



Section 5

Implementation Plan



5.0 ELEMENT 6 – IMPLEMENTATION / CAPITAL IMPROVEMENTS PLAN

This section of the overall Master Plan report presents the development of a Capital Improvements Plan (CIP). The CIP identifies those projects that should be considered for future development, identifies costs associated with the projects, and presents an appropriate phasing plan. The TranSystems Study Team has prepared a preliminary Capital Improvements Plan based on a needs based approach. The resultant CIP was compared to available funding sources to identify the appropriate timing of projects with regard to financial constraints. The CIP presented in this section is representative of both a needs based and financially driven approach. A 15% contingency has been included on all projects.

A total of four improvement projects with a total of 21 phases have been identified that are believed essential in maintaining a balanced facility throughout a 20-year horizon. The total estimated cost for these projects is approximately \$964 million. This figure includes approximately \$300 Million for development of an overhead fixed-guideway people-mover system. The total estimated cost for projects directly related to maritime activities is approximately \$664 Million. Summaries of the estimated project budgets are identified in Figure 5.1. This Figure highlights the budget per project for each and includes the following assumptions.

- A 6% design fee has been included on all projects.
- Permitting costs of 2% have been included on all projects.
- 15% contingency is included.
- Land acquisition costs are excluded.
- All estimates are in 2000 U.S. dollars.

The conceptual budget costs shown in Figure 5.1 include costs for permitting, planning, design, construction, and equipment purchases. A breakdown of these individual costs can be found in Figures 5.2 (Permitting), 5.3 (Planning/Design), and 5.4 (Construction / Equipment). A more detailed breakdown of the above listed budget estimates for each of the projects and associated phases are provided in Appendix A of the Element 6 report. The following assumptions were used during the development of the budget estimates.

- Taxes and customs fees are not included
- Environmental mitigation and environmental permitting costs are generally not included. Projects associated with development of the petroleum piers, expansion of the Southport Turning Notch and development of the Dania Cutoff Canal berths, however include estimates for such costs.
- Construction management fees and administration fees, staking and surveying, materials lab and testing fees, and other construction consultant fees are generally not included.
- The cost of removing unknown possible underground structures is not included.



- Property acquisition and related costs have been omitted since the proposed development is on Port owned property.
- Costs for relocating existing utilities is not included.
- Administrative costs associated with move-in and start-up are not included.
- Insurance and bonding costs are not included.

Figure 5.1: Capital Improvements Plan – List of Projects and Total Budget

| Project | Description | Project Total |
|----------------|--|-----------------------|
| 1 | Project 1 - Phase 1: NP Petroleum | \$ 29,461,400 |
| 2 | Project 1 - Phase 2 - NP Petroleum | \$ 25,221,100 |
| 3 | Project 2 - Phase 1 - NP Cruise | \$ 23,438,800 |
| 4 | Project 2 - Phase 2 - NP Cruise | \$ 34,777,600 |
| 5 | Project 2 - Phase 3 - NP Cruise | \$ 38,710,600 |
| 6 | Project 3 - Phase 1 - MP Cruise | \$ 5,082,700 |
| 7 | Project 3 - Phase 2 - MP Cruise | \$ 30,597,100 |
| 8 | Project 3 - Phase 3 - MP Cruise | \$ 101,497,500 |
| 9 | Project 3 - Phase 4 - MP Cruise | \$ 55,529,300 |
| 10 | Project 3 - Phase 5 - MP Cruise | \$ 49,753,000 |
| 11 | Port Security Project | \$ 30,790,000 |
| 12 | Project 4 - Phase 1 - SP Container (P-VI) | \$ 13,713,000 |
| 13 | Project 4 - Phase 2 - SP Container (P-VII) | \$ 6,610,400 |
| 14 | Project 4 - Phase 3 - SP Container (P-VIII) | \$ 11,799,200 |
| 15 | Project 4 - Phase 4 - SP Container (ICTF) | \$ 25,312,200 |
| 16 | Project 4 - Phase 5 - SP Container (DCC) | \$ 17,589,300 |
| 17 | Project 4 - Phase 6 - SP Container (8th Crane) | \$ 9,000,000 |
| 18 | Project 4 - Phase 7 - SP Container (T-Notch) | \$ 103,392,600 |
| 19 | People Mover Phase 1 | \$ 177,502,700 |
| 20 | People Mover Phase 2 | \$ 118,335,100 |
| 21 | ACOE Dredging Project | \$ 55,063,600 |
| TOTAL | | \$ 963,177,200 |



Figure 5.2: Permitting and Land Acquisition

| Project | Description | Permitting and Land Acquisition | | | | | | | |
|--------------|--|---------------------------------|------|----------|------|----------|--------------|----------------------|--|
| | | Start Date | | End Date | | Duration | Total Budget | Budget/Quarter | |
| | | Quarter | Year | Quarter | Year | | | | |
| 1 | Project 1 - Phase 1: NP Petroleum | 3 | 2001 | 1 | 2002 | 3 | \$ 549,000 | \$ 183,000 | |
| 2 | Project 1 - Phase 2 - NP Petroleum | 3 | 2001 | 1 | 2002 | 3 | \$ 470,000 | \$ 156,667 | |
| 3 | Project 2 - Phase 1 - NP Cruise | 4 | 2003 | 2 | 2004 | 3 | \$ 436,800 | \$ 145,600 | |
| 4 | Project 2 - Phase 2 - NP Cruise | 3 | 2004 | 4 | 2004 | 2 | \$ 648,100 | \$ 324,050 | |
| 5 | Project 2 - Phase 3 - NP Cruise | 4 | 2005 | 2 | 2006 | 3 | \$ 721,400 | \$ 240,467 | |
| 6 | Project 3 - Phase 1 - MP Cruise | 2 | 2002 | 3 | 2002 | 2 | \$ 94,800 | \$ 47,400 | |
| 7 | Project 3 - Phase 2 - MP Cruise | 1 | 2002 | 2 | 2002 | 2 | \$ 570,200 | \$ 285,100 | |
| 8 | Project 3 - Phase 3 - MP Cruise | 3 | 2008 | 2 | 2009 | 4 | \$ 1,891,500 | \$ 472,875 | |
| 9 | Project 3 - Phase 4 - MP Cruise | 3 | 2010 | 4 | 2010 | 2 | \$ 1,034,800 | \$ 517,400 | |
| 10 | Project 3 - Phase 5 - MP Cruise | 1 | 2011 | 4 | 2011 | 4 | \$ 927,100 | \$ 231,775 | |
| 11 | Port Security Project | 2 | 2001 | 4 | 2001 | 3 | \$ - | \$ - | |
| 12 | Project 4 - Phase 1 - SP Container (P-VI) | 4 | 1998 | 1 | 2001 | 10 | \$ 255,500 | \$ 25,550 | |
| 13 | Project 4 - Phase 2 - SP Container (P-VII) | 3 | 2008 | 4 | 2008 | 2 | \$ 123,200 | \$ 61,600 | |
| 14 | Project 4 - Phase 3 - SP Container (P-VIII) | 3 | 2009 | 4 | 2009 | 2 | \$ 219,900 | \$ 109,950 | |
| 15 | Project 4 - Phase 4 - SP Container (ICTF) | 1 | 2011 | 2 | 2011 | 2 | \$ 284,500 | \$ 142,250 | |
| 16 | Project 4 - Phase 5 - SP Container (DCC) | 1 | 2004 | 1 | 2005 | 5 | \$ 327,800 | \$ 65,560 | |
| 17 | Project 4 - Phase 6 - SP Container (8th Crane) | 1 | 2007 | 2 | 2007 | 2 | \$ - | \$ - | |
| 18 | Project 4 - Phase 7 - SP Container (T-Notch) | 1 | 2005 | 4 | 2012 | 32 | \$ 1,591,400 | \$ 49,731 | |
| 19 | People Mover Phase 1 | 3 | 2006 | 2 | 2007 | 4 | \$ 3,307,900 | \$ 826,975 | |
| 20 | People Mover Phase 2 | 1 | 2014 | 4 | 2014 | 4 | \$ 2,205,200 | \$ 551,300 | |
| 21 | ACOE Dredging Project | 1 | 2002 | 2 | 2002 | 2 | \$ 1,026,100 | \$ 513,050 | |
| TOTAL | | | | | | | | \$ 16,685,200 | |

Figure 5.3: Planning and Design

| Project | Description | Planning and Design | | | | | | | |
|--------------|--|---------------------|------|----------|------|----------|--------------|----------------------|--|
| | | Start Date | | End Date | | Duration | Total Budget | Budget/Quarter | |
| | | Quarter | Year | Quarter | Year | | | | |
| 1 | Project 1 - Phase 1: NP Petroleum | 2 | 2002 | 4 | 2002 | 3 | \$ 1,460,900 | \$ 486,967 | |
| 2 | Project 1 - Phase 2 - NP Petroleum | 2 | 2002 | 4 | 2002 | 3 | \$ 1,250,600 | \$ 416,867 | |
| 3 | Project 2 - Phase 1 - NP Cruise | 3 | 2004 | 3 | 2005 | 5 | \$ 1,162,300 | \$ 232,460 | |
| 4 | Project 2 - Phase 2 - NP Cruise | 1 | 2005 | 4 | 2005 | 4 | \$ 1,724,500 | \$ 431,125 | |
| 5 | Project 2 - Phase 3 - NP Cruise | 3 | 2006 | 2 | 2007 | 4 | \$ 1,919,500 | \$ 479,875 | |
| 6 | Project 3 - Phase 1 - MP Cruise | 4 | 2002 | 1 | 2003 | 2 | \$ 252,000 | \$ 126,000 | |
| 7 | Project 3 - Phase 2 - MP Cruise | 3 | 2002 | 4 | 2002 | 2 | \$ 1,517,200 | \$ 758,600 | |
| 8 | Project 3 - Phase 3 - MP Cruise | 3 | 2009 | 2 | 2010 | 4 | \$ 5,032,900 | \$ 1,258,225 | |
| 9 | Project 3 - Phase 4 - MP Cruise | 1 | 2011 | 4 | 2011 | 4 | \$ 2,753,500 | \$ 688,375 | |
| 10 | Project 3 - Phase 5 - MP Cruise | 1 | 2012 | 4 | 2012 | 4 | \$ 2,467,100 | \$ 616,775 | |
| 11 | Port Security Project | 2 | 2001 | 4 | 2001 | 3 | \$ - | \$ - | |
| 12 | Project 4 - Phase 1 - SP Container (P-VI) | 2 | 2001 | 3 | 2002 | 6 | \$ 680,000 | \$ 113,333 | |
| 13 | Project 4 - Phase 2 - SP Container (P-VII) | 1 | 2009 | 4 | 2009 | 4 | \$ 327,800 | \$ 81,950 | |
| 14 | Project 4 - Phase 3 - SP Container (P-VIII) | 1 | 2010 | 4 | 2010 | 4 | \$ 585,100 | \$ 146,275 | |
| 15 | Project 4 - Phase 4 - SP Container (ICTF) | 3 | 2011 | 2 | 2012 | 4 | \$ 757,100 | \$ 189,275 | |
| 16 | Project 4 - Phase 5 - SP Container (DCC) | 2 | 2005 | 2 | 2006 | 5 | \$ 872,200 | \$ 174,440 | |
| 17 | Project 4 - Phase 6 - SP Container (8th Crane) | 3 | 2007 | 1 | 2008 | 3 | \$ - | \$ - | |
| 18 | Project 4 - Phase 7 - SP Container (T-Notch) | 1 | 2013 | 2 | 2014 | 6 | \$ 4,234,300 | \$ 705,717 | |
| 19 | People Mover Phase 1 | 3 | 2007 | 4 | 2008 | 6 | \$ 8,801,800 | \$ 1,466,967 | |
| 20 | People Mover Phase 2 | 1 | 2015 | 4 | 2016 | 8 | \$ 5,867,900 | \$ 733,488 | |
| 21 | ACOE Dredging Project | 3 | 2002 | 4 | 2002 | 2 | \$ 2,730,400 | \$ 1,365,200 | |
| TOTAL | | | | | | | | \$ 44,397,100 | |



Figure 5.4: Construction / Equipment

| Project | Description | Construction | | | | | | | |
|--------------|--|--------------|------|----------|------|----------|---------------------|-----------------------|----------------------|
| | | Start Date | | End Date | | Duration | Construction Budget | Equipment Budget | |
| | | Quarter | Year | Quarter | Year | | | | |
| 1 | Project 1 - Phase 1: NP Petroleum | 1 | 2003 | 2 | 2004 | 6 | \$ 27,451,500 | \$ - | |
| 2 | Project 1 - Phase 2 - NP Petroleum | 3 | 2004 | 4 | 2005 | 6 | \$ 23,500,500 | \$ - | |
| 3 | Project 2 - Phase 1 - NP Cruise | 4 | 2005 | 4 | 2006 | 5 | \$ 21,839,700 | \$ - | |
| 4 | Project 2 - Phase 2 - NP Cruise | 1 | 2006 | 4 | 2006 | 4 | \$ 32,405,000 | \$ - | |
| 5 | Project 2 - Phase 3 - NP Cruise | 3 | 2007 | 4 | 2008 | 6 | \$ 36,069,700 | \$ - | |
| 6 | Project 3 - Phase 1 - MP Cruise | 2 | 2003 | 3 | 2003 | 2 | \$ 4,735,900 | \$ - | |
| 7 | Project 3 - Phase 2 - MP Cruise | 1 | 2003 | 3 | 2003 | 3 | \$ 28,509,700 | \$ - | |
| 8 | Project 3 - Phase 3 - MP Cruise | 3 | 2010 | 4 | 2011 | 6 | \$ 94,573,100 | \$ - | |
| 9 | Project 3 - Phase 4 - MP Cruise | 1 | 2012 | 4 | 2012 | 4 | \$ 51,741,000 | \$ - | |
| 10 | Project 3 - Phase 5 - MP Cruise | 1 | 2013 | 2 | 2014 | 6 | \$ 46,358,800 | \$ - | |
| 11 | Port Security Project | 1 | 2002 | 2 | 2003 | 6 | \$ 30,790,000 | \$ - | |
| 12 | Project 4 - Phase 1 - SP Container (P-VI) | 4 | 2001 | 3 | 2002 | 4 | \$ 12,777,500 | \$ - | |
| 13 | Project 4 - Phase 2 - SP Container (P-VII) | 1 | 2010 | 4 | 2010 | 4 | \$ 6,159,400 | \$ - | |
| 14 | Project 4 - Phase 3 - SP Container (P-VIII) | 1 | 2011 | 4 | 2011 | 4 | \$ 10,994,200 | \$ - | |
| 15 | Project 4 - Phase 4 - SP Container (ICTF) | 3 | 2012 | 4 | 2013 | 6 | \$ 14,225,600 | \$ 10,045,000 | |
| 16 | Project 4 - Phase 5 - SP Container (DCC) | 3 | 2006 | 4 | 2007 | 6 | \$ 16,389,300 | \$ - | |
| 17 | Project 4 - Phase 6 - SP Container (8th Crane) | 2 | 2008 | 4 | 2008 | 3 | \$ - | \$ 9,000,000 | |
| 18 | Project 4 - Phase 7 - SP Container (T-Notch) | 3 | 2014 | 4 | 2015 | 6 | \$ 79,566,900 | \$ 18,000,000 | |
| 19 | People Mover Phase 1 | 1 | 2009 | 4 | 2011 | 12 | \$ 165,393,000 | \$ - | |
| 20 | People Mover Phase 2 | 1 | 2017 | 4 | 2018 | 8 | \$ 110,262,000 | \$ - | |
| 21 | ACOE Dredging Project | 1 | 2003 | 4 | 2010 | 32 | \$ 51,307,100 | \$ - | |
| TOTAL | | | | | | | | \$ 865,049,900 | \$ 37,045,000 |

Figure 5.5 graphically presents the above costs by major Port subdivision. The projects related to the People mover development, port security, and port dredging are included as Port Wide projects in column 4.

Figure 5.5: Breakdown of project costs by Port Subdivision

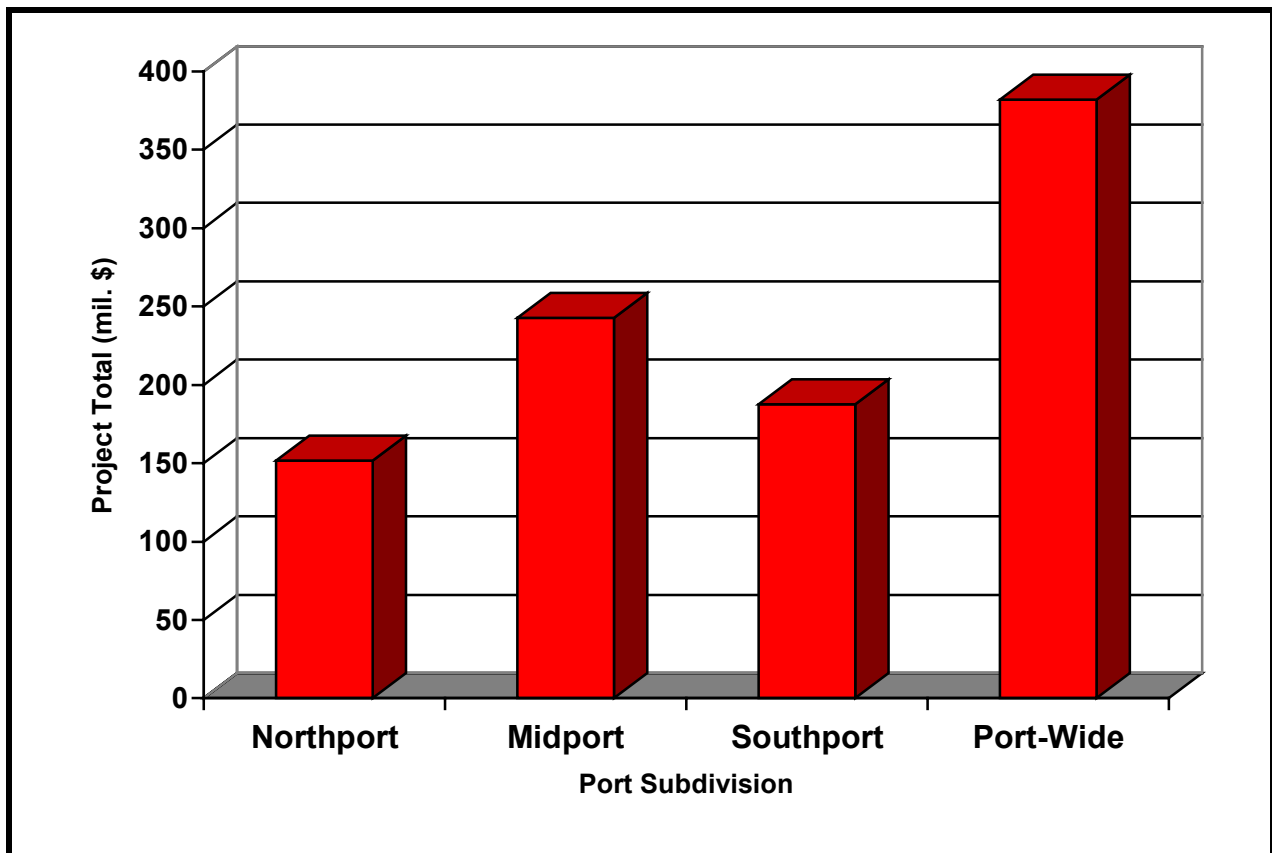




Figure 5.6 presents a recommended phasing schedule for each of the projects presented in Section 2 of this report. The phasing plan has been identified to capitalize on available funding sources through the 5 and 10-year planning horizon. However, significant capital investment is required to achieve the 2020 Vision that has been identified as a likely course of action over the next 20 years. The phasing plan includes a breakdown of annual budget costs along the bottom of the figure. Figure 5.7 presents the distribution of funding requirements to each of the projects that are considered for a subject year.

Despite the projected growth in the Port's financial performance, the Port may be constrained in its ability to fund the entire 10-year master plan program. The Port has several options it can pursue in anticipation of these potential constraints. The first option is the exploration of new funding sources. This effort is in fact ongoing and includes the evaluation of state and federal financing and grant programs. A second option is to explore joint financing initiatives with selected tenants. A third option is to adjust the priorities and implementation phasing of the program to align the master plan with the Port's financial capacity. The Port should explore all of these options in order to maximize its ability to implement the master plan program and thus sustain the Port's growth and economic contribution to Broward County.

Figure 5.6: Recommended Phasing Schedule

Port Everglades - Master Plan Update (2001)
Project Timeline and Budget Summary by Year

| Project No. | Project Description | 2001 Quarter | | | | 2002 Quarter | | | | 2003 Quarter | | | | 2004 Quarter | | | | 2005 Quarter | | | | 2006 Quarter | | | | 2007 Quarter | | | | 2008 Quarter | | | | 2009 Quarter | | | | 2010 Quarter | | | | 2011 Quarter | | | | 2012 Quarter | | | | 2013 Quarter | | | | 2014 Quarter | | | | 2015 Quarter | | | | 2016 Quarter | | | | 2017 Quarter | | | | 2018 Quarter | | | |
|---------------------------|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|---------------|---|---|---|---------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|---|---|---|--------------|--|--|--|--------------|--|--|--|--------------|--|--|--|
| | | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | | | | | | | | | | | | |
| 1 | Project 1 - Phase 1 - NP Petroleum \$29,461,400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | Project 1 - Phase 2 - NP Petroleum \$25,221,100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | Project 2 - Phase 1 - NP Cruise \$23,438,800 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | Project 2 - Phase 2 - NP Cruise \$34,777,600 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | Project 2 - Phase 3 - NP Cruise \$38,710,600 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | Project 3 - Phase 1 - MP Cruise \$5,082,700 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | Project 3 - Phase 2 - MP Cruise \$30,597,100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | Project 3 - Phase 3 - MP Cruise \$101,497,500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | Project 3 - Phase 4 - MP Cruise \$55,529,300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | Project 3 - Phase 5 - MP Cruise \$49,753,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | Port Security Project \$30,790,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | Project 4 - Phase 1 - SP Container (P-VI) \$13,004,167 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | Project 4 - Phase 2 - SP Container (P-VII) \$6,610,400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | Project 4 - Phase 3 - SP Container (P-VIII) \$11,799,200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | Project 4 - Phase 4 - SP Container (ICTF) \$25,312,200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16 | Project 4 - Phase 5 - SP Container (DCC) \$17,589,300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | Project 4 - Phase 6 - SP Container (8th Crane) \$9,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18 | Project 4 - Phase 7 - SP Container (T-Notch) \$103,392,600 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 | People Mover Phase 1 \$177,502,700 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | People Mover Phase 2 \$118,335,100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | ACOE Dredging Project \$55,063,600 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Conceptual Budget by Year | | 2001 | | | | 2002 | | | | 2003 | | | | 2004 | | | | 2005 | | | | 2006 | | | | 2007 | | | | 2008 | | | | 2009 | | | | 2010 | | | | 2011 | | | | 2012 | | | | 2013 | | | | 2014 | | | | 2015 | | | | 2016 | | | | 2017 | | | | 2018 | | | |
| | | \$4,100,375 | | | | \$39,225,658 | | | | \$68,494,921 | | | | \$25,063,848 | | | | \$29,898,479 | | | | \$65,395,686 | | | | \$35,109,379 | | | | \$46,595,596 | | | | \$65,753,213 | | | | \$103,563,429 | | | | \$133,716,508 | | | | \$62,875,775 | | | | \$49,909,133 | | | | \$51,591,867 | | | | \$67,978,550 | | | | \$2,933,950 | | | | \$55,131,000 | | | | \$55,131,000 | | | |



Figure 5.7: Recommended Phasing Costs

Port Everglades - Master Plan Update (2001)
Project Timeline and Budget Summary by Year

| | | 2001 Quarter | 2002 Quarter | 2003 Quarter | 2004 Quarter | 2005 Quarter | 2006 Quarter | 2007 Quarter | 2008 Quarter | 2009 Quarter | 2010 Quarter | 2011 Quarter | 2012 Quarter | 2013 Quarter | 2014 Quarter | 2015 Quarter | 2016 Quarter | 2017 Quarter | 2018 Quarter | | |
|----------------------------------|--|-----------------------|------------------------|------------------------|-----------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|-------------------------|-------------------------|--------------|--------------|
| 1 | Project 1 - Phase 1 - NP Petroleum \$29,461,400 | \$366,000 8.93% | \$1,643,900 4.19% | \$18,301,000 26.72% | \$9,150,500 36.51% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | | |
| 2 | Project 1 - Phase 2 - NP Petroleum \$25,221,100 | \$313,333 7.64% | \$1,407,267 3.59% | \$0 0.00% | \$7,833,500 31.25% | \$15,667,000 52.40% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | | |
| 3 | Project 2 - Phase 1 - NP Cruise \$23,438,800 | \$0 0.00% | \$0 0.00% | \$145,600 0.21% | \$756,120 3.02% | \$5,065,320 16.94% | \$17,471,760 26.72% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | |
| 4 | Project 2 - Phase 2 - NP Cruise \$34,777,600 | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$648,100 2.59% | \$1,724,500 5.77% | \$32,405,000 49.55% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | |
| 5 | Project 2 - Phase 3 - NP Cruise \$38,710,600 | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$240,467 0.20% | \$1,440,683 1.69% | \$12,982,983 36.98% | \$24,046,467 51.61% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | |
| 6 | Project 3 - Phase 1 - MP Cruise \$5,082,700 | \$0 0.00% | \$220,800 0.56% | \$4,861,900 7.10% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | |
| 7 | Project 3 - Phase 2 - MP Cruise \$30,597,100 | \$0 0.00% | \$2,087,400 5.32% | \$28,509,700 41.62% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | |
| 8 | Project 3 - Phase 3 - MP Cruise \$101,497,500 | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$945,750 2.03% | \$3,462,200 5.27% | \$34,040,817 32.87% | \$63,048,733 47.15% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | |
| 9 | Project 3 - Phase 4 - MP Cruise \$55,529,300 | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$1,034,800 1.00% | \$2,753,500 2.06% | \$51,741,000 82.29% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | |
| 10 | Project 3 - Phase 5 - MP Cruise \$49,753,000 | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$927,100 0.69% | \$2,467,100 3.92% | \$30,905,867 61.92% | \$15,452,933 29.95% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | |
| 11 | Port Security Project \$30,790,000 | \$0 0.00% | \$20,526,667 52.33% | \$10,263,333 14.98% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | |
| 12 | Project 4 - Phase 1 - SP Container (P-VI) \$13,004,167 | \$3,421,042 83.43% | \$9,583,125 24.43% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | |
| 13 | Project 4 - Phase 2 - SP Container (P-VII) \$6,610,400 | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$123,200 0.26% | \$327,800 0.50% | \$6,159,400 5.95% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | |
| 14 | Project 4 - Phase 3 - SP Container (P-VIII) \$11,799,200 | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$219,900 0.33% | \$585,100 0.56% | \$10,994,200 8.22% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | |
| 15 | Project 4 - Phase 4 - SP Container (ICTF) \$25,312,200 | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$663,050 0.50% | \$8,468,750 13.47% | \$16,180,400 32.42% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | |
| 16 | Project 4 - Phase 5 - SP Container (DCC) \$17,589,300 | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$262,240 1.05% | \$588,880 1.97% | \$5,811,980 8.89% | \$10,926,200 31.12% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% |
| 17 | Project 4 - Phase 6 - SP Container (8th Crane) \$9,000,000 | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$9,000,000 19.32% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | |
| 18 | Project 4 - Phase 7 - SP Container (T-Notch) \$103,392,600 | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$198,925 0.67% | \$198,925 0.30% | \$198,925 0.57% | \$198,925 0.43% | \$198,925 0.30% | \$198,925 0.19% | \$198,925 0.15% | \$198,925 0.32% | \$2,822,867 5.66% | \$33,933,733 65.77% | \$65,044,600 95.68% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | |
| 19 | People Mover Phase 1 \$177,502,700 | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$1,653,950 2.53% | \$4,587,883 13.07% | \$5,867,867 12.59% | \$55,131,000 83.85% | \$55,131,000 53.23% | \$55,131,000 41.23% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | |
| 20 | People Mover Phase 2 \$118,335,100 | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$2,205,200 4.27% | \$2,933,950 4.32% | \$2,933,950 100.00% | \$55,131,000 100.00% | \$55,131,000 100.00% | | |
| 21 | ACOE Dredging Project \$55,063,600 | \$0 0.00% | \$3,756,500 9.58% | \$6,413,388 9.36% | \$6,413,388 25.59% | \$6,413,388 21.45% | \$6,413,388 9.81% | \$6,413,388 18.27% | \$6,413,388 13.76% | \$6,413,388 9.75% | \$6,413,388 6.19% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | \$0 0.00% | |
| Conceptual Budget by Year | | \$4,100,375 | \$39,225,658 | \$68,494,921 | \$25,063,848 | \$29,898,479 | \$65,395,686 | \$35,109,379 | \$46,595,596 | \$65,753,213 | \$103,563,429 | \$133,716,508 | \$62,875,775 | \$49,909,133 | \$51,591,867 | \$67,978,550 | \$2,933,950 | \$55,131,000 | \$55,131,000 | | |