

Meeting Minutes
Tampa Bay Ports Regional
August 13th, 2014
Florida Fish and Wildlife Institute, St. Petersburg, Florida

Attendees:	Position/Title
• Walter Miller	Executive Director, Port St. Petersburg
• David Metz	Administrator, City of St. Petersburg
• Sandra Murman	Commissioner, Port Tampa Bay
• Paul Anderson	President/CEO, Port Tampa Bay
• Larry Bustle	Chairman/Port Authority Member, Manatee County
• Paul Steinman	District 7 Secretary, Florida Department of Transportation
• Ananth Prasad	Secretary, Florida Department of Transportation
• Rich Biter	Assistant Secretary, Florida Department of Transportation
• Vanessa Baugh	Commissioner/3rd Vice Chairman Port Authority, Manatee County
• Carol Whitmore	Commissioner/Port Authority Chairman, Manatee County
• Carlos Buqueras	Executive Director/Manatee County Port Authority
• David Sanford	Deputy Director/Manatee County Port Authority
• Betsy Benac	Commissioner/Port Authority Member, Manatee County
• Jim Boxold	Chief of Staff, Florida Department of Transportation
• Juan Flores	Administrator, Freight Logistics and Passenger Operations, FDOT
• Robin DiSabatino	Commissioner/Port Authority Member, Manatee County
• Jeff Brandes	Senator District 22, Transportation Chairman

Purpose of the Meeting:

Jointly Promote Regional Economic Development for Increased Global Competitiveness

Opening Comments:

Secretary Ananth Prasad opened the meeting with information about Florida, the Florida deepwater seaports, and the interactions and relationships between the Florida Department of Transportation and Florida's seaports. He discussed infrastructure investments by FDOT into each of the Tampa Bay Region seaports, as well opportunities for those ports to work together.

The round table participants discussed the risks and rewards of working together.

Rewards included: Federal funding opportunities, a positive image boost, a larger customer base, economic development, job creation, Florida ports becoming a model for the rest of the nation, representation at the federal level, regionalism, new business, cost effective uses of resources, positive working relationship with ports.

Risks included: A poor image, losing business to another state, customer competition, land infrastructure investment will be needed if there is a boom in business, loss of free market,

The round table participants then discussed past instances in which they could have done things differently, including the Joint Marketing Consortium, and communicating openly with the Tampa Bay Regions' ports as well as with FDOT.

Everyone agreed to stop the disparaging remarks in public.

The round table participants discussed ways they can work together and find common ground to move forward. The discussion included the importance of attracting business to the region as a whole. Co-marketing opportunities were discussed, with an emphasis on the importance of the Governor's trade missions. All three ports agreed to pick an area, issue, market or region to work on together. A regional

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leadership structure was formed, including the three Port Directors, the Assistant Secretary Richard Biter, and Doug Wheeler, from the Ports Council. There was discussion on the different governance and funding structures at each port.

The round table discussion focused on each port's pros and cons.

Port of St. Petersburg has a niche of marine science and research, and doesn't compete with other bay ports because they are limited in space and dredge depth. The research done there doesn't bring profit, but creates high paying jobs. They are developing and growing as a research vessel provisioning and support facility. They are also working with NOAA and USCG. The Tampa Bay Ocean Research Summit, to be held in 2015, was discussed.

Port Tampa Bay has 40 to 43 feet of water depth. They have lots of land and mixed use zoning, and are looking at new manufacturing opportunities. They are stable financially, with excellent connectivity, cheap electric, and a 50% return on operating program. Their largest weakness is the lack of post Panamax cranes, and the potential restrictions on cruise business due to the Skyway Bridge height restriction. However, the total economic impact on cargo and cruise with cruise only 1/48th of total business.

Port Manatee has an export imbalance, with an excellent use of land, incentivized manufacturing and investments in near terminal facilities. They have 5,000 Acres zoned for commercial/industrial called, "Florida International Gateway". A con is that the channel is only authorized to 40 feet.

The ports can pair together through land and development opportunities, as well as through growing aggregate trade and diversifying.

A public comment period was opened, and included a comment on the benefit in opportunities with private property. A discussion ensued with information about the FDOT Intermodal Logistics Center (ILC) Infrastructure development program and the Economic Development Trust Fund.

A powerpoint presentation was given on potential Port Collaboration by Port Tampa Bay.

Primary Meeting Action Items:

- Goal 1:** Commit to not making disparaging remarks in the public
- Goal 2:** Develop a joint marketing strategy
- Goal 3:** Develop a Regional Leadership Structure, including the three Port Directors, Richard Biter, Assistant Secretary of FDOT and Doug Wheeler, President of FPC
- Shared Strengths:** Research, Manufacturing, Land capacity, Shared channel, Roads and Rail, Proximity to the Panama Canal, Cuba, Central and South America, Shared consumer markets along I4 corridor