

DEEPWATER PORT COMPONENT

The Deepwater Port Component of the *Broward County Comprehensive Plan*, which incorporates the *Port Everglades Master/Vision Plan*, serves as the Port Master Plan for the Port Jurisdictional Area (PJA), in compliance with state requirements (Chapter 163, Florida Statutes). The Goals, Objectives, and Policies presented below reflect Broward County's and the Port's commitment both to local and regional economic growth and to the sustainability of the surrounding ecosystems, as stated in the Port's mission statement:

"The mission of Port Everglades is to manage the County's port-related assets to maximize the economic benefits to the citizens and businesses of Broward County and the State of Florida. The Port will manage the County's assets in a financially responsible, environmentally sound manner, consistent with the local, state, and federal rules and regulations which govern international and domestic trade, transportation and the Port industry."

GOAL 12.0. Broward County, through the Port Everglades Department (PED), shall continue to maintain and develop a deepwater seaport that provides the maximum economic, physical, and social benefits to Broward County by means of the planned use of land within the Port Jurisdictional Area (PJA); that provides a multimodal transportation system to facilitate the safe and efficient movement of passengers and cargo between the seaport, roadways, rail, and airport; that maximizes the utilization of marine resources for Port-related uses while concurrently protecting the Port's natural resources; that protects public and private property from natural and manmade disasters through safety and security measures; that coordinates planned development and expansion with appropriate public and private entities; and that promotes international trade and waterborne commerce by implementing a capital improvements program addressing the needs identified in the Port Master/Vision Plan to meet forecasted demand in the Port's key business lines.

ECONOMIC DEVELOPMENT

GOAL 12-A. Over the 5- and 10-year planning horizons, the PED shall continue to develop, maintain, and improve the Port as a competitive and viable deepwater facility to serve local and regional shipping and cruise tourism needs. In so doing, it shall provide for the economic well-being and environmental sustainability of Broward County and the surrounding region through the planned use of land within the PJA.

Objective 12-A.1. Infrastructure Development. The PED shall provide adequate maritime facilities, consistent with the need for trade, industry, and commerce, to ensure the availability of the land and infrastructure necessary to meet the projected requirements of the Port's cargo, cruise, and Foreign-Trade Zone businesses.

Policy 12-A.1.1. Short-Term Infrastructure Improvements. During the 5-year planning period, the PED shall implement infrastructure improvements in Northport, Midport, and Southport, increasing berth capacity and efficiency, expanding cargo-handling and cruise terminal areas, acquiring additional cranes and other equipment, and pursuing further capital improvements, as necessary to serve forecasted demand.

DEEPWATER PORT COMPONENT

Policy 12-A.1.2. Infrastructure Maintenance. The PED shall provide adequate maintenance and upkeep of in-water and upland infrastructure to gain the best use from its facilities.

Policy 12-A.1.3. Multi-Purpose Terminals. The PED shall continue to promote the use of multi-purpose terminals for cruise and cargo activities to maximize their occupancy.

Policy 12-A.1.4. Interconnected Land Uses. The PED shall continue to develop the Port in a manner that achieves a pattern of land uses characterized by the concentration and interconnection of related compatible land uses.

Policy 12-A.1.5. Intermodal Facilities. The PED shall pursue the development of intermodal facilities within the PJA, including an intermodal container transfer facility (ICTF) to ensure the Port's continued ability to compete for global trade, and multimodal access facilities to enhance the Port's cruise passenger business.

Policy 12-A.1.6. Foreign-Trade Zone. The PED shall maintain its designation as a Foreign-Trade Zone (No. 25) and pursue expansion, as feasible.

Policy 12-A.1.7. Future Development. As described in the 10- and 20-Year Vision Plans that are part of the *complete Port Everglades Master/ Vision Plan*, the PED shall pursue additional capital improvements to provide the supporting infrastructure needed for future Port operations.

Objective 12-A.2. Cargo and Cruise Industry Expansion. The PED shall maintain the diversity of its cargo and cruise base to sustain balanced volumes of its key business lines: containerized cargo, liquid bulk (petroleum products), dry bulk, and cruise.

Policy 12-A.2.1. Marketing Plans. The PED shall continue to update and implement marketing plans that sustain or encourage the growth of existing waterborne commerce activities at the Port.

Policy 12-A.2.2. Marketing Activities. The PED shall maintain the diversity of its operations by marketing the Port to shippers and carriers in the Port's active cargo lanes and to cruise lines in the Port's diverse market areas.

Policy 12-A.2.3. Private Businesses. The PED shall encourage private port-related businesses to construct and utilize appropriate facilities within the PJA.

Objective 12-A.3. Land Use Compatibility and Development Regulation. The PED shall maintain land use compatibility, consistent with the Port Master/Vision Plan and with the goals, objectives, and policies in the Broward County *Comprehensive Plan*,

DEEPWATER PORT COMPONENT

while pursuing economic development opportunities customarily associated with ports and foreign trade zones.

Policy 12-A.3.1. On-Port Land Uses. The PED shall ensure that land uses are consistent with the Port Everglades Transportation Area designation in the *Broward County Land Use Plan* (BCLUP) and the land use patterns in the Port Master/Vision Plan and that they maximize the use of Port property.

Policy 12-A.3.2. Development Consistency. The PED shall see that development orders within the PJA -- including zoning, platting, site plans, building permits, and developments of regional impact -- are consistent with the Port Everglades Transportation Area designation of the BCLUP and are reviewed for compatibility with residential uses located near or adjacent to the PJA.

Policy 12-A.3.3. Consistency with County and Municipal Plans and Regulations. The PED shall see that future development within the PJA is consistent with the adopted local comprehensive plans and land development regulations within Broward County and the Cities of Fort Lauderdale, Hollywood, and Dania Beach, in accordance with the Interlocal Agreement dated May 6, 1994 between the respective municipalities and Broward County.

Policy 12-A.3.4. Land Use Amendments. The PED shall continue to review land use amendments within the PJA for consistency with the Port Master/Vision Plan, compatibility with adjacent land uses, compatibility with existing and planned transportation facilities within Broward County, and the availability of adequate facilities and services concurrent with the impact of development.

Policy 12-A.3.5. Historical and Archeological Resources. The PED shall continue to protect and preserve any historical and archeological resources that may be identified within the PJA, in coordination with the Broward County Historical Society, the Broward County Environmental Protection and Growth Management Department (BCEP&GMD), and the Florida Department of State.

TRANSPORTATION SYSTEM EFFICIENCIES.

GOAL 12-B. The Broward County Board of County Commissioners through the PED shall cooperate with local, regional, state, and federal agencies and with private entities responsible for transportation infrastructure (water, road, and rail) connectivity to ensure that the intermodal transportation system essential to Port operations is in place.

Objective 12-B.1. Deepwater Access. The PED shall continue over the 5- and 10-year planning horizons to pursue maintenance and other dredging activities to provide the channel, turning basin, and berth water depths needed to serve existing and future users in coordination with the U.S. Army Corps of Engineers (ACOE) which maintains project depths within the PJA and Port expansion areas. The harbor channel and turning basins

DEEPWATER PORT COMPONENT

connecting to the Atlantic shipping lane are the Port's waterway connectors on the state's Strategic Intermodal System (SIS).

Policy 12-B.1.1. Maintenance Dredging. The PED shall undertake maintenance dredging within the berthing and turning basin areas when necessary to ensure safe navigational conditions for the ships calling at its facilities and shall develop and implement a dredging management program for the PJA in coordination with other agencies. These include the ACOE, the Florida Inland Navigation District, the Florida Department of Environmental Protection (FDEP), the Florida Seaport Environmental Management Committee of the Florida Ports Council (FPC), and the BCEP&GMD.

Policy 12-B.1.2. New Deepening and Widening. The PED shall undertake new channel, turning basin, and berth deepening and widening, as required to serve the new fleet of larger ships forecast to call at the Port and the anticipated market growth.

Policy 12-B.1.3. Disposal Site Development. The PED, in coordination with the ACOE and the FDEP, shall continue planning for its long-term dredge disposal needs.

Policy 12-B.1.4. Dredge Material Management. The PED shall continue to encourage and coordinate with the U.S. Environmental Protection Agency (EPA) and ACOE with respect to the use of previously agreed-upon ocean dredged material disposal sites and management goals: marine environmental protection, beneficial use of dredged material whenever possible, and documentation of disposal activity at the site.

Policy 12-B.1.5. Hydrographic Surveys. The PED shall continue to conduct an annual hydrographic survey of in-water facilities which will aid in the monitoring of sediment deposition within the Port.

Policy 12-B.1.6. Sand for Beach Renourishment. The PED shall see that beach quality sand resulting from maintenance dredging activities is made available for beach renourishment purposes prior to deposition into a designated on-shore or off-shore dredge disposal site.

Policy 12-B.1.7. Consistency with the State and Broward County Comprehensive Plans. The PED shall pursue water-depth maintenance, new deepening activities, and the management of dredge material in a manner consistent with the State *Comprehensive Plan* and the Broward County *Comprehensive Plan*.

DEEPWATER PORT COMPONENT

Objective 12-B.2. On-Port Road and Rail Network. The PED shall continue to improve its internal road and rail network to serve expanded and relocated operations and facilitate on-Port circulation.

Policy 12-B.2.1. On-Port Road Improvements. The PED shall construct new roads and improve intersection capacity and circulation; install signs and other traffic control devices; and develop capacity queuing, parking, security processing, and approach areas for trucks, tractors, and trailers, as needed to support Port growth.

Policy 12-B.2.2. On-Port Rail Improvements. The PED shall develop the on-Port rail infrastructure, including an ICTF, needed to serve Port users and connect with the Florida East Coast Railway (FEC) corridor, which is the Port's SIS rail connector.

Policy 12-B.2.3. Service and Emergency Vehicles. The PED shall provide safe and efficient vehicular movement, off-street parking, and adequate access for service and emergency vehicles within the PJA through the implementation of adopted land development regulations in accordance with the Interlocal Agreement.

Policy 12-B. 2.4. Traffic Monitoring. The PED shall establish and maintain a traffic-count monitoring system that will identify areas of traffic congestion and promote pavement management within the PJA.

Objective 12-B.3. Off-Port Access and Connectivity. The PED shall collaborate with other governmental agencies and private interests to protect and enhance vehicular access and the flow of commodities between the Port and regional transportation facilities. These entities include the Florida Department of Transportation (FDOT), the Broward County Metropolitan Planning Organization (MPO), and the FEC.

Policy 12-B.3.1. Vehicular Access. To maintain and expand the high-speed intermodal access and connections needed for the efficient movement of goods to and from its facilities, the PED shall work with the FDOT, the MPO, and other regional entities to prioritize needed improvements to roads over which Port truck traffic must travel. Such roads include the Port's SIS connectors -- I-595 east into the Port's entrance (Eller Drive) and I-95 to SR 84 to Spangler Boulevard to the Port entrance.

Policy 12-B.3.2. Rail Service and Connectivity. The PED shall work with the FEC to identify and pursue improvements to the off-Port rail infrastructure and operations, which could facilitate goods movement by maximizing rail service and interchanges for the Port and its related industries. The Port's SIS rail connector includes the FEC spurs from seaport property to the FEC lines.

DEEPWATER PORT COMPONENT

Policy 12-B.3.3. Sunport Intermodal Center and Automated People Mover. The PED shall continue to collaborate with the FDOT District 4 Office and the Broward County Aviation Department (BCAD) as well as other regional entities, as necessary, in identifying and eventually implementing the final design of the proposed Sunport Intermodal Center (IMC) and Automated People Mover that will transport passengers within and between Fort Lauderdale-Hollywood International Airport (FLL) and the Port with connections to regional transportation modes at the IMC. The project is intended to mitigate Port and Airport automobile congestion during peak cruise passenger embarkation and debarkation periods.

Objective 12-B.4. Transportation Agency Coordination. The PED shall coordinate future transportation system improvements within the PJA with the MPO, FDOT, and other appropriate agencies to obtain the funding needed to implement Port-related transportation projects on and off the Port.

Policy 12-B.4.1. MPO Transportation Improvement Program. The PED shall annually update the Port Everglades Projects Section of the MPO's Transportation Improvement Program (TIP), to be consistent with the Port's Five-Year Capital Improvement Program (CIP) and the Capital Improvements Element of the Broward County *Comprehensive Plan*.

Policy 12-B.4.2. FDOT District 4 Annual Work Program. The PED shall annually update the Port-related projects listed within the FDOT District 4 Annual Work Program and shall identify intermodal projects for SIS funding.

Policy 12-B.4.3. Broward County Capital Plan. The PED shall annually update the unfunded Port Everglades transportation projects listed within the Broward County Capital Plan, in coordination with the Unfunded Priority List of the Broward County MPO's TIP.

Policy 12-B.4.4. Florida Seaport Transportation and Economic Development Program. The PED shall actively participate in the Florida Seaport Transportation and Economic Development (FSTED) Council, as administered by the FPC, which reviews and approves funding applications for the Port's transportation projects under the FSTED Program, Chapter 311, Florida Statutes.

ENVIRONMENTAL STEWARDSHIP AND SUSTAINABILITY.

GOAL 12-C. The PED shall develop and operate its facilities in a manner that avoids and minimizes adverse impacts on the natural environment and shall mitigate unavoidable impacts of such Port development and operation on the functions of the natural ecosystem, including wetlands, water quality, wildlife habitat, living marine resources, and beach and dune systems. The Port is committed to preserving and protecting the quality of the environmental resources

DEEPWATER PORT COMPONENT

within its purview and shall conserve and protect those resources, consistent with continued Port maintenance and expansion requirements.

Objective 12-C.1. Natural Resource Preservation and Protection. The PED shall conserve, protect, and, where possible, enhance environmental resources consistent with the Port Everglades Development District, the *Broward County Land Development Code* and the *Broward County Natural Resource Protection Code*. In so doing, the Port shall work with federal, state, regional, and local agencies in developing sound environmental policies and measures to minimize the environmental impacts of Port development and operations.

Policy 12-C.1.1. Cumulative Impacts on Coastal Resources. The PED shall evaluate specific and cumulative impacts on coastal resources before undertaking maintenance and expansion activities and shall take measures to minimize or avoid negative impacts and to mitigate for damage that cannot be avoided.

Policy 12-C.1.2. Habitat Inventory and Protective Policies. The PED shall maintain a current inventory and map of unique and productive terrestrial and aquatic habitats that exist in the Port's vicinity which could be adversely affected by Port activities, and shall implement the environmental policies and statements in the Port Master/Vision Plan to manage Port facilities in a manner that will protect natural habitat.

Policy 12-C.1.3. Manatee Habitat. The PED shall continue to assist the FDEP, the Florida Fish and Wildlife Conservation Commission, and the BCEP&GMD in maintaining and enhancing manatee habitat within the FPL Discharge Canal on the Port

Policy 12-C.1.4. Mitigation Plans. The PED shall implement approved mitigation plans addressing measures to be taken should Port facilities adversely affect productive terrestrial and aquatic habitat existing in the Port's vicinity.

Policy 12-C.1.5. Portwide Best Management Practices. The PED shall identify and provide best management practice environmental guidelines for staff and tenants to observe in conducting their operations.

Objective 12-C.2. Estuarine Quality. The PED shall maintain and, where appropriate, improve the quality of the estuarine environment within its purview by continuing to control the introduction of pollution into the Port estuarine system over the 5- and 10-year planning horizons.

Policy 12-C.2.1. Estuarine System Protection. The PED shall see that development within the PJA is consistent with the rules and regulations of the BCEP&GMD and the *Broward County Land Development Code* to ensure the protection of estuarine systems and prevent estuarine pollution within the PJA.

DEEPWATER PORT COMPONENT

Policy 12-C.2.2. Avoidance and Minimization of Water-Quality Degradation.

The PED shall maintain a standard of avoidance and minimization of water-quality degradation for discharges to surrounding water bodies by improving the quality of stormwater run-off.

Policy 12-C.2.3. Water-Quality Monitoring.

The PED shall continually monitor water quality to ensure its standard of avoidance and minimization of water-quality degradation for adjacent water bodies is not violated. This standard shall be in accordance with an approved water-quality monitoring plan that includes existing data and standards as well as additional monitoring necessary to establish conditions trends.

Policy 12-C.2.4. Drainage Facilities.

The PED shall continue to provide and maintain man-made drainage facilities that are monitored for water quality in accordance with its National Pollution Discharge Elimination System (NPDES) permit.

Policy 12-C.2.5. Tidal Flushing and Circulation.

The PED shall ensure that tidal circulation and flushing are maintained as the Port development program is implemented.

Policy 12-C.2.6. Compliance with Agency Requirements.

New and existing development within the PJA shall comply with the South Florida Water Management District (SFWMD) and the BCEP&GMD requirements for drainage and stormwater management, consistent with SFWMD's published Best Management Practices.

Objective 12-C.3. Water-Dependent Uses. The PED shall continue over the 5- and 10-year planning horizons to prioritize shoreline land uses for water-dependent activities.

Policy 12-C.3.1. Shoreline Land Uses. The PED shall maintain shoreline land uses within the PJA in accordance with the recommendations of the Port Master/Vision Plan which gives priority to water-dependent uses.

Policy 12-C.3.2. Water Access. The PED shall continue to give the provision and maintenance of water access to the Port's berths and facilities for Port-related and maritime uses the highest priority for future development and redevelopment within the PJA.

Policy 12-C.3.3. Facility Redevelopment. The PED shall continue to give priority to the redevelopment of Port-owned structures and facilities that serve water-dependent uses, water-borne commerce, international trade, and cruise tourism within the PJA.

DEEPWATER PORT COMPONENT

Objective 12-C.4. Beach and Dunes. The PED shall continue over the 5- and 10-year planning horizons to support beach and dune protection programs, consistent with FDEP policies and procedures.

Policy 12-C.4.1. Coastal Construction Control Line. The PED shall see that all oceanfront development and redevelopment conforms to FDEP's effective Coastal Construction Control Line regulations.

Policy 12-C.4.2. Sand Bypass System. The PED shall continue to encourage and coordinate with the BCEP&GMD with respect to constructing a sand bypass system to transport sand from the north side of the Port's Entrance Channel north jetty to the south side of the south jetty.

Objective 12-C.5. Plan Implementation. The PED shall be proactive in coordinating its development efforts with local, state, and federal permitting agencies and with private stakeholders to ensure development and operations are carried out in accordance with the public interest and regulatory requirements and promote environmental sustainability.

Policy 12-C.5.1. Agency and Stakeholder Cooperation. The PED shall continue to cooperate with local, regional, and other governmental agencies and stakeholders, including environmental interests, to ensure that environmental planning and management activities are coordinated. Among the requisite agencies and stakeholders are the FDEP, the SFWMD and the BCEP&GMD.

Policy 12-C. 5.2. Interagency Agreements. The PED shall encourage implementation of contracts and memorandums of understanding between the Port and the appropriate state agencies with the intent of preventing estuarine pollution, controlling surface water runoff, protecting marine resources, and reducing exposure to natural hazards.

Objective 12-C.6. Sustainability. The PED shall be proactive in implementing energy conservation and other measures that promote sustainability.

Policy 12-C.6.1. Energy-Efficient Vehicles and Buildings. The PED shall initiate efforts to reduce greenhouse gas emissions. These efforts may include over time converting Port and tenant equipment to alternative fuels, transitioning the Port's fleet of service vehicles to fuel-efficient models, and promoting the use of energy-efficient designs in new buildings at the Port, as feasible.

Policy 12-C.6.2. Sustainable Operations. The PED shall initiate efforts to implement energy-saving measures in its operations. These efforts may include transitioning rail-mounted gantry cranes to shore power, promoting the use of rail rather than truck to move commodities on and off the Port, and identifying opportunities to reduce idling time for trucks moving through the Port's facilities, as feasible.

DEEPWATER PORT COMPONENT

Policy 12-C.6.3. Climate Change. The PED shall support the initiatives of the Broward County *Climate Change Action Plan* with respect to greenhouse gas emissions, climate change mitigation and adaptation efforts, and infrastructure planning.

SAFETY AND SECURITY.

GOAL 12-D. The PED shall reduce exposure of human life and property to harm by natural hazards through use of hazard mitigation and hurricane evacuation measures and shall strive to protect Port employees, tenants, users, and the public as well as Port facilities from acts of terrorism or criminal activities through safety and security programs.

Objective 12-D.1. Protection from Natural Hazards. The PED shall implement the measures required by Broward County and other agencies to protect human life and property from natural hazards, including airborne hazards, and will work with Broward County in implementing the December 2009 *Local Mitigation Strategy Plan*.

Policy 12-D.1.1. Flood Zone Compliance. The PED shall ensure that any habitable, non-residential buildings in special flood hazard areas are designed and constructed to reduce the potential for flooding and wind damage. All structures within the defined flood zones (AE and VE) shall be constructed in accordance with the provisions specified in Broward County's Building Code and in the Florida Building Code (2007 with 2009 revisions). Buildings and parking areas shall also be designed and constructed in accordance with the provisions of Rule 62-25, Florida Administrative Code.

Policy 12-D.1.2. Building Code Compliance. The PED shall ensure that all buildings are designed and constructed in accordance with the Florida Building Code (2007 with 2009 revisions) and as approved by Broward County and the appropriate municipality.

Objective 12-D.2. Coastal High Hazard Areas. The PED shall follow Broward County's requirements for Coastal High Hazard Areas (CHHA), which shall be defined as the Category 1 and 2 Hurricane Evacuation Zones identified within the Broward County Land Use Map (Series), entitled "Flood Plains, Flood-Prone Areas, and Coastal High Hazard Areas."

Policy 12-D.2.1. Coastal High Hazard Area Designation. The CHHA, as identified in the Broward County *Comprehensive Plan*, shall be designated the CHHA within the Port.

Policy 12-D.2.2. Use of Public Funds. Within the CHHA, the PED shall use public funds only to support water-dependent uses and associated ancillary and

DEEPWATER PORT COMPONENT

accessory facilities, consistent with the Port Master/Vision Plan and with the goals, objectives, and policies of the Broward County *Comprehensive Plan*.

Policy 12-D.2.3. Residential Development. The PED shall continue to disallow the allocation of public expenditures for infrastructure improvements that would promote residential development or the concentration of permanent populations within the CHHA. It shall also continue to discourage any amendment to the Port Everglades Transportation Area permitted uses section of the BCLUP and of the Port Everglades Development District to allow permanent residential uses within the PJA.

Objective 12-D.3. Hurricane-Preparedness. The PED shall maintain an up-to-date Hurricane Evacuation Contingency Plan, ensuring that it is consistent with County and other governmental emergency plans and procedures and shall encourage all persons within the Port area to be familiar with Port evacuation requirements to ensure safe evacuation before a hurricane strikes. Relevant plans and procedures include the Broward County *Emergency Management Plan* and the U.S. Coast Guard's *Marine Evacuation Procedures for Deepwater Ports*

Policy 12-D.3.1. Hurricane Evacuation Times. The PED shall continue over the planning horizon to maintain or reduce documented hurricane evacuation times for Port personnel and marine vessels in accordance with Broward County Emergency Management Division (BCEMD) and U.S. Coast Guard standards.

Policy 12-D.3.2. Evacuation Routes. The PED shall continue to designate Eller Drive as the primary evacuation route within the PJA, with Spangler Drive serving as a secondary evacuation route.

Policy 12-D.3.3. Agency Coordination. The PED shall continue to coordinate its plans with the hurricane evacuation plans of the BCEMD and the U. S. Coast Guard.

Policy 12-D.3.4. Hurricane Simulation Exercise. Port Everglades' essential personnel, who may include the Port Director and senior staff, or their designees, should participate in Broward County's annual hurricane simulation exercise.

Objective 12-D.4. Hazardous Materials. The PED, working with appropriate public safety, governmental, and private agencies, shall maintain procedures to respond to and mitigate hazardous material spills within the PJA.

Policy 12-D.4.1. Hazardous Spill Cleanup. The PED shall comply with appropriate federal, state, regional, and local regulations and procedures for the safe and expedient cleanup of hazardous spills and shall continue to implement the hazardous material-handling and cleanup provisions of the effective Port Tariff.

DEEPWATER PORT COMPONENT

Policy 12-D.4.2. Oil Spill Contingency Planning. The PED shall continue to comply with applicable federal, state, and local oil spill contingency planning requirements within the PJA and the protocol for reporting, cleaning, and disposal of toxic spill or emission incidents, which may include oil spills, gas leaks, and leaks of unknown substances.

Policy 12-D.4.3. Timely Information to Public. The PED shall cooperate with governmental agencies to provide complete and timely information to the public in the event of a hazardous material spill.

Objective 12-D.5. Safe Operating Environment. The PED shall reduce the potential of harm from manmade disasters by implementing safety and security programs for Port employees, tenants, users, and visitors.

Policy 12-D.5.1. Safety and Health Measures. The PED shall implement required safety and health measures and ensure that operations are conducted to the maximum extent possible in accordance with those measures.

Policy 12-D.5.2. Compliance with Health and Safety Standards. The PED shall ensure its operations comply with applicable health and safety standards.

Objective 12-D.6. Port security. The PED shall strive to protect Port employees, tenants, users, and the public as well as the facilities at the Port from acts of terrorism or criminal activities.

Policy 12-D.6.1. Port Security Plan. The PED shall maintain and implement the security plan mandated and approved under state and federal guidelines, consistent with funding availability.

Policy 12-D.6.2. Agency Coordination. The PED shall coordinate with the appropriate agencies including the Federal Bureau of Investigation, the U.S. Coast Guard, the Florida Department of Law Enforcement, and the Broward County Sheriff's Office in implementing the Port's security plan and making any changes required by new development.

Policy 12-D.6.3. Public Access and Traffic Checkpoints. The PED shall continue over the 5- and 10-year planning horizons to maintain adequate public access to the PJA, consistent with federal, state, and local security mandates and shall continue to maintain public ingress and egress through security checkpoints at Eller Drive and I-595, Spangler Drive/SR 84 and US 1, and Eisenhower Boulevard and SE 17th Street. The latter security point will, however, be relocated to the south upon completion of the By-Pass Road.

DEEPWATER PORT COMPONENT

Policy 12-D.6.4. Dockside Control. The PED shall continue to control public access to dockside operational areas by requiring the issuance of a permit to access the designated “secure area.”

Policy 12-D.6.5. New Technologies. The PED shall participate in local, state, and federal efforts to implement new anti-threat technologies that will facilitate cargo and passenger movements and help protect the Port and its users.

Objective 12-D. 7. Emergency Management. The PED shall endeavor to protect Port employees, tenants, users, and the public, as well as the facilities at the Port and the surrounding areas in various emergencies.

Policy 12-D.7.1. Emergency Management Plan. The PED shall maintain an Emergency Management Plan to respond to emergencies at the Port and shall ensure that Port staff and tenants are familiar with its provisions.

Policy 12-D.7.2. Emergency Management Coordination. The PED shall coordinate with state, regional, and local emergency management agencies to maintain and update emergency management procedures.

Objective 12-D.8. Post-Disaster Redevelopment. The PED shall work with the BCEMD in the ongoing initiative to develop a Countywide Recovery Process (CRP), a long-term strategic framework for post-disaster redevelopment in compliance with state guidelines.

Policy 12-D.8.1. Post-Disaster Redevelopment Planning. The PED shall identify appropriate post-disaster redevelopment procedures to reduce or eliminate exposure of human life and property to hazardous conditions, restore Port services, and reconstruct Port facilities in the aftermath of a disaster.

Policy 12-D.8.2. Post-Disaster Priorities. Following a disaster, the Port Director or his designee shall give first priority to removal of hazardous conditions necessary to protect the public health and safety, second priority to restoring essential Port services, and third priority to long-term repair and redevelopment activities.

INTERGOVERNMENTAL COORDINATION.

GOAL 12-E. The PED shall coordinate its development, operational, and expansion efforts with other Broward County departments, appropriate municipalities, and other governmental entities, and shall facilitate initiatives to promote economic development opportunities in Broward County and the South Florida region.

Objective 12-E.1. Coordination with Other Broward County Departments. The PED shall support the plans and programs of Broward County, including economic

DEEPWATER PORT COMPONENT

development initiatives that expand opportunities in trade, industry, and commerce, and shall coordinate its planning and development initiatives with the appropriate County departments.

Policy 12-E.1.1. Compatibility with Broward County's *Comprehensive Plan*.

The PED shall coordinate its planning and development efforts with the BCEP&GMD to ensure that planned projects and land uses at the Port are compatible with and support the programs and policies contained in the Broward County *Comprehensive Plan*. The Port shall also evaluate proposed amendments to the Broward County *Comprehensive Plan*, particularly the Coastal Management Element, as to potential impacts on Port activities.

Policy 12-E.1.2. Airport-Seaport Coordination. The PED shall continue to coordinate its development plans for Southport and Midport with the BCAD to address Port expansion impacts on FLL's approach and departure surfaces.

Policy 12-E.1.3. Infrastructure and Utility Capacity. The PED shall coordinate with Broward County departments and with other service providers, including the City of Fort Lauderdale, which provides potable water and sanitary sewer services within the PJA, to ensure adequate infrastructure and utilities for Port operations, and shall meet adopted level-of-service standards for potable water, wastewater, drainage, solid waste, and traffic circulation within the PJA. The standards shall be consistent with the goals, objectives, and policies of the Broward County *Comprehensive Plan* and the Broward County *Land Development Code* and shall meet the level-of-service requirements enforced by the affected municipal jurisdictions in accordance with the Interlocal Agreement between Broward County and the Cities of Fort Lauderdale, Hollywood, and Dania Beach.

Objective 12-E.2. Community, Agency, and Stakeholder Coordination. The PED shall coordinate its development and expansion program with applicable community entities, agencies, and stakeholders to promote sound planning and economic growth.

Policy 12-E.2.1. Local Communities. In implementing the goals, objectives, and policies of the Port Master/Vision Plan, the PED shall coordinate with the municipalities within the PJA, the Cities of Fort Lauderdale, Hollywood, and Dania Beach.

Policy 12-E.2.2. Regional, State, and Federal Agencies. In addition to Broward County agencies, the PED shall cooperate with the South Florida Regional Planning Council; the Broward County MPO; SFWMD; FDOT, FDEP, and the Division of Community Planning; the ACOE and the U.S. Coast Guard; and other applicable agencies in implementing the goals, objectives, and policies of the Port Master/Vision Plan

DEEPWATER PORT COMPONENT

Policy 12-E.2.3. Local and Regional Maritime, Commercial, and Industrial Interests. To help achieve its primary goal of economic development, the PED shall cooperate with South Florida interests and stakeholders, including the other South Florida seaports, as they seek to expand the region's commercial and industrial base.

FINANCIAL STABILITY.

GOAL 12-F. The PED shall implement measures to maintain its financial capability, self-sufficiency, and fiscally sound posture as it implements its development program.

Objective 12-F.1. Budgetary Process. The PED shall continue to follow a budgetary process for long-term planning which balances Port revenues, operating expenses, and capital expenditures needed to satisfy the anticipated market demand and capture new market share.

Policy 12-F.1.1. Port Revenues. The PED shall keep abreast of tariffs and fees charged by other competing seaports and shall maintain a competitive fee structure to achieve growth targets.

Policy 12-F.1.2. Business Decision Criteria. The PED shall base business decisions on revenue trends, returns on investments, and cash flow trends.

Policy 12-F.1.3. Expense Control Benchmarks. The PED shall consult with the County's financial officers to establish benchmarks for expense control.

Objective 12-F.2. Capital Improvement Plan. The PED shall maintain a 5-Year CIP that identifies the infrastructure improvements necessary to meet the Port's projected needs in the 5-year period and shall look beyond into the 10- and 20-year planning horizons.

Policy 12-F.2.1. Annual 5-Year CIP Updates. The PED shall update its 5-Year CIP annually to reflect budgetary and market changes, prioritizing its project implementation to obtain the best return on facility investments, and shall comply with state mandates for the submission of annual CIP updates to Broward County for inclusion in the Capital Improvements Element of the Broward County *Comprehensive Plan* and the Broward County Capital Program, with unfunded projects to be incorporated into the Broward County Capital Plan.

Policy 12-F.2.2. 10-Year and 20-Year Vision Plans. The PED shall prepare 10-Year and 20-Year Vision Plans as part of their biannual Plan updates to identify capital needs beyond the 5-year planning horizon.

Objective 12-F.3. Funding Opportunities. The PED shall pursue diverse funding opportunities to accelerate the rate at which it can implement its CIP.

DEEPWATER PORT COMPONENT

Policy 12-F.3.1. Legislative and Agency Awareness. The PED shall participate in ongoing efforts to maintain legislative and agency awareness of the Port's economic impact on the region and the importance of its needs being addressed in the state's budget process.

Policy 12-F.3.2. State and Federal Grants. The PED shall actively seek matching grant funds from state and federal sources.

Policy 12-F.3.3. Public/Private Partnerships and Other Funding Sources. The PED shall explore opportunities for public/private partnerships, joint ventures, and lease purchases to expedite development of the maritime and other facilities needed for economic development and job creation.

Policy 12-F.3.4. Borrowing Power. The PED shall utilize its borrowing power to fund Port growth and/or maintenance projects within the norms of sound financing criteria and protection of value for the County and bondholders.

Post Adoption Revisions

1. This Component was amended in Cycle 98-1 through Ordinance Number 98-22, adopted on June 9, 1998, found in compliance by the DCA on August 17, 1998, and effective on September 7, 1998.
2. This Component was amended in Cycle 01-1 through Ordinance No.2001-26, adopted on June 26, 2001.
3. This Component was amended in Cycle 11-2 through Ordinance No. 2011-20, adopted on October 25, 2011.