's most diversified port
 - Dry bulk
 - Liquid bulk
 - General cargo
 - Real estate
 - Containers
 - Shipbuilding and repair
 - Cruise



PTB Cargo Volumes: FY 2015

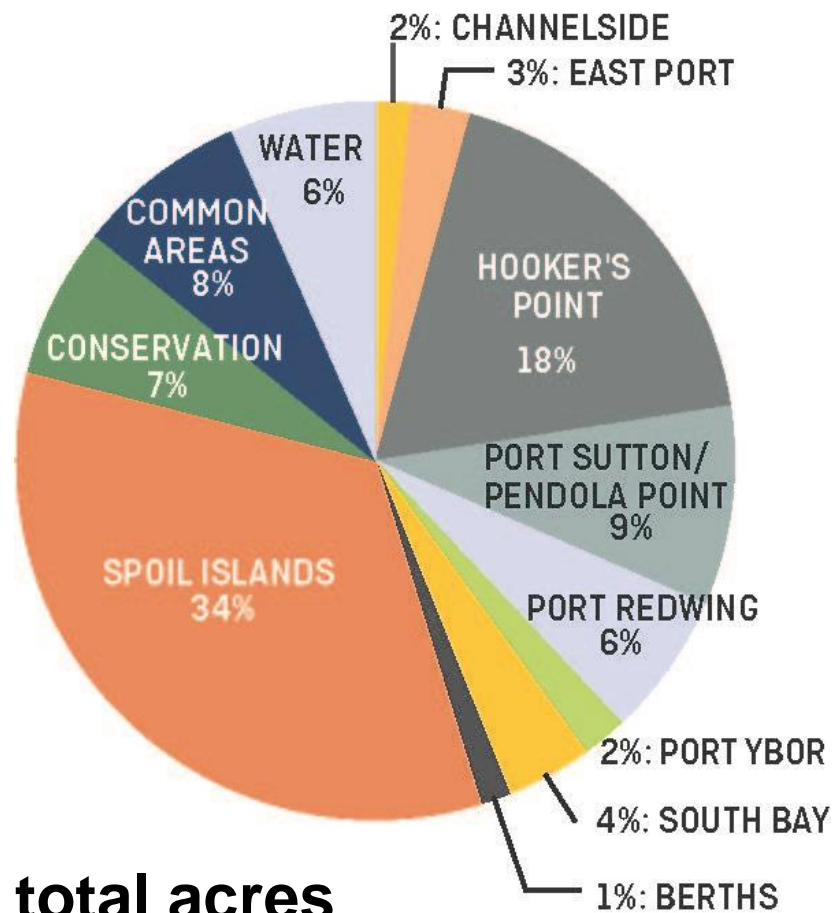


* numbers in millions of short tons

PRIVATE TERMINALS

PORT TAMPA BAY TERMINALS

PORT-OWNED LAND

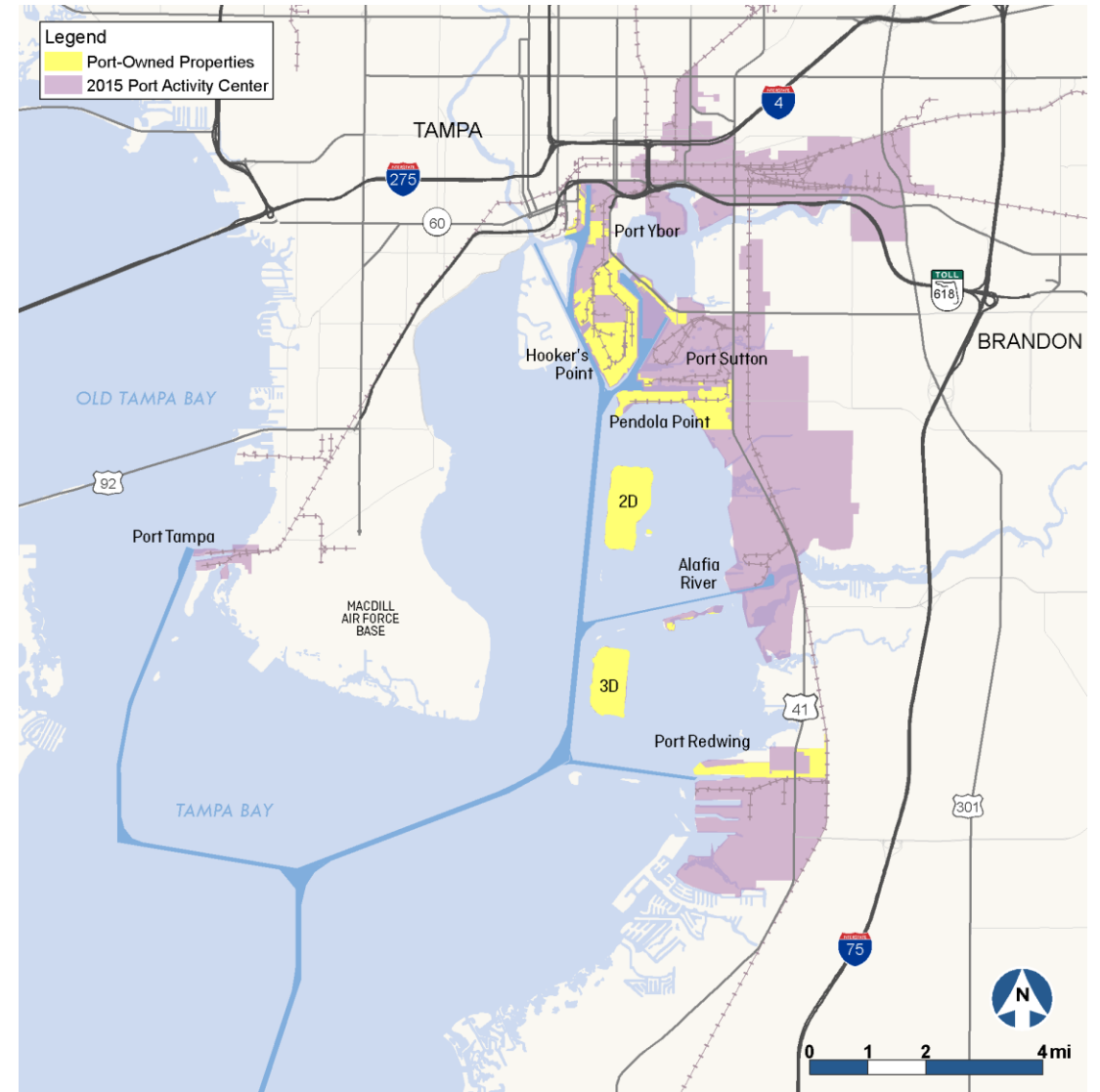


2,754 total acres









PORT ACTIVITY CENTER

- Encompasses 15,555 acres of existing and future port-dependent and port-related uses
- Provides for interagency coordination on proposed land use changes



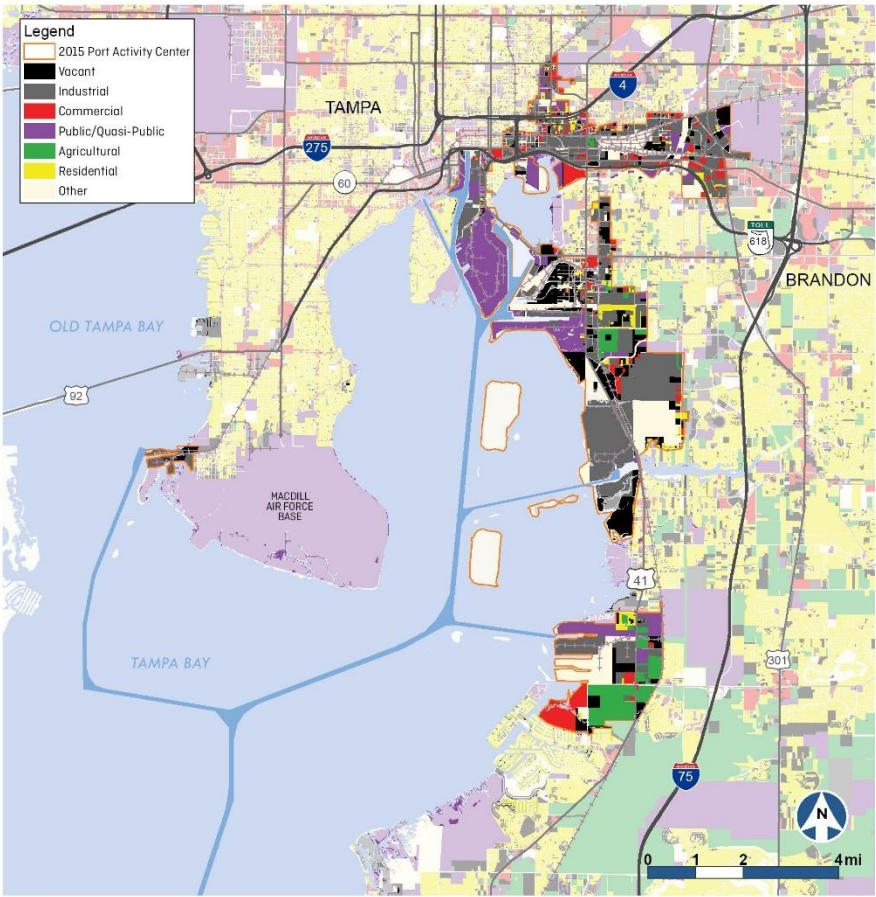
PORT ACTIVITY CENTER EXISTING LAND USE

Generalized Existing Land Use - Port Activity Center, 2008 & Proposed

	EXISTING LAND USE	2008 ACRES	PERCENT	2015 ACRES	PERCENT
	VACANT	1,862.4	14%	2,019.2	13%
	INDUSTRIAL	3,588.6	28%	5,076.1	33%
	COMMERCIAL	439.5	3%	1,019.8	7%
	PUBLIC/QUASI-PUBLIC	2,914.6	22%	3,217.7	21%
	AGRICULTURAL	1,151.9	9%	900.6	6%
	RESIDENTIAL	282.5	2%	441.5	3%
	ALL OTHER CATEGORIES	2,751.2	21%	2,880.1	19%
	TOTAL	12,990	100%	15,555	100%







source: 2008 Port of Tampa Master Plan, Hillsborough County City-County Planning Commission

Generalized Existing Land



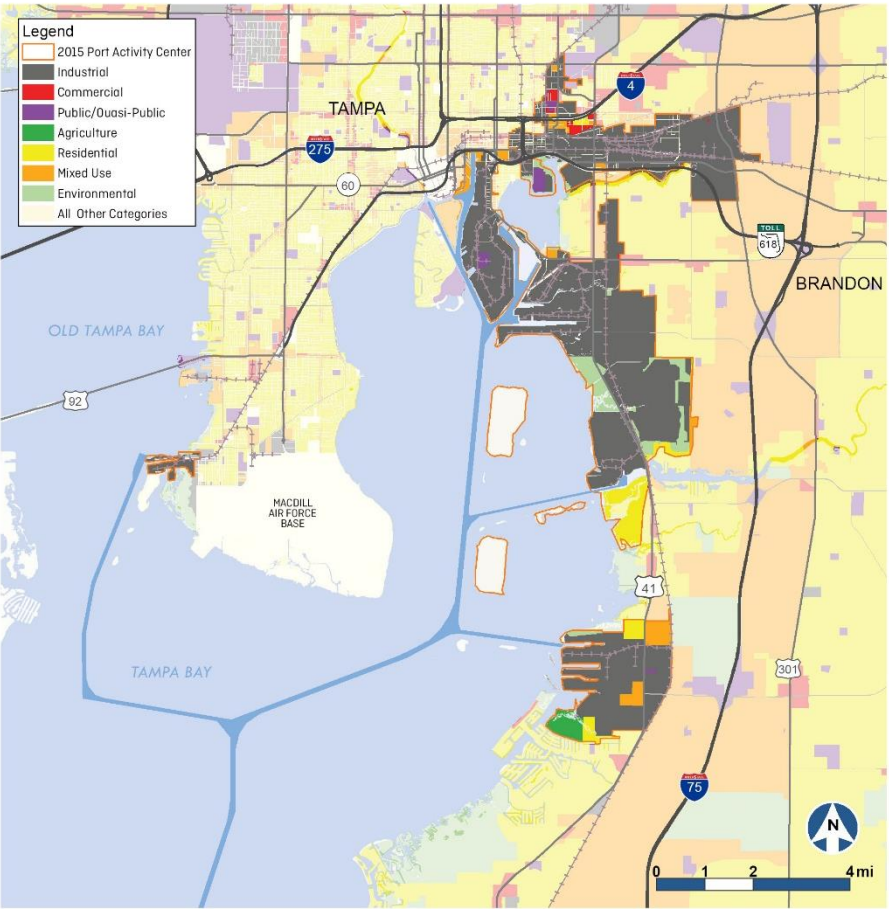
PORT ACTIVITY CENTER FUTURE LAND USE

Generalized Future Land Use - Port Activity Center, 2008 & Proposed

	LAND USE	2008 ACRES	PERCENT	2015 ACRES	PERCENT
	MIXED USE	265.7	2%	598.5	4%
	INDUSTRIAL	10,912.4	84%	12,173.8	78%
	COMMERCIAL	104.4	1%	109.4	1%
	PUBLIC/QUASI-PUBLIC	168.2	1%	162.9	1%
	AGRICULTURAL	--	0%	210.9	1%
	RESIDENTIAL	156.1	1%	844.3	5%
	ALL OTHER CATEGORIES	1,539.9	11%	1,455.5	9%
	TOTAL	13,146	100%	15,555	100%

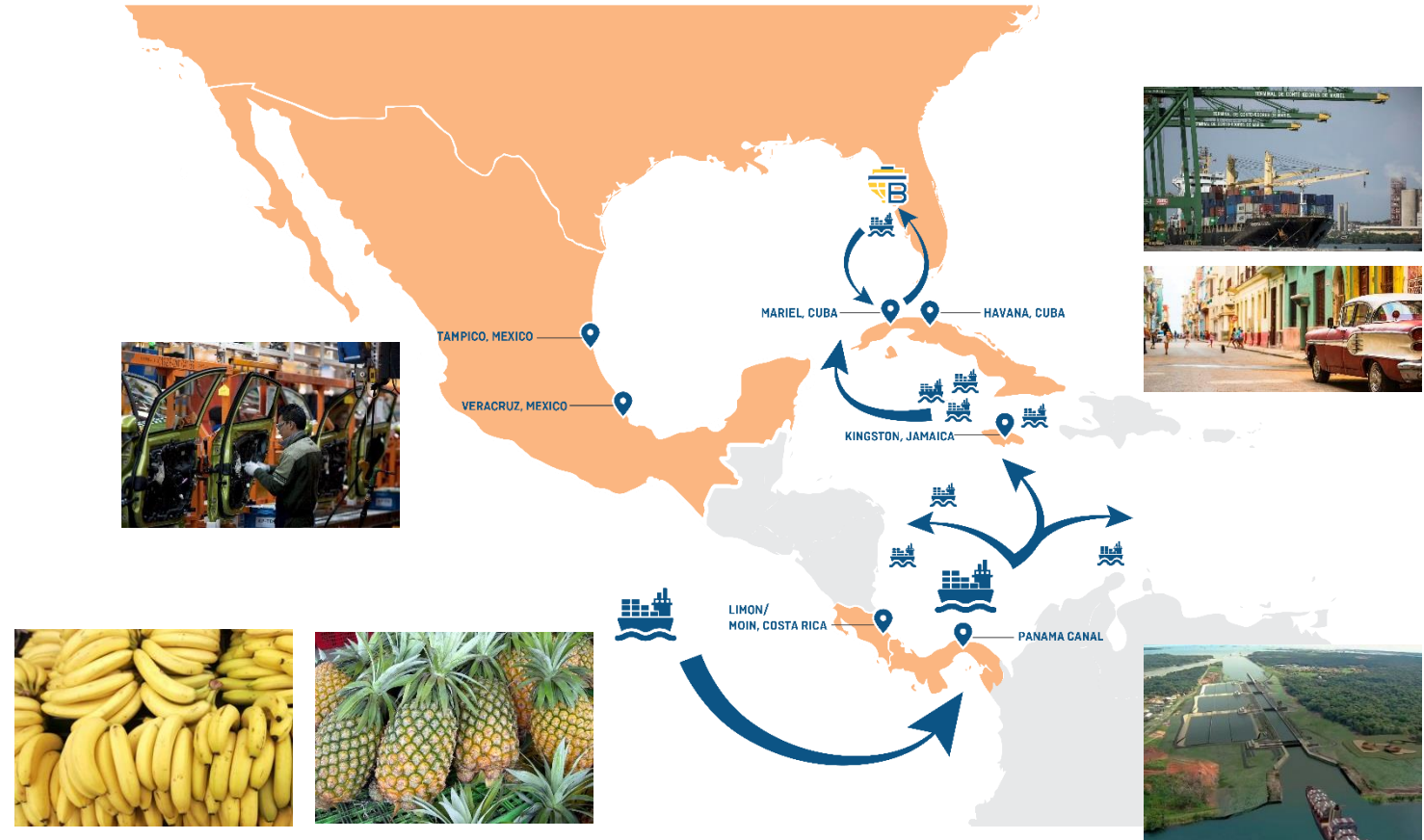
source: City of Tampa Comprehensive Plan, Hillsborough County Comprehensive Plan

Generalized Future Land



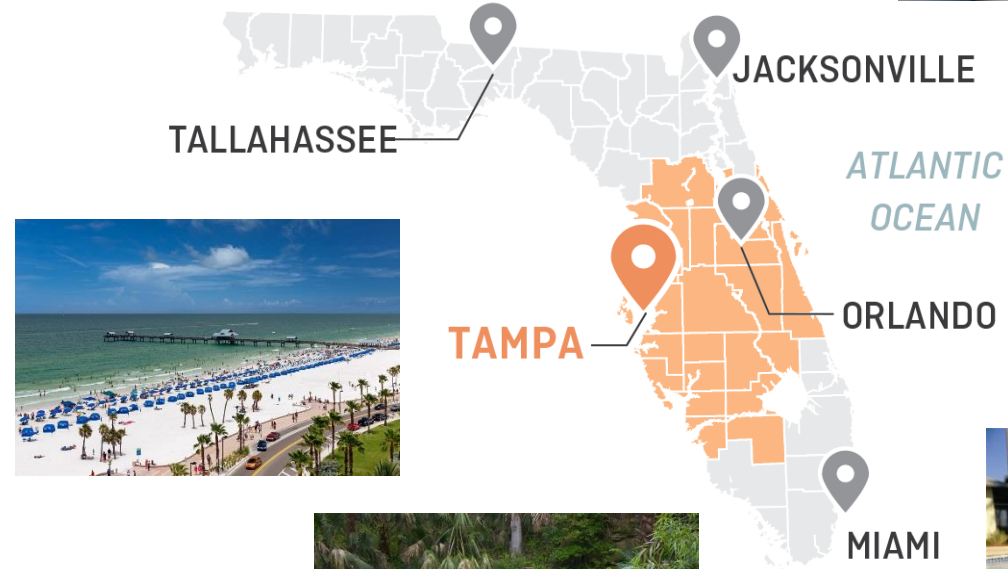
STRATEGIC LOCATION

- Mexico – vehicle manufacturers
- Expanded Panama Canal will increase trade, vessel and transshipment opportunities
- Central America - perishables
- Port Havana/Mariel – cruise and containers



PTB CORE MARKET

- 25 counties and a population base approaching 10 million people
- Projected as fastest growing population center in Florida and one of the fastest in the U.S., over next 15 years
- 55 million tourists annually



PTB CORE MARKET

- Central Florida and the I-4 corridor has emerged as Florida's freight distribution hub
- 219 distribution centers and estimated 87 million square feet in the primary port market area
- **179 distribution centers and 69 million square feet of space within ten miles of I-4**



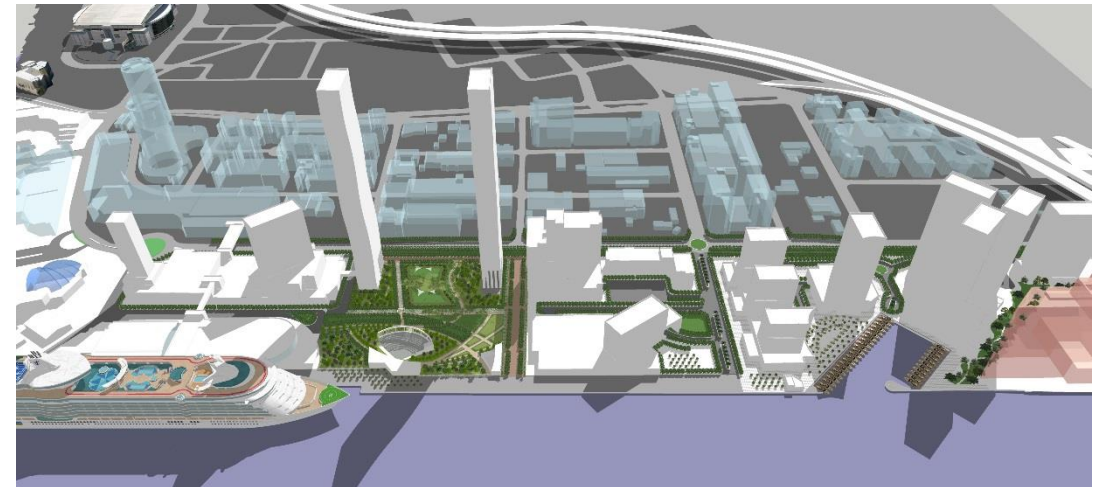
CRUISE

- Cruise business at PTB is expected to remain strong
- Cruise ships are getting larger
- Driven by economics of having more public space to increase on-board spending
- Skyway air draft is a constraint for larger cruise ships
- Redevelopment of Channelside lands to reposition cruise footprint and optimize cruise facilities
- Longer term, explore opportunities to serve next generation cruise vessels and new cruise and ferry destinations (e.g. Cuba)



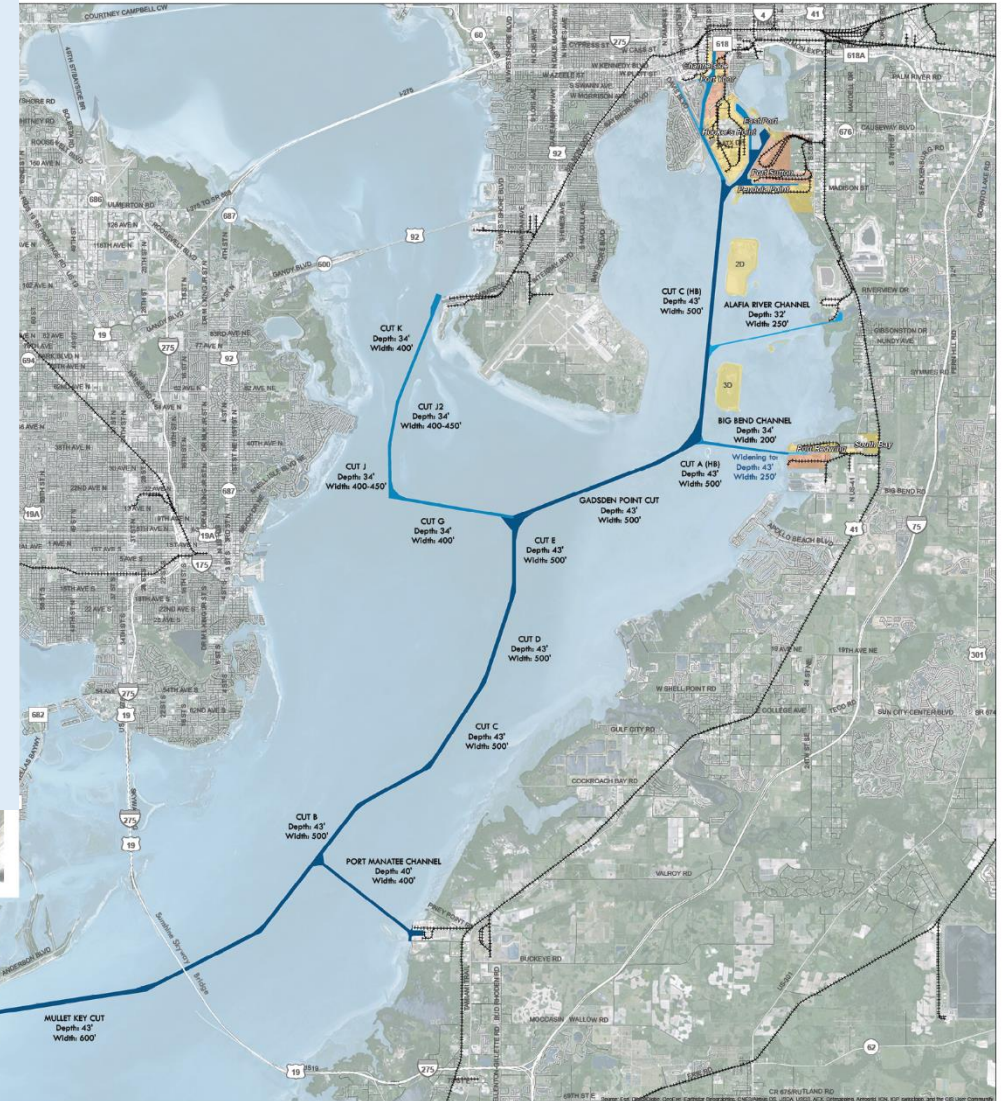
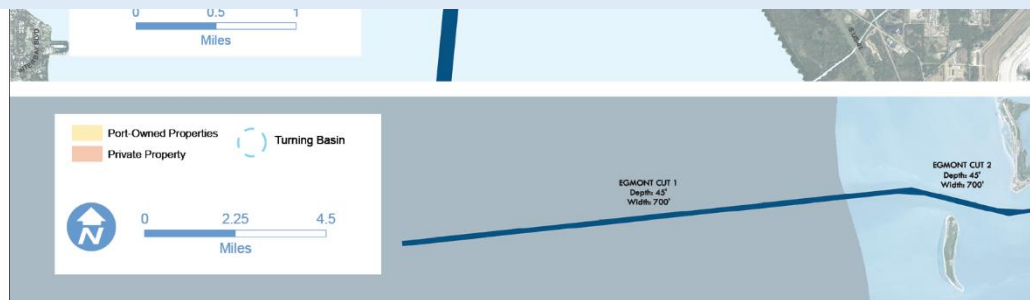
CHANNEL DISTRICT

- Channel District redevelopment integrates working waterfront with residential and residential supportive uses
- Integrates into the downtown urban fabric
- Creates a revenue stream to continuously reinvest in modernizing and expanding port business and infrastructure

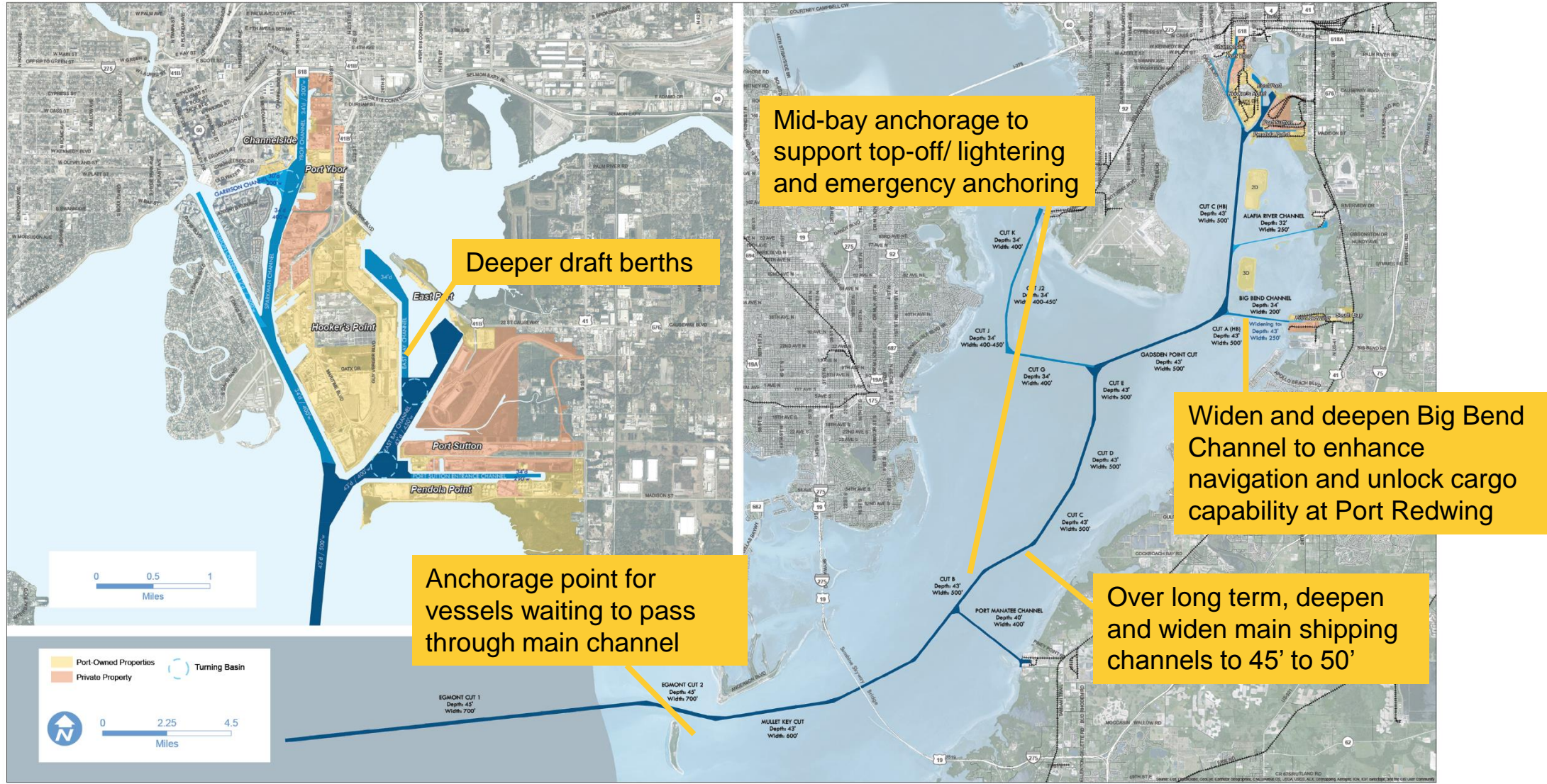


MAIN FEDERAL CHANNELS

- 42 mile main channel through the Bay
- 20 miles of access channels to major port areas
- Channel width: 500 feet width inside of the Skyway Bridge
- Channel depth: 43'



NAVIGATION



2030 ROADWAY CONGESTION

- Main freight arteries will experience deteriorating travel conditions which will affect reliability, transit times and ultimately costs



Source: Tampa Bay Regional Planning Model

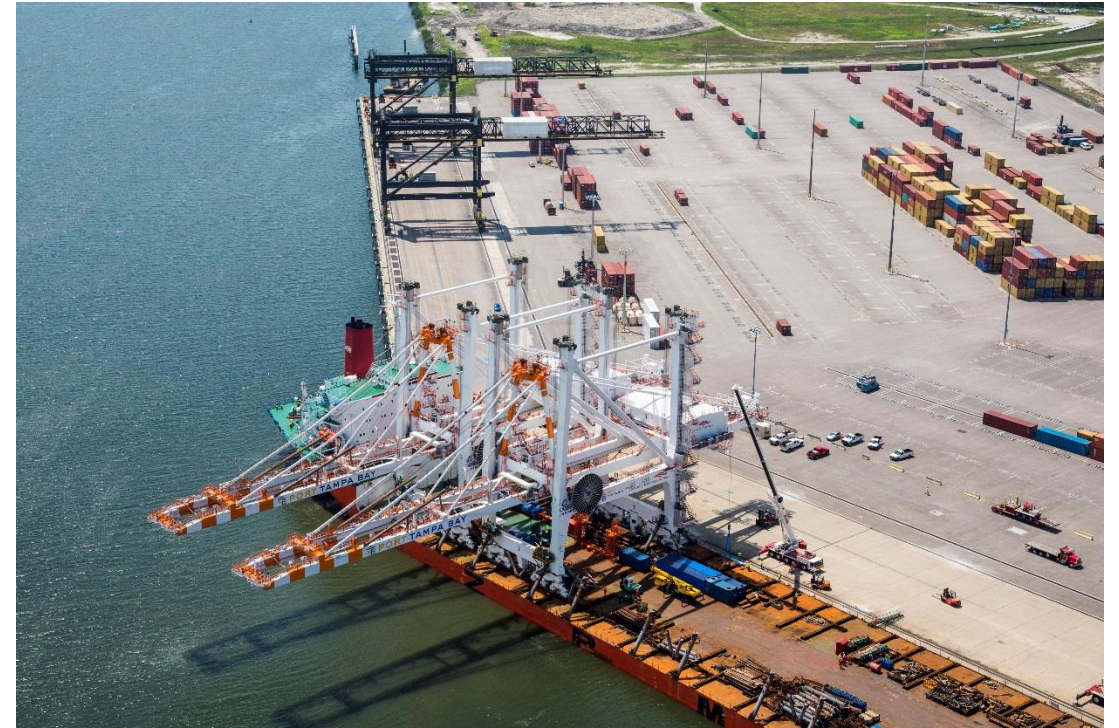
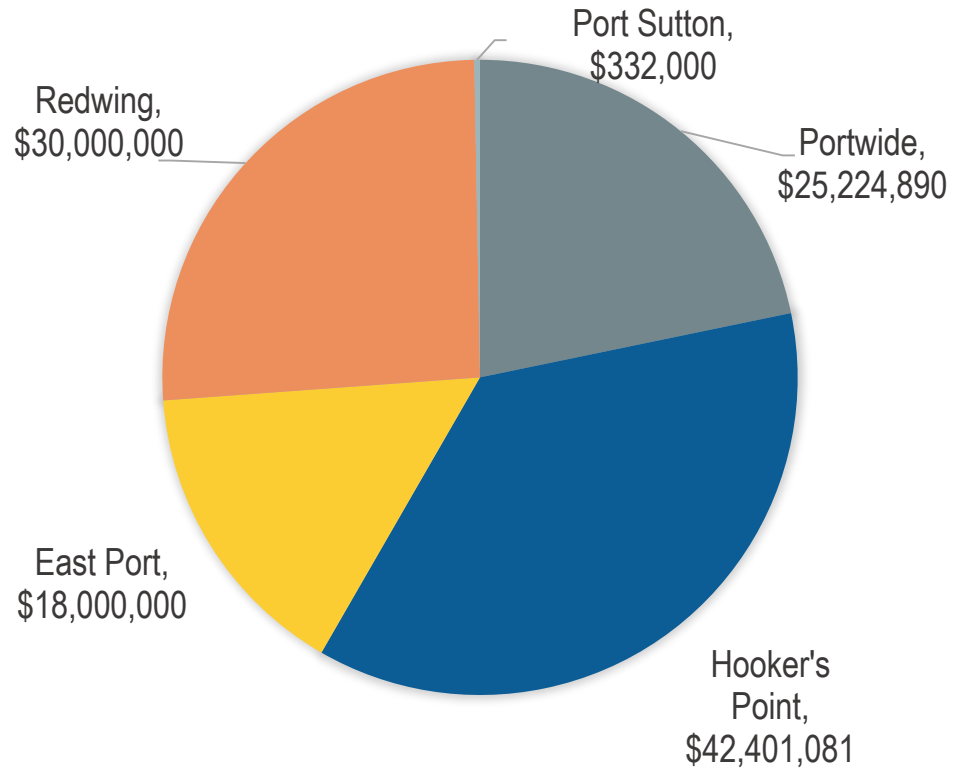


IMPROVED ACCESS FOR FREIGHT AND PEOPLE

- Separated grade crossing on US 41 would mitigate gridlock condition
- Expanded capacity on I-4 and I-275 would improve regional freight transit times
- Expansion of PTB main gate facility and staging area will mitigate delays
- Complete street treatments to Channelside Drive will slow traffic and activate the street

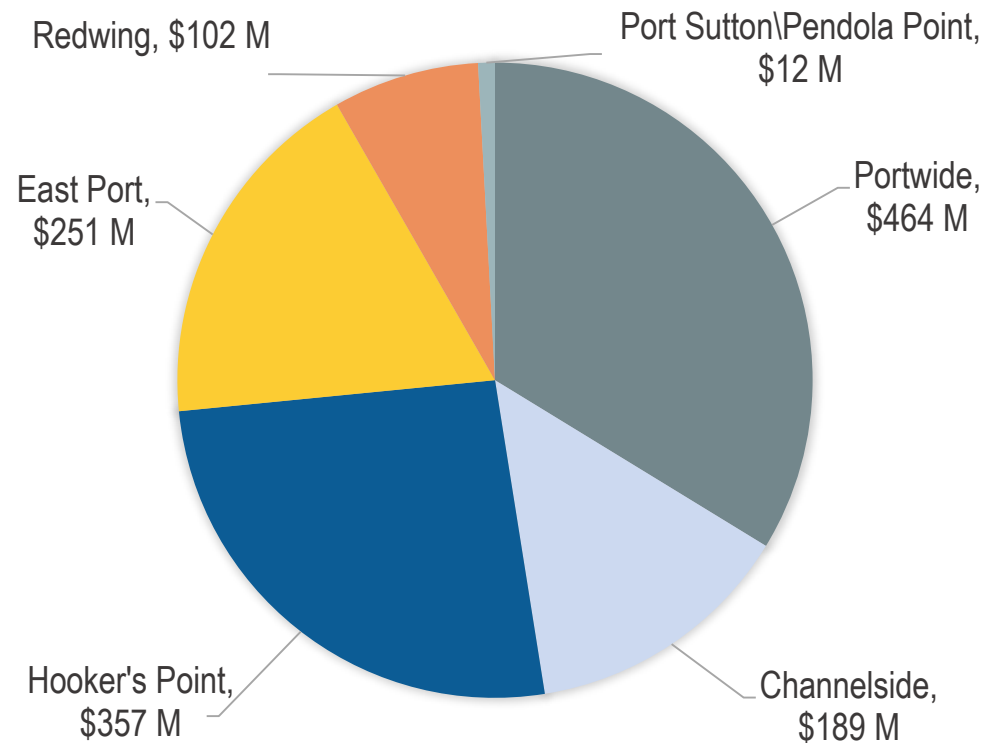


ONGOING PROJECTS



TOTAL: \$116 MILLION

PROPOSED CAPITAL IMPROVEMENT PROGRAM BY PORT AREA













FISCAL YEAR	AMOUNT
FY 2017-2021	\$324M to \$503M
FY 2022-2026	\$430M to \$640M
FY 2027+	\$409M to \$441M

Note: Ranges reflect the potential shift of projects among investment periods and therefore are not additive.

PTB CARGO & CRUISE 2030 FORECAST SUMMARY

Line of Business	Major Drivers	Growth Range	Comments
Liquid Bulk	Gas & diesel consumption Terminal consolidation	0.1 – 5.1 M	Potential for collaborative partnerships with private terminals to provide deep draft access for their terminals and save significant investment in new berths
Dry Bulk	Global fertilizer demand & competition New businesses	0.4 – 4.5 M	Bulk ag products, prilled sulfur & phosphate rock drive the high forecast
General Cargo	Florida residential & commercial construction	0.1 – 1.1 M	Major rebounds in steel imports & scrap, steel manufacturing facility and major increase in vehicles drive the high forecast
Container (TEUs-000s)	Success in penetrating Central FL market	89,000 – 245,000 TEUs	Success dependent on attracting direct call Asian & Latin American services; Cuba is an additional upside
Total Cargo (tons-Ms)	New businesses & PPPs	0.9 – 13.1 M	Dry bulk, liquid bulk and container drive the upside
Cruise (passengers-Ms)	Skyway Bridge Constraints	(-0.1) – 0.4 M	Realignment of cruise services due to air draft constraints; potential Cuba traffic is an upside

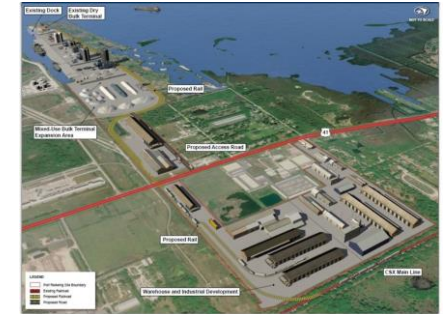
PTB'S TERMINAL CAPACITIES: Sufficient to support pursuit of most identified opportunities in the mid-term

Line of Business	Short to Mid-Term Capacity	Long-Term Capacity (15+ years)	Comment
Liquid Bulk			An additional petroleum berth & storage tanks may be required
Dry Bulk			Successful pursuit of ag & biomass exports would potentially require modernization of facilities
Container			Successful pursuit of targeted direct call services would require additional backlands & two additional cranes
General Cargo			Upland staging/storage could potentially become a need in the long-term
Cruise			Reconfigured capacity is anticipated to be sufficient throughout the planning horizon



MASTER PLAN SUMMARY

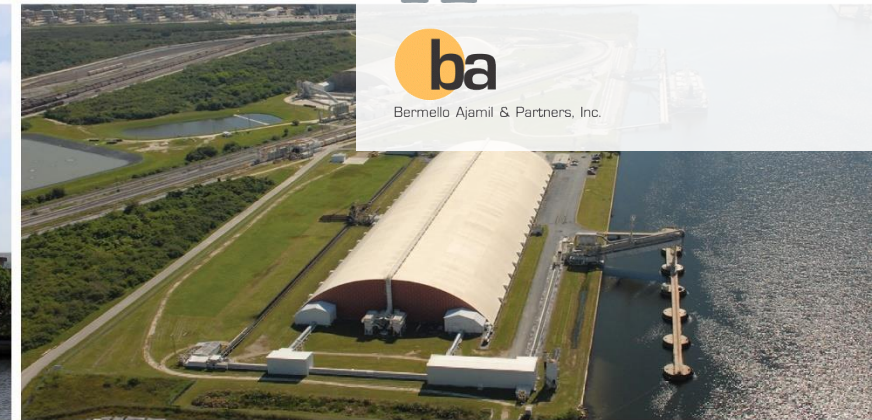
- **Dynamic market place** characterized by increasing change to ports' core businesses and customers.
- PTB has **significant strengths**: location, land, diversity, financial stability which have enabled it to weather downturns
- PTB's core bulk and general cargo businesses face **challenges**: commodity markets, global competition, strong dollar, competition from other ports, industry inertia
- PTB has many and **varied opportunities**: dry bulk, container, logistics, real estate
- **Strong upside potential**: possibility to nearly double the business building on its strengths and addressing its challenges
- **Flexible CIP roadmap** guides future investment to meet current and future customer's evolving requirements





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