FLORIDA RAIL SYSTEM PLAN

NOVEMBER 2023

Appendix J:

Florida Seaport and Waterways Rail Profiles

FDOT FREIGHT & RAIL

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PORT OF KEY WEST

1.1 Historical Rail Connections

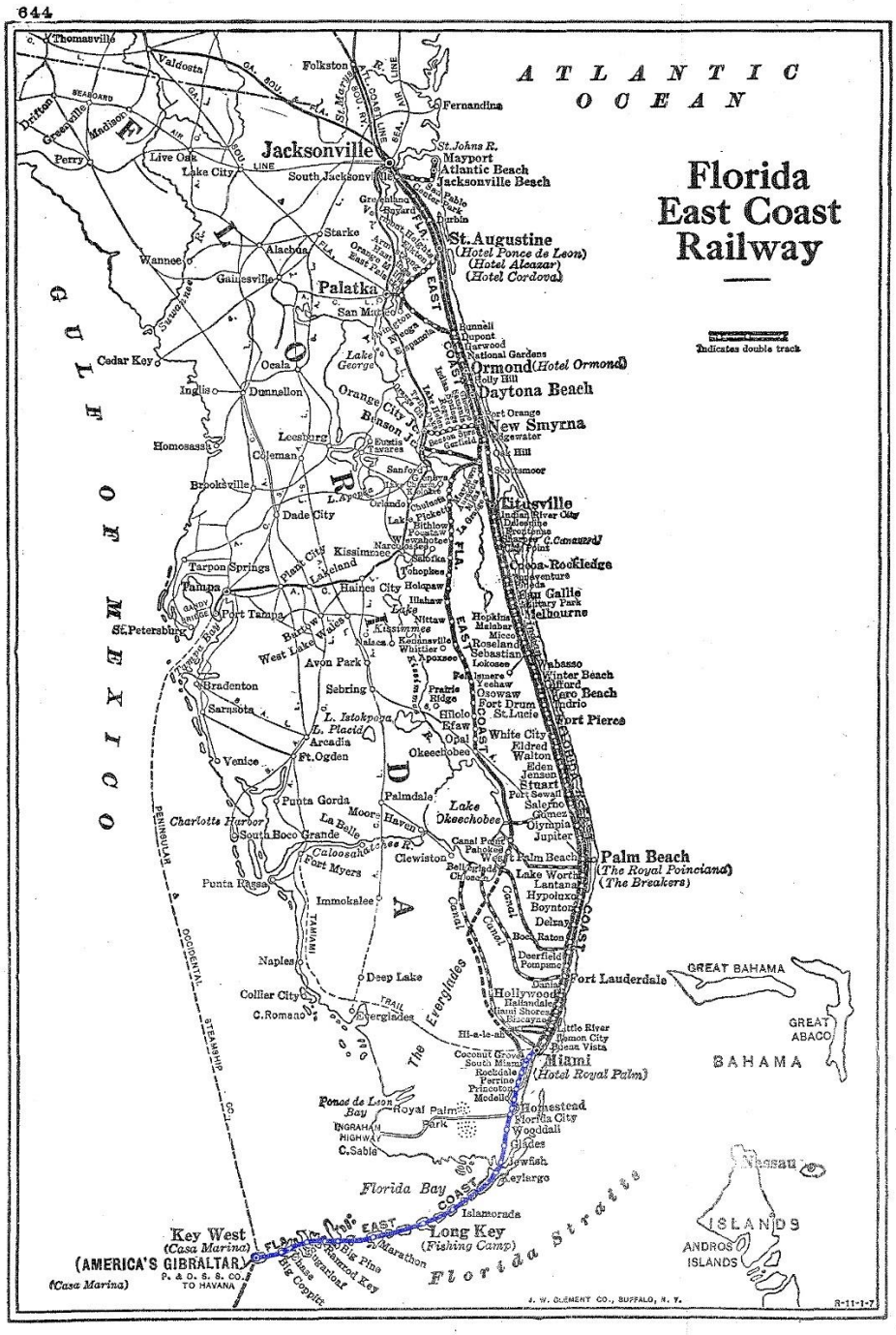
Situated on a deep-water channel that connects the Atlantic Ocean to the Gulf of Mexico, the Port of Key West has historically been a strategic location for the movement of goods and people. Throughout the 19th and 20th centuries, the Port of Key West played an important military role. Claimed by the United States in 1822, the U.S. Navy took charge of the Port of Key West and set up operations. The U.S. Navy would later establish a base, in 1823, which grew throughout several wars, including the Mexican-American War, Spanish-American War, World War I, and World War II. During this time, the Port of Key West saw active fishing, salvage, and salt industries in the early 1800s and a successful shipwrecking industry by the 1860s[1].

The Port of Key West, however, was isolated from mainland Florida until the construction of the Overseas Railway in 1912. As an extension of the Florida East Coast (FEC) Railway, built by Henry Flagler, this railway connected Key West to mainland Florida and Jacksonville. The Overseas Railroad operated for approximately 23 years, until 1935, when the Labor Day Hurricane severely damaged the railroad and killed many Key West residents. During its operation, the Overseas Railroad carried many important goods, including freshwater from Homestead and Florida City, and produce originating in Cuba[2]. After the 1935 hurricane, the railroad was sold to the U.S. Government, which rebuilt it in 1939 as a highway for automobiles[1], called the Overseas Highway, which is now U.S. Route 1. Figure 1 shows a 1930 system map of the Florida East Coast Railway, which includes the Overseas Railroad to Key West, highlighted in blue, prior to its damage during the 1935 hurricane.

[1] World Port Source. Port of Key West. http://www.worldportsource.com/ports/review/USA_FL_Port_of_Key_West_315.php

[2] Smart Inc. Key West and the Overseas Railroad—Part I: The Railroad That Died at Sea. https://www.smarttinc.com/key-west-and-the-overseas-railroad-part-i-the-railroad-that-died-at-sea/

FIGURE 1. 1930 SYSTEM MAP OF THE FLORIDA EAST COAST RAILWAY

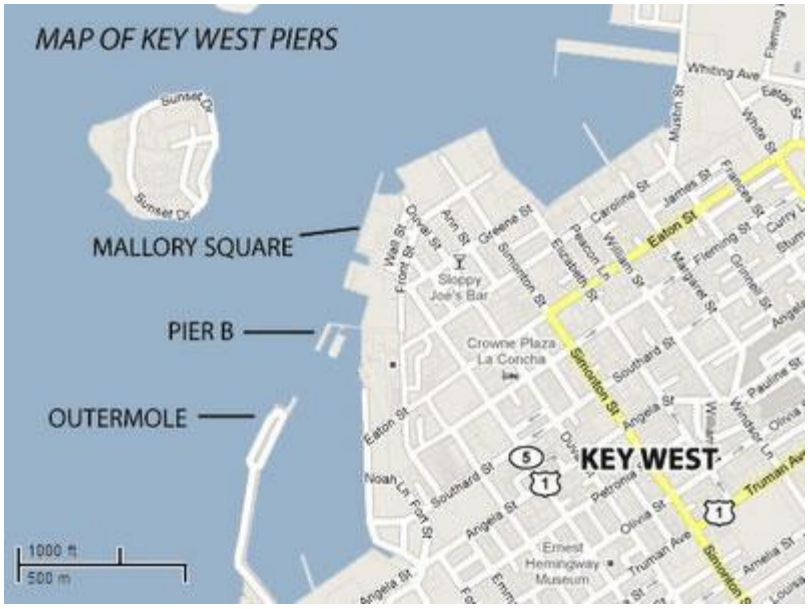


Source: World Port Source. Port of Key West[1].

1.2 Current Operations

Today, the Port of Key West has focused its operations on the movement of people, through cruise ship and ferry services. The Port consists of three docking facilities: Mallory Square, the Outer Mole Pier, owned by the U.S. Navy, and Pier B, which is privately owned. These three piers contribute to the Port of Key West's status as one of the busiest cruise ports in the Nation and one of the state's strongest ferry-port operations. Cruise ships from Miami, Port Everglades, Canaveral, Tampa, and Jacksonville, as well as ferries from Fort Myers and Marco Island currently deliver passengers to the Port of Key West[3].

FIGURE 2. MAP OF KEY WEST PIERS



Source: Caribe Nautical. Ships' Agents—Port of Key West[4].

Since the damage of the Overseas Railroad in 1935 and the conversion to a roadway in 1939, the Port of Key West does not have any remaining railroad infrastructure. Therefore, there is currently no rail service to the port or any local impact of rail service. The Port of Key West is currently listed as, "Not Designated," under the Florida Department of Transportation's (FDOT) Strategic Intermodal System (SIS) designation. This is due to the Port not meeting SIS requirements of annual freight volume, container volume, or cruise ships passenger requirements. However, the Port of Key West connects to a SIS-designated waterway through the intracoastal waterway system and to a SIS-designated Shipping Lane along the Atlantic Ocean.

[3] Florida Ports Council. Port of Key West. https://flaports.org/ports/port-of-key-west/

[4] Caribe Nautical. Ships' Agents—Port of Key West. https://www.caribenautical.com/port-information.html

1.3 Future Vision

As the Port of Key West looks towards the future, it has not made any public announcements or plans to reinstate rail service to the Port. Instead, the Port has focused on the movement of cruise ship passengers and improving current operations. While the Port of Key West has become one of the most popular ports in the Caribbean, contributing more than 6% of the city's total tax revenue, the Port does not have many plans for expansion. In fact, many local efforts have pushed for the limiting of the number of cruise ships and passengers allowed to disembark at the Port of Key West[5].

Plans for expansion include an addition to the Mallory Square cruise ship pier. Announced in 2021, the project would extend the pier from the current length of 115 feet to a length of 200 feet and install a new mooring monopile for safer docking. At a total project cost of $3.4 million, FDOT would provide about $500,000 in match funding[6]. As of late 2021, the city of Key West has passed a resolution to accept the grant award[7]. Other proposed projects brought up by the Port include additional improvements to the Mallory Square pier, and improvements to the ferry terminal building, as the Port continues to focus investment on the cruise industry.

1.4 Profile Summary

The Port of Key West, located where the Atlantic Ocean connects to the Gulf of Mexico, developed as a U.S. port beginning in the 19th century. As a U.S. Navy base, the Port become involved in fishing, salvage, salt, and shipwrecking industries until the 1860s. However, the Port was isolated from mainland Florida. This was until 1912, when Henry Flagler built the Overseas Railroad, an extension of the FEC Railway, which then extended from Jacksonville, FL to Key West. This railroad operated for 23 years, carrying several types of commodities, until the Labor Day Hurricane in 1935, which severely damaged the railroad.

Since the Labor Day Hurricane, the Overseas Railroad was converted to the Overseas Highway in 1939, now known as U.S. Route 1. There are no public plans to bring back rail service to the Port. The Port of Key West has shifted its focus to the cruise industry, as it has now become one of the most popular ports in the Caribbean. Future plans for the Port include improvements to the existing piers to accommodate larger cruise ships, as well as enhancements to passenger terminal buildings.

[5] Cruise Hive. Key West Tries to Limit Cruise Ships Again. https://www.cruisehive.com/key-west-tries-to-limit-cruise-ships-again/67320

[6] Keys Weekly. Key West Plans Upgrades To Mallory Square Sunset Location. https://keysweekly.com/42/key-west-plans-upgrades-to-mallory-square-sunset-location/

[7] City of Key West. http://keywest.legistar.com/MeetingDetail.aspx?ID=885703&GUID=C35EBB2B-5B5D-4B41-B02D-892D82F68C39&Search=

PORTMIAMI

2

2.1 Historical Rail Connections

PortMiami, situated on an island in Biscayne Bay, is one of the most significant economic generators for South Florida and known as the "Cargo Gateway of the Americas," largely accredited to the legacy of Henry Flagler[8]. As a result of the severe freezes of 1894 and 1895, Henry Flagler was offered land from private landowners, the Florida East Coast Canal and Transportation Company, and the Boston and Florida Atlantic Coast Land Company in exchange for expanding existing passenger rail service previously known as the Jacksonville, St. Augustine and Indian River Railway Company to reach Fort Dallas, used as a military base during the Seminole Wars in what is now Downtown Miami[9].

By 1896, the Jacksonville, St. Augustine and Indian River Railway Company was incorporated as the Florida East Coast Railway Company (FEC) and expanded into Biscayne Bay, providing a passenger service connection from Jacksonville to South Florida. In addition to providing a railway connection, Henry Flagler was responsible for developing the surrounding land and dredging the original harbor for PortMiami[9]. The FEC continued to provide passenger service to Miami until it was damaged in 1926 in a hurricane and passenger service was discontinued in 1968[10].

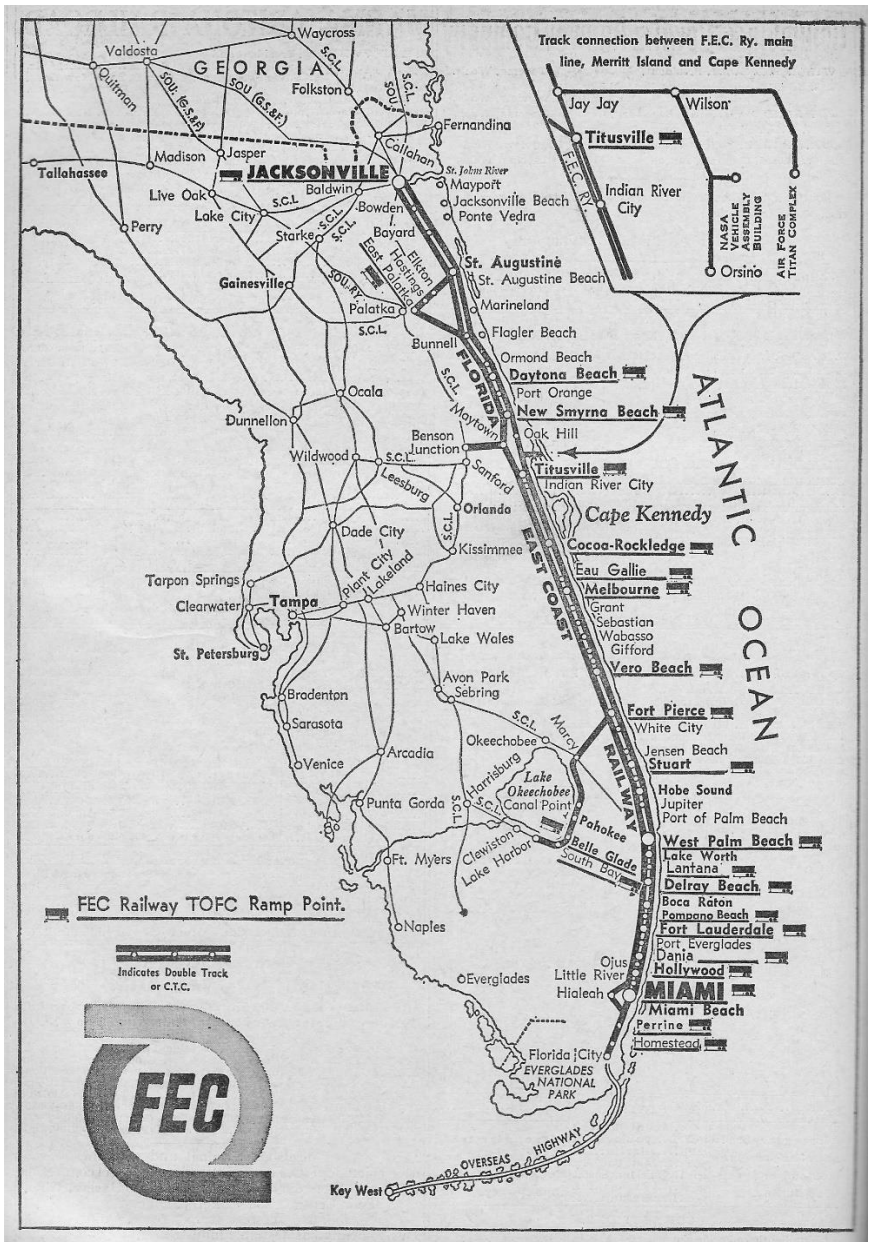
Following 1968, the FEC focused on the movement of goods, providing a rail connection to PortMiami until 2005, when the Dodge Island Drawbridge was damaged due to Hurricane Wilma and service to the port was annulled[10]. Figure 3 shows the FEC Railway system in 1969, after the discontinuation of the Key West extension in 1960. Much of the railroad, which spans from Jacksonville to Miami, remains intact and continues to move goods along the east coast of Florida. Aside from freight movement, PortMiami has become the "Cruise Capital of the World," as it has continued to be the largest cruise passenger port in the world for several decades and handles traffic from various major cruise lines, including Carnival Corporation, Royal Caribbean Cruises, Ltd. And Norwegian Cruise Lines[8].

[8] Port Miami 2035 Master Plan: https://www.miamidade.gov/portmiami/library/2035-master-plan/complete-master-plan.pdf

[9] Henry Morrison Flagler Museum: https://flaglermuseum.us/history/florida-east-coast-railway

[10] FEC Historical Timeline, Florida East Coast Railway Society: http://www.fecrs.com/timeline.html

FIGURE 3. SYSTEM MAP OF THE FLORIDA EAST COAST RAILWAY, 1969.



Source: American Rails. Florida East Coast Railway (FEC): "Flagler System"[11]

2.2 Current Operations

PortMiami is connected to the Downtown Miami mainland by three bridges and a tunnel: a fixed-span vehicular bridge; a decommissioned bascule road bridge; a bascule rail bridge providing connection to the FEC main line track; and the PortMiami tunnel providing direct access to the MacArthur Causeway. Figure 4 shows the existing bascule bridge and railroad line, which is owned by the port, as they existed post Hurricane Wilma. The single rail spur provided by this rail

[11]American Rails. Florida East Coast Railway (FEC): "Flagler System." https://www.american-rails.com/fecry.html#gallery[pageGallery]/7/

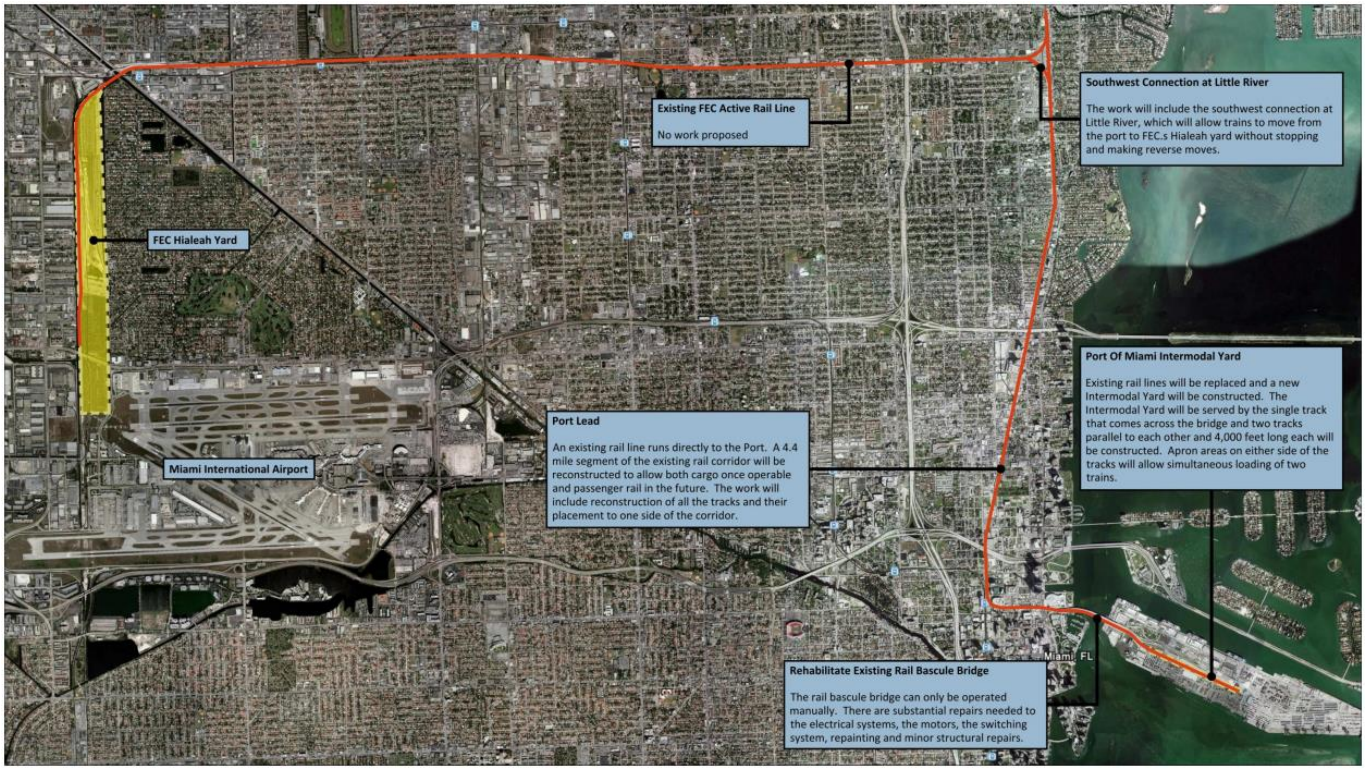
connection extends approximately 0.57 miles into the port, occupying 1.38 acres, or less than 2%, of the port's total land use[8].

FIGURE 4. EXISTING ROADWAY AND BASCULE BRIDGE

Source: Port Miami 2035 Port Master Plan[8]

The Port's 2035 Master Plan identified the re-development of on-rail operations as a crucial element for future growth. Rehabilitation of the FEC link to PortMiami included upgrades to the Hialeah FEC intermodal yard, which would handle increased freight traffic from the Port. In 2013, the Port's vision came to fruition, as PortMiami was selected to receive a $23 million TIGER grant from the U.S. Department of Transportation. These funds included rehabilitation of the damaged rail bridge and the upgrades at the Hialeah yard. The project totaled $45 million in cost, with $23 million provided by the TIGER grant and an additional $9 million from FDOT and $5 million from Miami-Dade County. Figure 5 shows the Port's vision for the bridge rehabilitation project and other regional initiatives to improve rail connectivity.

FIGURE 5. PORTMIAMI OFF-PORT RAIL AND FEC CARGO



Source: Port Miami 2035 Port Master Plan[8]

With the re-establishment of rail service in 2013, PortMiami is now moving approximately 60 to 80 loaded shipping containers a day, as of 2021. This equates to approximately one to two trains a day. With the upgrades to the Hialeah Yard, trains from PortMiami act a shuttle to the yard, where goods are put on larger trains to Jacksonville and from Jacksonville, moved to larger Class I railroads that can reach all the way to places like Charlotte, New Jersey, or Chicago[12]. Today, PortMiami plays an important role within the state of Florida as a SIS designated Seaport and is connected to the FEC Railway, a designated SIS Railway Corridor.

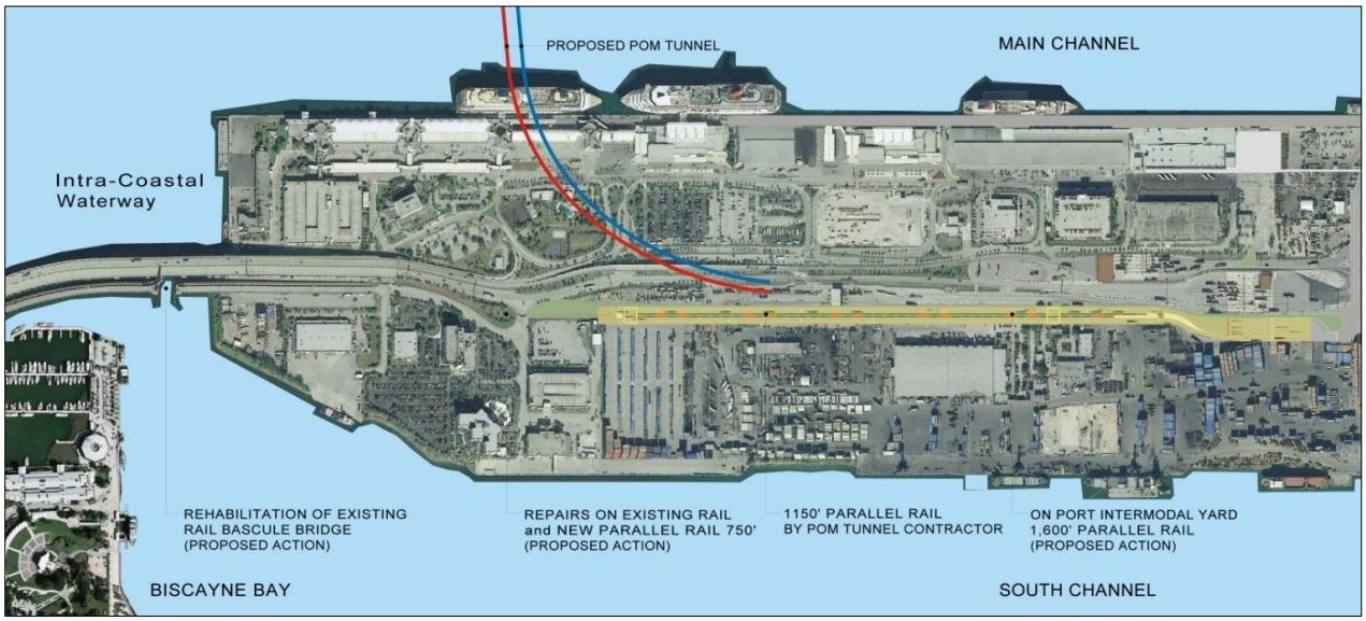
2.3 Future Vision

Since PortMiami reintroduced rail service, rail has continued to be a successful mode of transporting goods to and from the Port. As of 2022, PortMiami has experienced an approximate yearly increase in rail cargo of about 3% since 2020[13]. Aside from re-introduction of rail, the Port Master Plan also called for improvements to the on-port rail yard, so that intermodal container movements could be improved. Figure 6 shows the Port's rail infrastructure in yellow. Three parallel railroad tracks were constructed to serve as the on-port intermodal container transfer facility (ICTF).

[12] Miami Today News. Opportunities seen in added Port of Miami rail cargo. https://www.miamitodaynews.com/2021/11/03/opportunities-seen-in-added-port-of-miami-rail-cargo/

[13] Miami Today News. Port Miami sees 3% rise in rail cargo. https://www.miamitodaynews.com/2022/10/18/port-miami-sees-3-rise-in-rail-cargo/

FIGURE 6. PORTMIAMI ON-PORT RAIL



Source: Port Miami 2035 Port Master Plan[8]

Work continues to expand the on-port rail footprint. PortMiami has recently been awarded a $16 million Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for its NetZero: Cargo Mobility Optimization and Resiliency Project. With these funds, the program will convert the entire cargo movement chain towards carbon neutral operations. The RAISE grant funds will also go towards PortMiami's intermodal rail expansion, which will add two rail tracks and three new electric rubber-tired gantry cranes. Other components supported by this grant will include cargo gate improvements, improved access and staging for trucks, and new gate technology upgrades[14]. The funds from this grant, as well as future programs that PortMiami implements to improve on-port operations, will continue to make the Port an attractive destination for both people and freight.

2.4 Profile Summary

The city of Miami and surrounding communities began to develop due to Henry Flagler's decision to expand the FEC Railway to Biscayne Bay in 1896. Following initial railway connections to the eastern coast of Florida, the FEC railway expanded to provide service to PortMiami until 2005 when service was annulled due to damages caused by Hurricane Wilma. However, with funds from a TIGER grant, matched by FDOT and the county, PortMiami rehabilitated the damaged bridge and restored on-port rail service in 2013.

Since the successful re-introduction of rail service, the Port is now receiving approximately two trains a day, and seeing yearly cargo volume increases. As the Port looks to the future, it recognizes the need to improve on-port intermodal operations, given the limited space dedicated to rail facilities on the Port's land. With the Port being selected for a $16

[14] Florida Ports Council. $16 Million Grant to Expand PortMiami Rail Capacity. https://flaports.org/16-million-grant-to-expand-portmiami-rail-capacity/

million RAISE grant in 2022, many operational improvements are forthcoming. These will include the addition of two rail tracks, as well as three new electric rubber-tired gantry cranes, cargo gate improvements, improved access and staging for trucks, and new gate technology upgrades. These developments are necessary to reduce growing rail volumes throughout the surrounding communities and continue to support PortMiami as a major destination hub that supports the movement of both people and freight.

PORT EVERGLADES

3

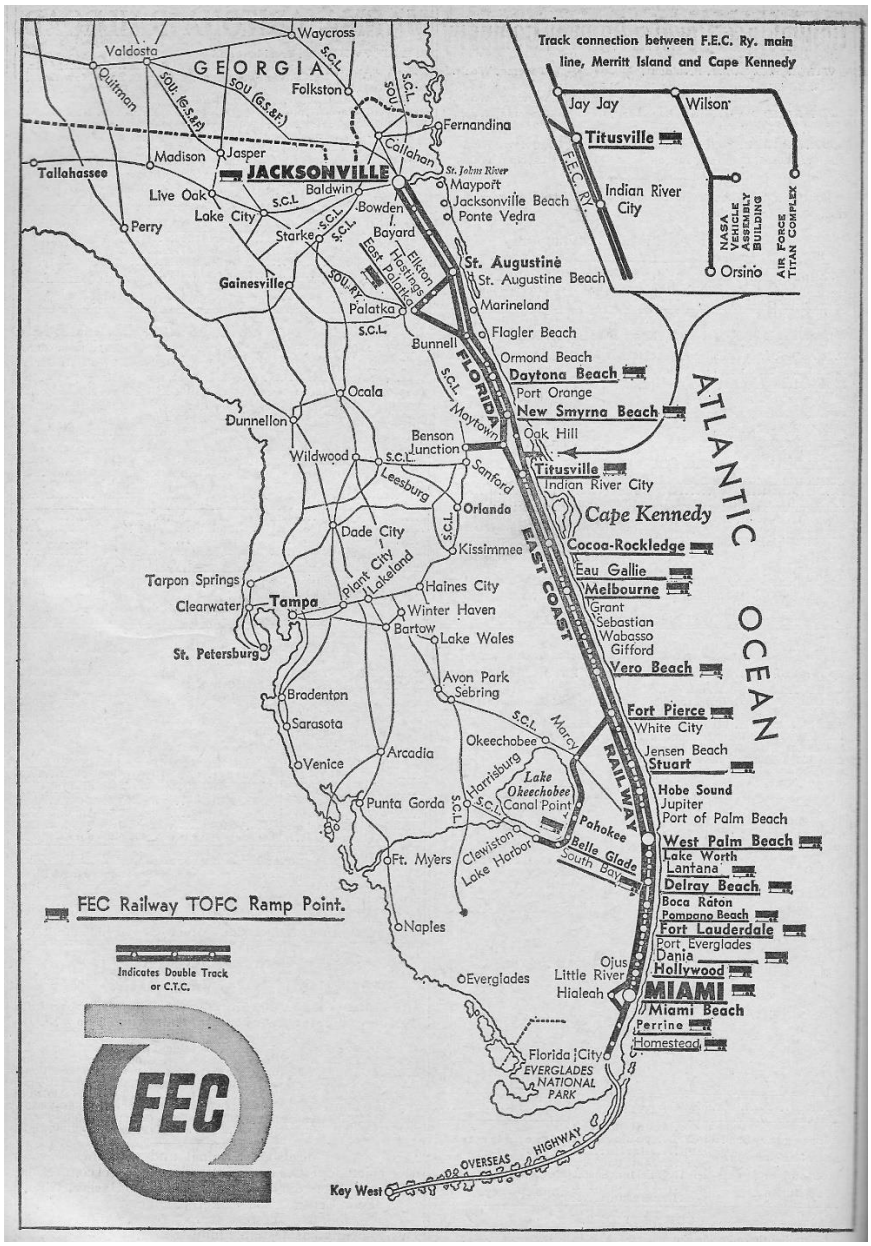
3.1 Historical Rail Connections

Port Everglades originated in the late 1800s and early 1900s as a shipping location for local farmers. Located where a body of water, Lake Mabel, was separated from the Atlantic Ocean by a low sand ridge, direct access to the ocean provided a strategic location. Recognizing the importance of the local trade at the time, the Florida Board of Trade passed a resolution calling for a deepwater port at the location in 1911, the same year Fort Lauderdale was officially incorporated as a city. By 1910, a survey by the FEC Railway identified the port's location at Lake Mabel as an ideal site for a rail and harbor operation to enhance trade with Cuba. Originally built by Henry Flagler throughout the late 19th and early 20th century, the FEC Railway reached the city of Fort Lauderdale in the late 19th century and would later extend towards Miami, and the city of Key West for a number of years. In 1913, the Fort Lauderdale Harbor Co. was created and the Lake Mabel Cut was dug, connecting the Port to the Atlantic Ocean[15].

In 1924, the Port's land was purchased by the Hollywood Harbor Development Co. and port facilities were built throughout the 1920s. The official opening of the Port occurred in 1928. As the Port was officially deemed as complete this year, certificates were obtained for the construction of a port railroad linking to the FEC[15]. Once built, this rail connection would play an important role as Port Everglades welcomed its first cargo, military, and cruise ships. Figure 7 shows the FEC Railway system in 1969, extending between Jacksonville and Miami, with Fort Lauderdale highlighted as an important connection.

[15] Port Everglades. Port Everglades History. https://porteverglades.org/port-everglades-history.htm

FIGURE 7. SYSTEM MAP OF THE FLORIDA EAST COAST RAILWAY, 1969.



Source: American Rails. Florida East Coast Railway (FEC): "Flagler System[11]

3.2 Current Operations

Today, Port Everglades has become one of the top container ports in the U.S. In FY2022, the Port moved more than 1.1 million twenty-foot equivalent units (TEU), an increase of 7% from FY2021, and short of an all-time record by only

919 containers[16]. The Port's rail connection to the FEC Railway continues to be that of the original railroad built in 1928. However, the Port has made significant improvements to enhance operations and leverage its connection to rail. As shown in the port facilities map in Figure 8, there are two rail spurs that connect to the FEC Railway and into Port Everglades. The first is a southbound rail spur that connects to the FEC ICTF and is labeled as such, towards the center of the Port area. The second is a northbound rail spur that links directly to the Port's petroleum industry. Towards the center of the Port area and extending north, the rail spur connects to various petroleum companies, labeled as numbers 1 through 18.

The Port Everglades state-of-the-art FEC ICTF facility was recently constructed as a public-private partnership between the FEC, Broward County, and the state of Florida and began operations in 2014[17]. With over 43 acres of land, processing tracks, storage tracks, and rubber tired gantries, the ICTF is directly adjacent to the Port's dock and is considered near-dock rail[18]. The facility processes intermodal containers and following its construction, the ICTF increased the Port's intermodal capacity from 100,000 to 450,000 lifts a year[17]. According to the FEC's latest schedule, three trains per day serve Port Everglades[19]. By the year 2027, the ICTF is expected to divert approximately 180,000 trucks away from roads by providing intermodal rail service[17].

Port Everglades is a SIS designated seaport and also connects to various SIS designated facilities. These include the intracoastal waterway, the Atlantic Ocean waterway shipping lane, and the FEC Railway corridor. In 2020, over 100 million barrels of petroleum moved through Port Everglades. As part of these 100 million barrels, over 5 million barrels of ethanol were transported by either truck or rail[20]. These ethanol products travel along the FEC rail spur into the northwestern portion of the Port area, which is dedicated to petroleum operations. As of 2011, Motiva Enterprises LLC has constructed a fuel grade ethanol rail offloading facility at their terminal within Port Everglades[21]. Shown in Figure 8 as number 15, the facility allows for delivery of ethanol trains directly into the existing Motiva storage tanks.

[16] Port Everglades. Port Everglades Celebrates Second Highest Year for Container Volumes—Misses Record by Only One Day. https://www.porteverglades.net/articles/post/port-everglades-celebrates-second-highest-year-for-container-volumes/#:~:text=Port%20Everglades%20moved%20a%20total,of%2Dfiscal%2Dyear%20report.

[17] Port Everglades. FEC Unveils New Rail Facility at Port Everglades. https://www.porteverglades.net/articles/post/fec-unveils-new-rail-facility-at-port-everglades/

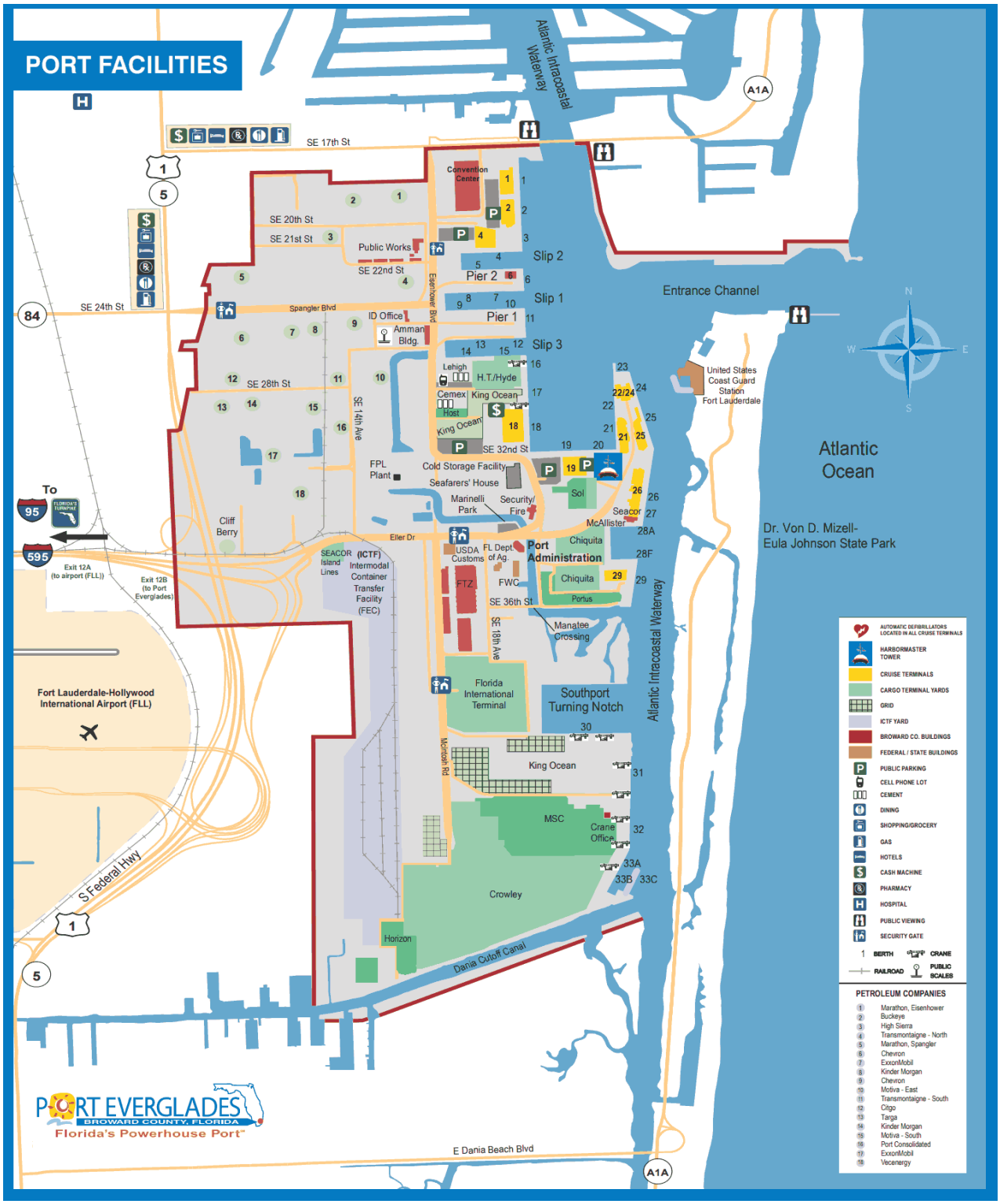
[18] Port Everglades. Near-Dock Rail. https://www.porteverglades.net/cargo/ship-to-rail/

[19] F.E.C. Fort Lauderdale Train Schedule. http://www.botecomm.com/bote/rail/fec_sked.html

[20] Port Everglades. Petroleum Facts and Statistics. https://www.porteverglades.net/cargo/petroleum/facts-statistics/

[21] Ethanol Producer Magazine. Motive announces new rail yard in Port Everglades Terminal. https://ethanolproducer.com/articles/7910/motiva-announces-new-rail-yard-in-port-everglades-terminal

FIGURE 8. PORT EVERGLADES FACILITIES MAP



Source: https://porteverglades.org/port-everglade-facilities-map.htm22

[22] Port Everglades Facilities. Port Everglades Facilities map. https://porteverglades.org/port-everglade-facilities-map.htm

3.3 Future Vision

Port Everglades' most recent 20-Year Master/Vision Plan was published in June of 2020. It lays out a roadmap for the Port for 2019-2038, with over $3 billion in capital investments focused on improving productivity for cargo, cruise and petroleum businesses within the Port[23]. The Master/Vision Plan provides 5-year, 10-year and 20-year vision plans for the Port. The focus of the 5-year vision plan is the Southport Turning Notch Extension project, which will feature significant investment into the Port's Southport container area and lengthen the turning area from about 900 feet to 2,400 feet[24] and add up to five new berths and up to six new ship-to-shore cranes for handling containers[25]. As shown in Figure 9, the 5-Year Vision Plan also includes several Port deepening and widening projects. In regard to future rail projects, it also includes the Former Dynegy Property Logistics Development + Rail Extension. This project will consist of the re-development of the former Dynegy property into a new rail-served logistics center. Also shown in Figure 9, the site will connect to the Port's FEC rail line connection and is expected to be developed by a private third party with little to no capital contribution from the Port[26].

The Port Everglades 5-10 Year Vision Plan, which plans for 2024-2028, includes the Airport to Seaport Connector project, which is intended to enhance the connection between the Port's cruise terminals, as well as convention center, to the Fort Lauderdale-Hollywood International Airport (FLL)[25]. Figure 10 displays the various projects within the Port Everglades 5-10 Year Vision Plan, which includes the Airport to Seaport Connector project, labeled as the "APM/Rail Extension." This project is anticipated to use automated people mover (APM) technology to move passengers between the Port's cruise terminals, convention center, and international airport.

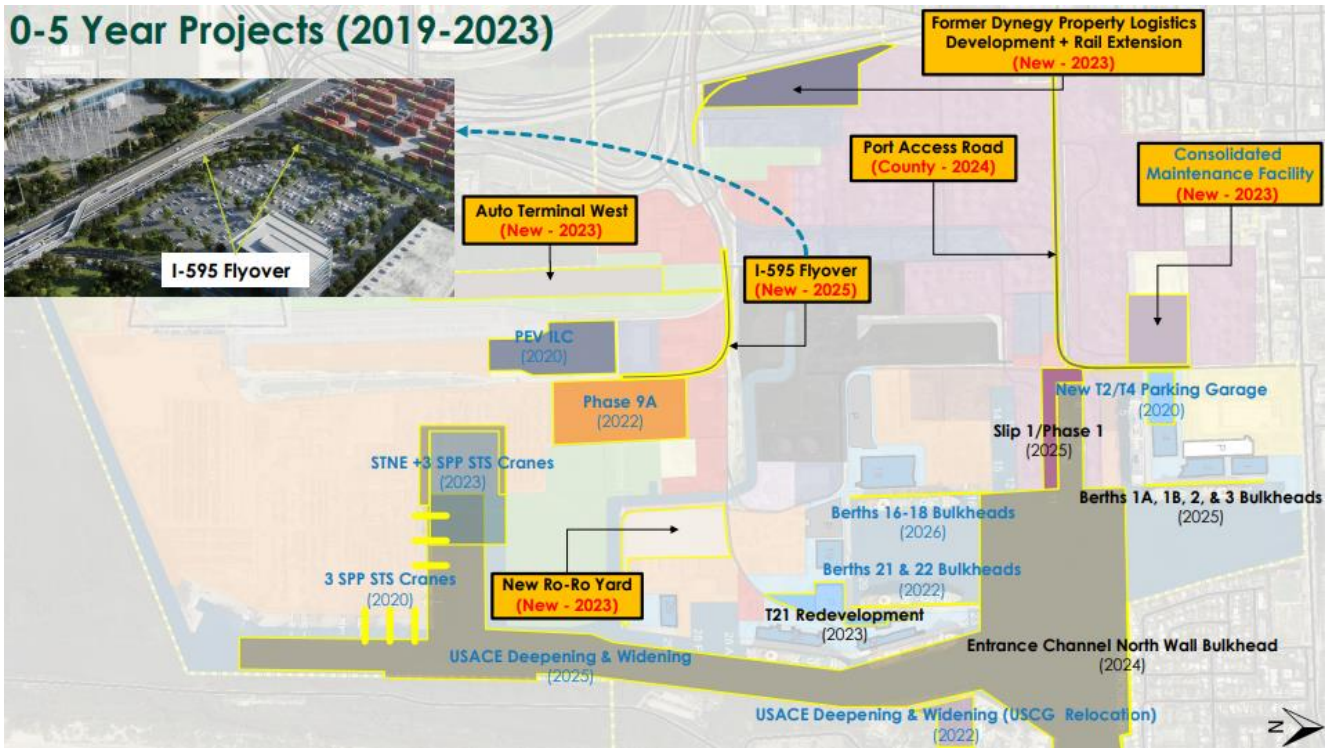
[23] Port Everglades. Master/Vision Plan. https://www.porteverglades.net/construction/master-vision-plan/

[24] Port Everglades. Port Everglades: Master/Vision Planning for the Future, Today. https://www.4cleanair.org/wp-content/uploads/NatachaHyacinthe_NACAA_Ports_Webinar.pdf

[25] Port Everglades. Navigating the Future. https://assets.simpleviewinc.com/simpleview/image/upload/v1/clients/porteverglades/Port_Everglades_Master_Vision_Plan_Update_FINAL_ADA_21_10_2020_cbef0685-731f-4bcd-9fce-5e5c051bccda.pdf

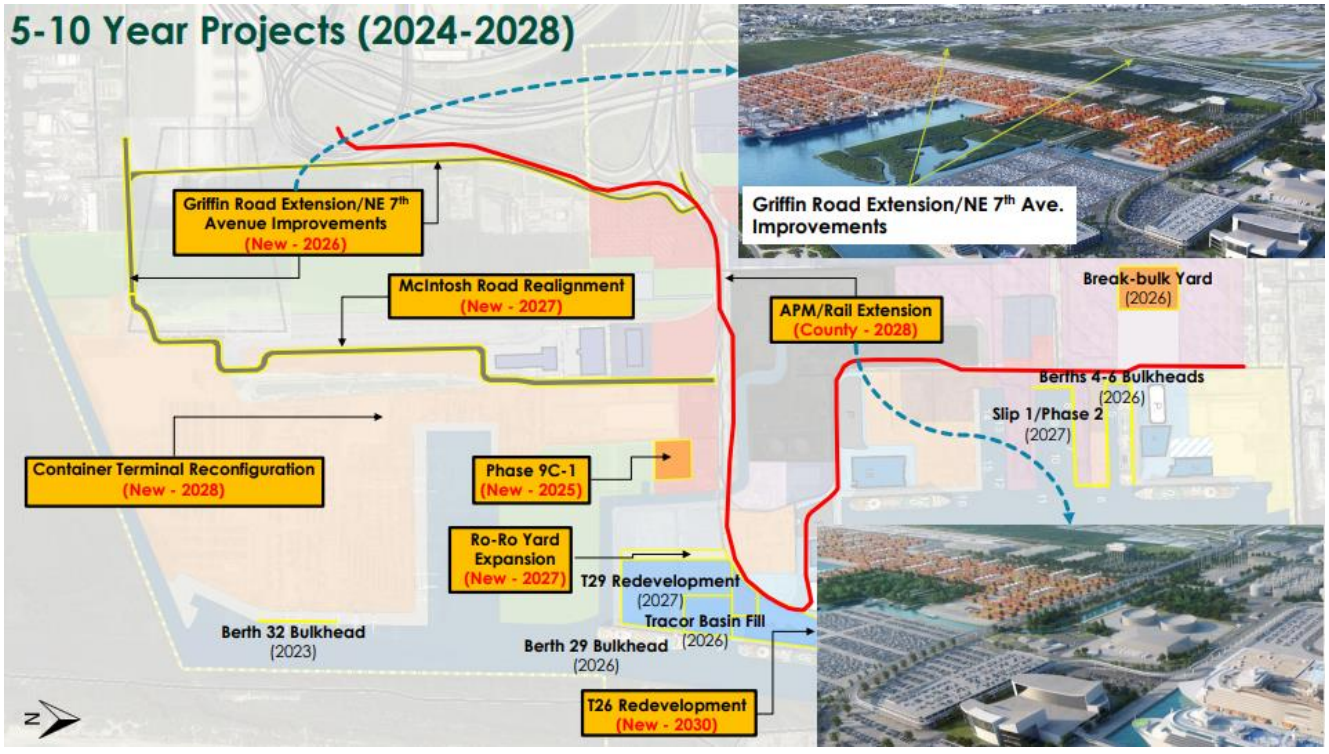
[26] Port Everglades. Deepwater Port Component. https://www.broward.org/BrowardNext/Documents/CompPlanDocs/DPC-SD-Sep2021rev.pdf

FIGURE 9. PORT EVERGLADES 0-5 YEAR PROJECTS (2019-2023)



Source: Port Everglades. Port Everglades: Master/Vision Planning for the Future, Today23.

FIGURE 10. PORT EVERGLADES 5-10 YEAR PROJECTS (2024-2028)



Source: Port Everglades. Port Everglades: Master/Vision Planning for the Future, Today[23].

3.4 Profile Summary

From its beginnings as a local shipping location for farmers in the late 1800s and early 1900s, Port Everglades saw most of its historical development in the 20th century. The Port's strategic location where Lake Mabel meets the Atlantic Ocean was quickly recognized by the Florida Board of Trade as they called for a deepwater port, followed by the FEC in 1910, which identified the port's location as ideal for rail and harbor operations. After being acquired by the Hollywood Harbor Development Co., Port Everglades underwent major investment in the 1920s and in 1928, the official opening of the port occurred. This same year, the rail connection to FEC was built, connecting Port Everglades to the FEC Railway system between Jacksonville and Miami.

As Port Everglades has become a major U.S. container port, as well as cruise terminal, rail operations continue to be a key component of operations. The Port currently utilizes the existing FEC rail connection, consisting of two rail spurs, for two major port functions. These include the FEC ICTF facility in the southwest area of the port, recently constructed in 2014, and the ethanol offloading facility, in the northwest area of the port.

As the Port looks to the future, Port Everglades has developed 5-, 10-, and 20-year vision plans that include over $3 billion in capital improvements. Many of these projects include major port deepening and widening projects that will increase the number of containers the port can handle. However, several rail-focused projects are included, as the port continues to see rail as an important asset for the movement of both people and goods. These include plans for a new rail spur to serve a logistics center, as well as a major project to connect Port Everglades, its convention center, and the FLL international airport with a new transit service.

PORT OF PALM BEACH

4

4.1 Historical Rail Connections

The Port of Palm Beach was established in 1915 following the completion of a harbor and dock facility to support south Florida's produce industry, offering cheaper freight rates for growers and merchants in Florida's everglades region and rail connections via the FEC Railway[27]. As shown in Figure 11, the FEC reached Palm Beach in 1894, coupled with major hotel development, including the Hotel Royal Poinciana, which became the world's largest resort[28]. Operations at the port declined during the Great Depression and World War II until the Federal Rivers and Harbors Act of 1945 authorized channel deepening and turning basin improvements. This allowed the port to support larger vessels, and the West India Fruit & Steamship Company moved their headquarters to the Port of Palm Beach in 1946[29].

In 1946, the West India Fruit & Steamship Company established a rail car ferry service to Havana, Cuba. Up to 26 box cars were loaded onto the ferries at a time and transported to Cuba overnight, where products would be unloaded at the Havana port and reloaded with Cuban exports including tobacco and refined sugar, to be brought back to the port and then transported via the FEC Railway[30]. This service peaked in 1957, as West India handled more than half a million tons of cargo freight between the two countries, before stopping abruptly in 1959 following the Cuba embargo[31]. As the on-port railway was originally owned and operated by West India, this forced the port to take over all duties of the five and a half miles of terminal railroad to ensure connection remained to the FEC. The rail yards and sidings remained port property and the West Palm Beach Terminal Company was established to oversee rail operations.

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[27] Port of Palm Beach A Centennial History, Port of Palm Beach: https://issuu.com/passportpublications/docs/port_of_palm_beach_a_centennial_his

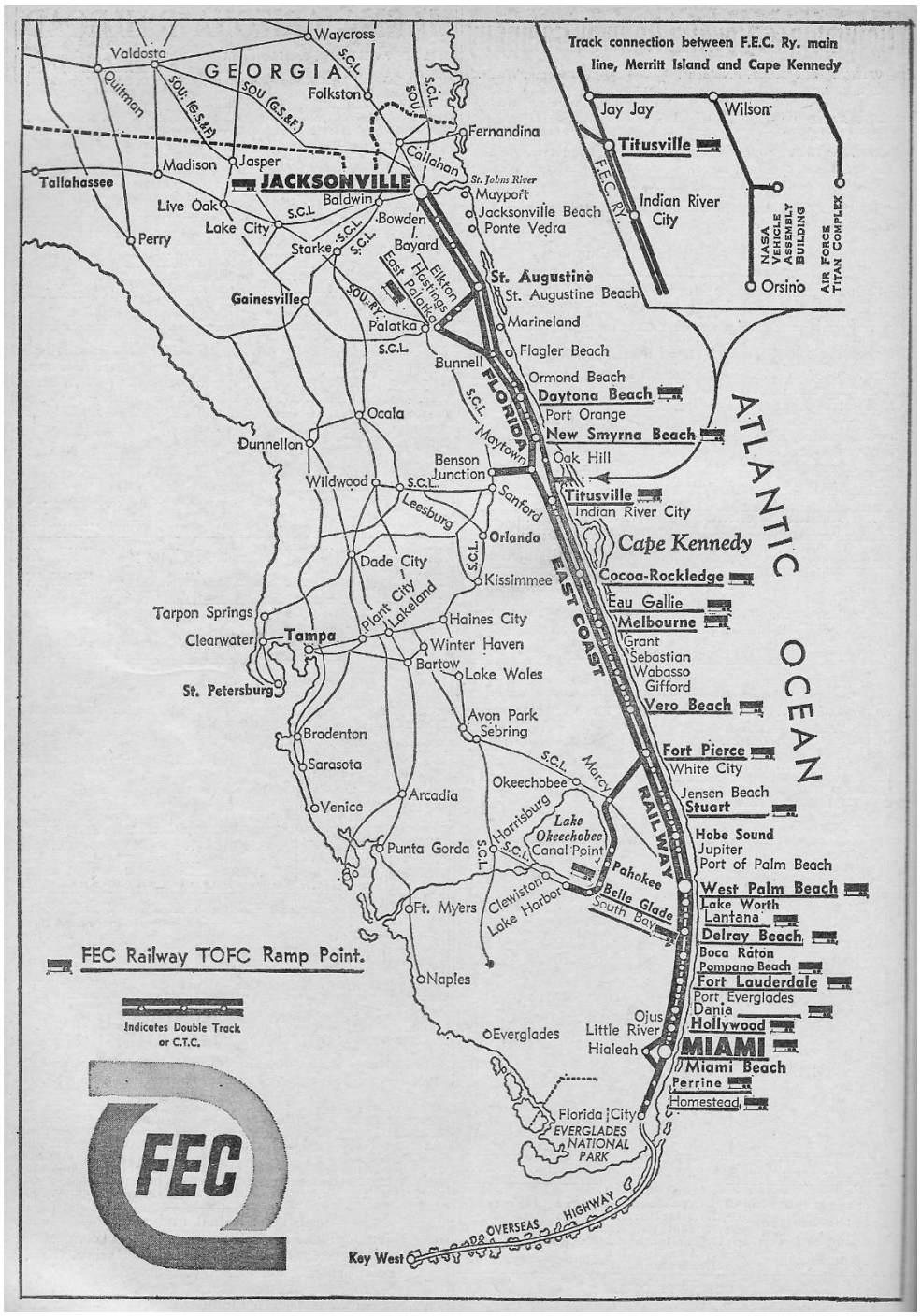
[28] Florida East Coast Railway, Flagler Museum: https://flaglermuseum.us/history/florida-east-coast-railway

[29] Port of Palm Beach A Centennial History, Port of Palm Beach: https://issuu.com/passportpublications/docs/port_of_palm_beach_a_centennial_his

[30] Port of Palm Beach A Centennial History, Port of Palm Beach: https://issuu.com/passportpublications/docs/port_of_palm_beach_a_centennial_his

[31] Port of Palm Beach A Centennial History, Port of Palm Beach: https://issuu.com/passportpublications/docs/port_of_palm_beach_a_centennial_his

FIGURE 11. SYSTEM MAP OF THE FLORIDA EAST COAST RAILWAY, 1969

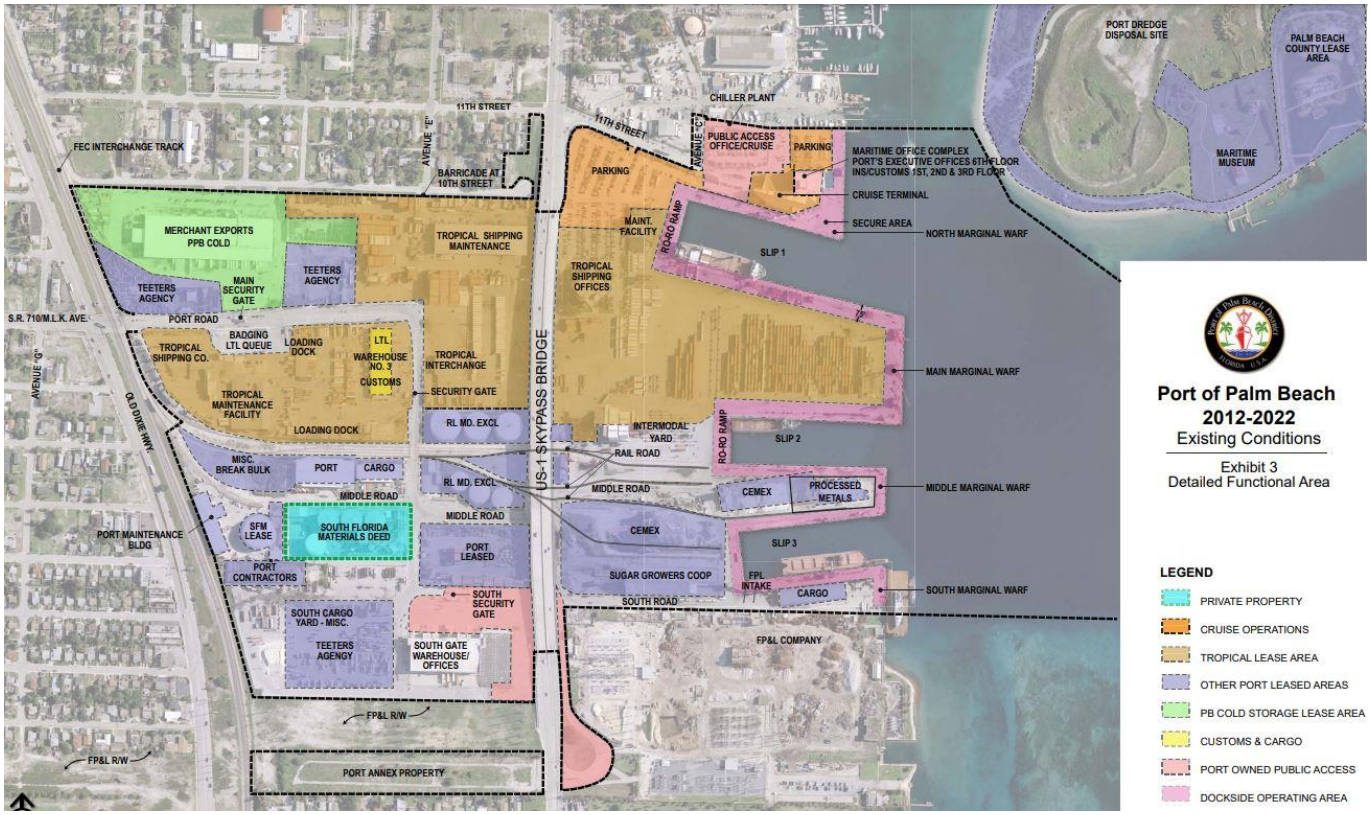


Source: American Rails. Florida East Coast Railway (FEC): "Flagler System"[11]

4.2 Current Operations

Today, the port continues to rely on the on-port railway, known as the Port of Palm Beach District Railway, to provide on-terminal switching and connection via the FEC to transport cargo. The FEC provides twice-daily service to the port's rail interchange, located north of Port Road, which is capable of handling box, hopper and double-stack rail cars offering 24/7 operations[32]. In addition to interchange service, the Palm Beach District Railway includes 6.5 miles of track, supporting an estimated 14,288 rail cars per year, and is capable of accommodating 20-axle rail cars with 450-ton capacity[33]. FEC enters the port from the north and there is a private connection between CSX and FEC located near the Port's Congress Avenue properties which travels through the industrial areas of Riviera Beach, before connecting to the FEC system by 16th Street[34]. Figure 12 shows the Port's existing conditions by functional area as provided in the Port of Palm Beach Master Plan (2012-2022).

FIGURE 12. PORT OF PALM BEACH EXISTING CONDITIONS 2012-2022



Source: Port of Palm Beach Master Plan[35]

[32] Port of Palm Beach, Florida Seaports Council: https://flaports.org/ports/port-of-palm-beach/

[33] Port Facts, Port of Palm Beach: https://www.portofpalmbeach.com/DocumentCenter/View/3678/Port-Fact-Sheet-English-

[34] Port of Palm Beach Master Plan 2012—2022, Port of Palm Beach: https://www.portofpalmbeach.com/DocumentCenter/View/102/Master-Plan?bidId=

[35] Port of Palm Beach Master Plan, Port of Palm Beach: https://www.portofpalmbeach.com/DocumentCenter/View/102/Master-Plan?bidId=

The Port of Palm Beach supports the highest container volume per acre in the United States, with an estimated $14 billion in economic throughput per year, transporting more than 2.5 million tons of cargo movement[36]. The port's operations include containerized, dry bulk, liquid bulk, break-bulk, RO/RO, and heavy-lift/project cargoes that mainly support the agriculture industry, including the transport of products such as sugar and molasses to the Bahamas. The Port of Palm Beach is designated by FDOT as a SIS seaport, recognizing the major economic impacts the port plays to support the South Florida region and the state[37].

4.3 Future Vision

As highlighted in the Port of Palm Beach 2018 Strategic Plan, the port's future vision is to maintain global distribution channels by sustaining economic vitality within the port's trade and cruise region while serving as an active partner to its local communities[38]. To maintain its status, the port was recently awarded a $13 million Federal Port Infrastructure Development Program (PIDP) grant to expand the intermodal facility and completed a $14 million slip improvement project at Berth 17 to increase cargo volume from Caribbean trade vessels[39]. In addition to these improvements, the port is currently in the process of developing a new master plan to establish and guide future investments. This plan includes ongoing investments to support rail connectivity such as the addition of five new intermodal rail tracks and rail infrastructure improvements, which will mostly consist of upgrading the existing port rail system to 136 lb. rail with concrete steel ties[40].

4.4 Profile Summary

The Port of Palm Beach has a long history of leveraging rail connections to support and grow freight cargo movements. Originally established and operated by the West India Fruit & Steamship Company, the on-port rail system played an essential role in growing the port's cargo operations, creating a direct trading route to Havana, Cuba via ferry service. Following the Cuba embargo, the port was committed to re-establishing cargo operations in the following decades, resulting in an interconnected port system that leverages rail connections to the FEC mainline to move more than 2.5 million tons of cargo per year. The port plans to continue to utilize these connections to support growth and expansion in the coming years, with future investments focused on providing additional intermodal rail track and rail infrastructure improvements.

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[36] Port of Palm Beach, Florida Seaports Council: https://flaports.org/ports/port-of-palm-beach/

[37] Strategic Intermodal System, FDOT: https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/programs/mspi/brochures/sis-seaports.pdf?sfvrsn=27461e57_2

[38] Port of Palm Beach Strategic Plan (2018), Port of Palm Beach: https://www.portofpalmbeach.com/DocumentCenter/View/1812/PORT-OF-PALM-BEACH—-2018-STRATEGIC-PLAN-SUMMARY-

[39] Port of Palm Beach: Florida Seaports Council: https://flaports.org/ports/port-of-palm-beach/

[40] Port of Palm Beach: Florida Seaports Council: https://flaports.org/ports/port-of-palm-beach/

PORT OF FORT PIERCE

5

5.1 Historical Rail Connections

The Port of Fort Pierce came into existence in 1918, after a special act of the Florida Legislature established the Fort Pierce Inlet District to create an inlet between the Atlantic Ocean and the Indian River, and a channel through Hutchinson Island approximately 2.7 miles south of the inlet. The original inlet was subject to opening and closing depending on the drifting sands, prompting a proposal and completion of a new inlet in 1938 to ensure the port remained consistently navigable to move people and goods[41]. Although early historic shipping documentation is limited, private on-port facilities such as the Indian River Terminal and citrus processing plants were constructed between the 1920s and 1930s to support Florida's agriculture industry, utilizing rail spur connections to the FEC Railway, as shown in Figure 13, to transport produce before the port was converted into a U.S Navy base during World War 2[42].

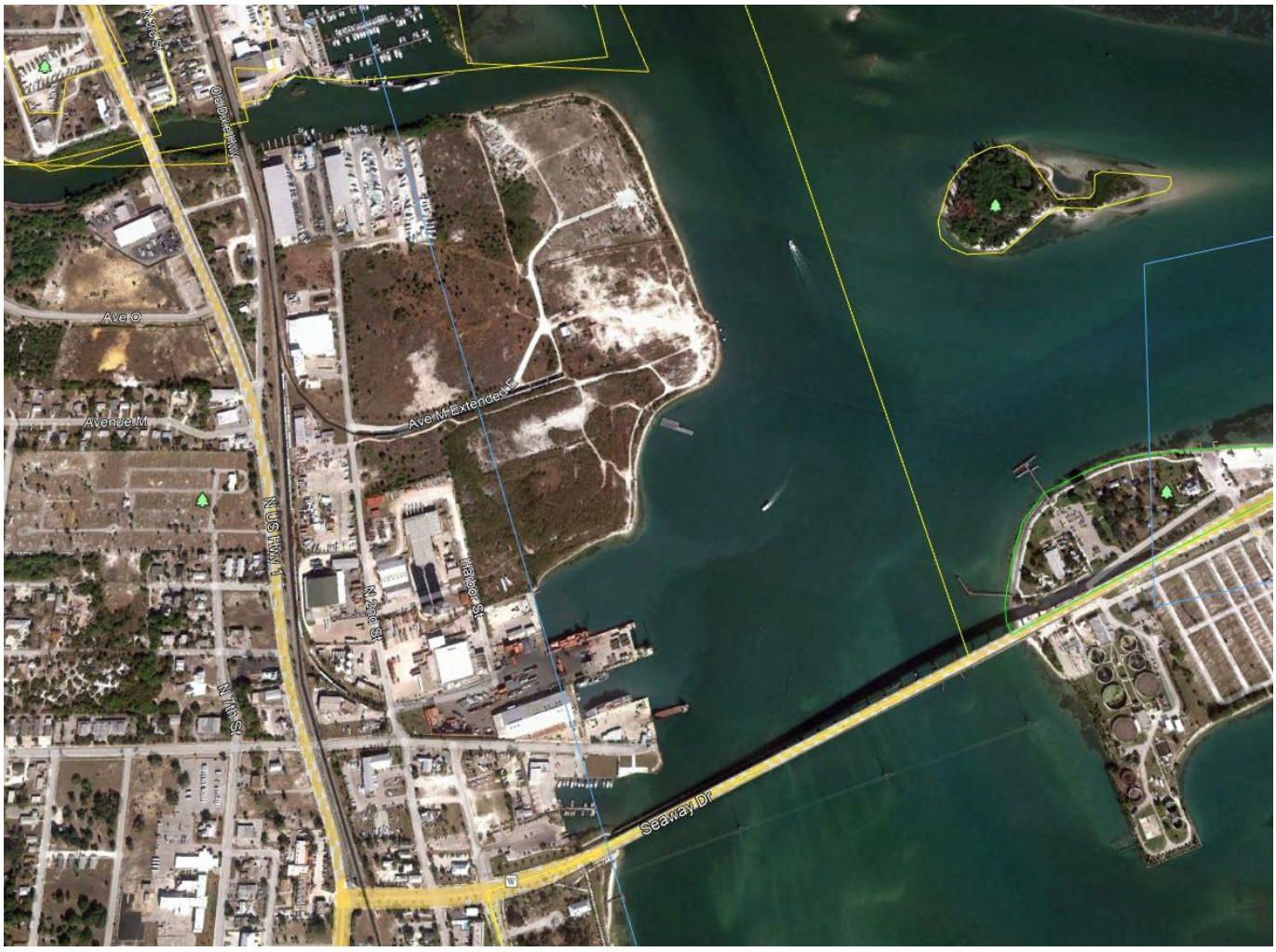
Compared to other Florida ports, Fort Pierce is unique as a majority of its land has historically been privately owned or undeveloped. Following the war, the port focused on seeking opportunities to expand cargo operations and acquiring privately owned, undeveloped land to provide general cargo facilities with the goal of becoming a shipping hub to the Bahamas. From the late 1960s through the 1980s, the largest privately owned property in the Port Operations Area (formerly known as the MacArthur Tract) included 67 acres of mostly undeveloped land with a portion of this land used by AES, Inc as a bulk materials handling facility to import and store aragonite from the Bahamas to Fort Pierce[43]. As AES, Inc did not operate any processing plants in Florida, the material was shipped by truck or rail service via the FEC. However, due to the stagnation of shifting markets in early 2000s and lack of resources needed to improve facility infrastructure, rail service to Fort Pierce slowly declined.

[41] 2002 Master Plan for Port of Fort Pierce: https://www.stlucieco.gov/home/showdocument?id=4894

[42] Port of Fort Pierce Master Plan, 2017: https://www.stlucieco.gov/home/showpublisheddocument/6419/636568018553730000

[43] Port of Fort Pierce Master Plan, 2017: https://www.stlucieco.gov/home/showpublisheddocument/6419/636568018553730000

FIGURE 13. RAIL CONNECTION TO THE FEC MAINLINE, 2010



Source: Google Earth (2010)

5.2 Current Operations

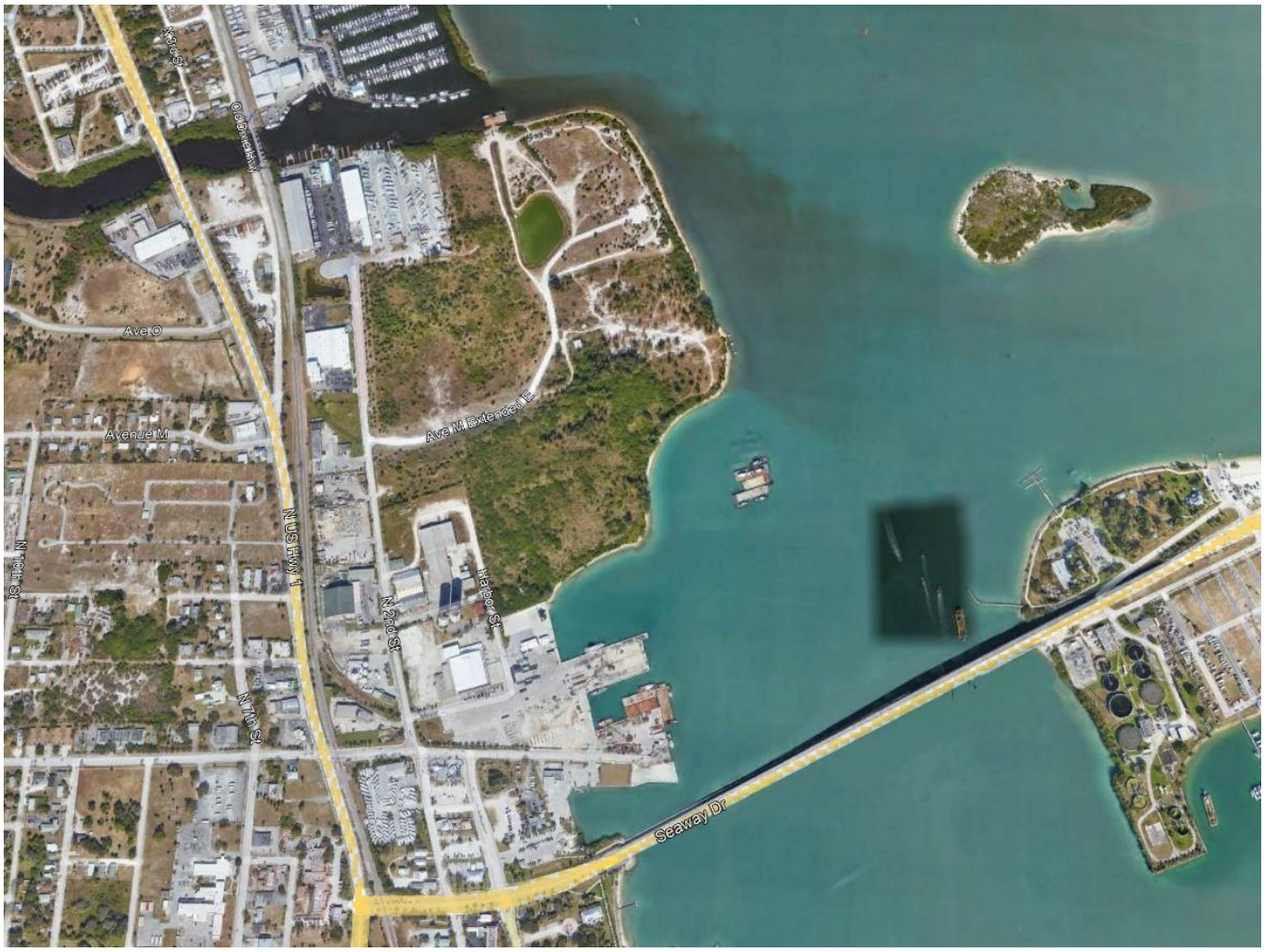
The Port of Fort Pierce is designated as a strategic growth port under FDOT's SIS and operates under compelling state interest as it undergoes a major transformation shifting its focus from cargo uses to a mixture of land uses that support existing and new maritime markets including the mega-yacht industry, a unique and niche market for the state[44]. The port has undertaken several projects in the last decade to start this transformation, including updating outdated cargo facilities and vacant land into a mixture of recreational, commercial and industrial spaces that align with the port and community vision to embrace economic and social opportunities.

The most notable investment includes the purchase of the former Indian River Terminal by St. Lucie County in 2018 to develop the Derecktor Fort Pierce mega yacht maintenance, refurbishing and overhaul facility and a 1,500-ton mobile boat

[44] SIS Seaports: https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/programs/mspi/brochures/sis-seaports.pdf?sfvrsn=27461e57_2

hoist that can lift vessels up to 250 feet in length. In this same time period, the port also completed the North 2nd Street redevelopment project to improve roadway access to the port. However, this project included the separation of the FEC owned rail spurs from the north-south mainline along Avenue M, as shown in Figure 14, terminating historic connections that are no longer needed to support the port's current operations[45].

FIGURE 14. SEPARATION OF RAIL SPURS FROM THE FEC MAINLINE, 2023



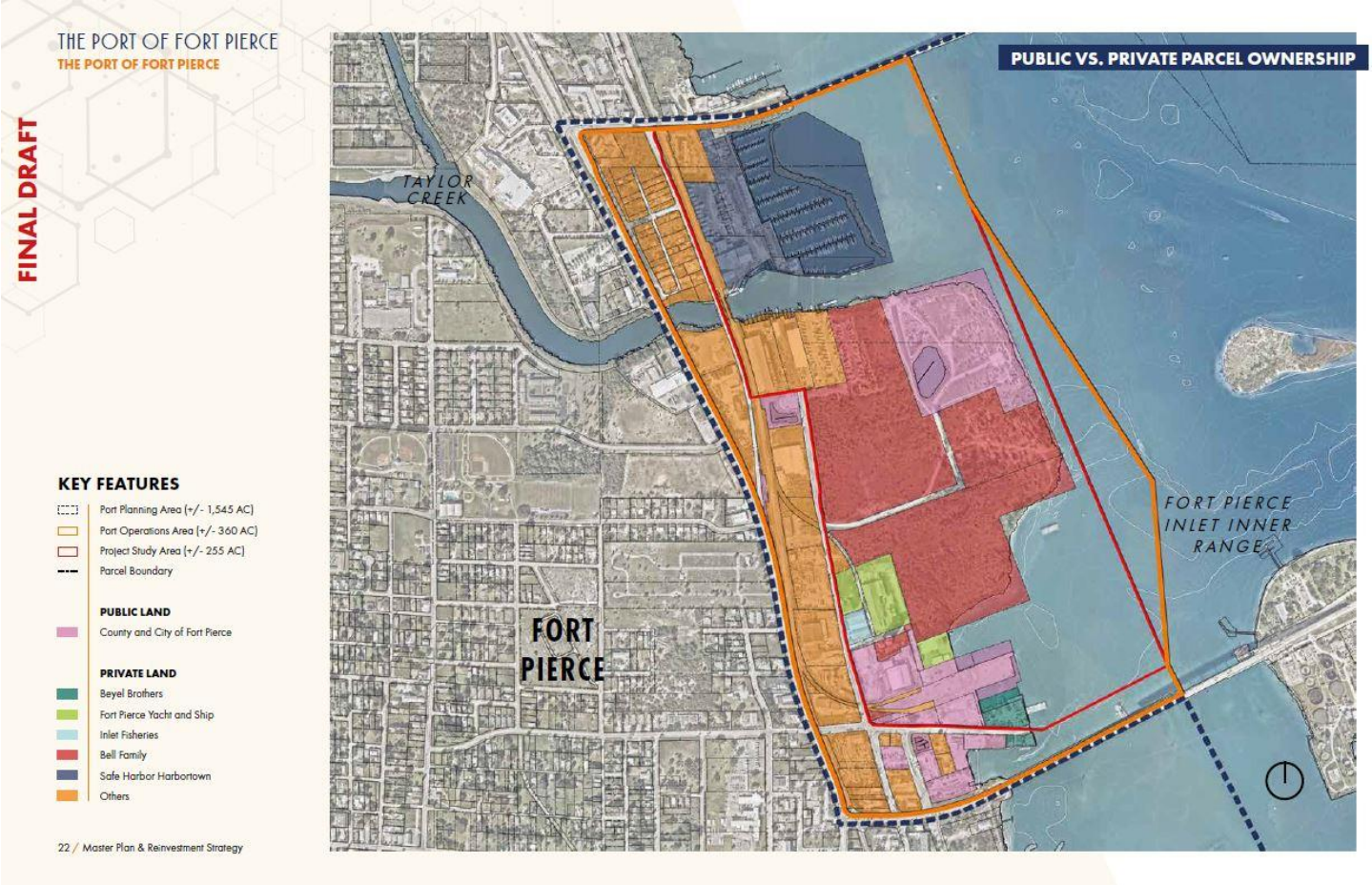
Source: Google Maps (2023)

A majority of the port's existing land uses remain privately owned, including Taylor Creek Marina and Safe Harbor Harbortown (providing boat storage and service facilities), Beyel Brothers (supporting loading and off-loading of barges and other marine activities), the Fort Pierce Yacht and Ship Tracts, Inlet Fisheries, and underutilized/vacant land owned by the Bell Family. However, St. Lucie County continues to increase ownership of port property to develop public recreational and commercial use spaces including the 20-acre Harbour Pointe Park, the ongoing Derecktor shipyard investment area, and Fisherman's Wharf, a planned recreational project that began development in 2016 to provide a public use space that

[45] 2020 Fort Pierce Master Plan

links the port's operations area to the Fort Pierce Riverwalk. Figure 15 shows the Port's private vs public parcel ownership as of 2020.

FIGURE 15. PORT OF FORT PIERCE PUBLIC VS PRIVATE LAND OWNERSHIP



Source: Port of Fort Pierce 2020 Master Plan—Map of Public vs Private Parcel Ownership [46].

5.3 Future Vision

The 2020 Port of Fort Pierce Master Plan and Reinvestment strategy outlines the port's future vision that will guide investment decisions and enhance the surrounding region over the next ten to twenty years. Current and planned investments are reflective of the port's dedication to becoming a global leader in the mega-yacht industry, using the Indian River Terminal acquisition as a catalyst for development projects including terminal pavement improvements to support heavy vessels, gate relocation and construction, and dock rehabilitation and upgrades[47].

The 2020 Master Plan evaluated a 255-acre project study area including land and water property bounded to the east by the Intracoastal Waterway, the south by Fisherman's Wharf, the west by N 2nd Street and Old Dixie Highway, and the north

[46] Port of Fort Pierce 2020 Master Plan:

[47] Port of Fort Pierce, Florida Ports Council: https://flaports.org/ports/port-of-fort-pierce/

by the North Causeway. The plan accounted for several ongoing regional transportation improvement initiatives such as the reconstruction of the North Causeway and development of the SUN Trail Greenway, as well as waterfront renewal efforts including Fisherman's Wharf and Kings Landing (a mixed-use project including a hotel, restaurants, shops, and residential development). The plan highlights the importance of utilizing the port's strengths including accessibility to available land and water's edge, the presence of a deepwater channel without bridge height limitations, and the potential to reestablish rail service using historic rail connections to develop a port that operates a diverse working waterfront and embraces new industries through a mixture of land uses.

5.4 Profile Summary

Bounded to the east by the FEC, the Port of Fort Pierce utilized rail spur connections to the FEC north-south mainline to support Florida's agriculture industry before World War 2 and continued to use these connections following the war to transport aragonite being imported from the Bahamas through the 1980s. Due to shifting markets and limited resources, the demand for port rail service ultimately diminished, forcing the port to develop and embrace a new vision that shifted its focus from expanding cargo activities to implementing mixed use development projects that enhance public space and serve the mega-yacht industry. Although rail service is no longer provided to the Port of Fort Pierce, access to historical rail spur connections to the FEC north-south mainline provides an opportunity to re-instate rail service in the future.

JAXPORT

6

6.1 Historical Rail Connections

The Port of Jacksonville or JAXPORT is situated along the banks of the St. Johns River and is known as America's first port following the first recorded commercial port transaction in the United States by John Hawkins in 1565[48]. The port began to establish itself throughout the early 1800s, as the city of Jacksonville became an official entry point into the United States and residents recognized the economic opportunities associated with transporting timber and cotton products via sailing vessels through the St. Johns River to reach key markets in Savannah and Charleston, as railroads had not yet reached the region[49]. This changed in the later half of the 1800s, when developers including Henry Flagler and Henry Plant took interest in providing rail service connections throughout the state of Florida via the FEC Railway and the East Florida Railway which eventually became the Seaboard Coast Line Railroad in 1967 and known today as CSX, to support the state's agriculture and tourism industries.

By the 1900s, JAXPORT harbored 30 private waterfront ship terminals transferring cargo between ship and rail[50], accommodating an estimated 4 million tons of local and foreign commerce in 1951 alone, mainly consisting of lumber, fruits, and vegetables serviced by four railroads[51]. The accessibility to rail infrastructure continued to be a major catalyst for expansive port growth in the following decades, especially following the port's entrance into the automobile market in 1957 and the establishment of direct container service to Asia in 2005.

6.2 Current Operations

Today, JAXPORT owns and operates three cargo terminals (Blount Island Marine Terminal, Dames Point Marine Terminal, and Talleyrand Marine Terminal), one cruise terminal (JAXPORT cruise terminal), and two intermodal rail terminals (Talleyrand Intermodal Container Transfer Facility, and Dames Point Intermodal Container Transfer Facility)[52]. These

[48] Port History, JAXPORT: https://www.jaxport.com/corporate/about-jaxport/port-history/

[49] Port History, JAXPORT: https://www.jaxport.com/corporate/about-jaxport/port-history/

[50] Port History, JAXPORT: https://www.jaxport.com/corporate/about-jaxport/port-history/

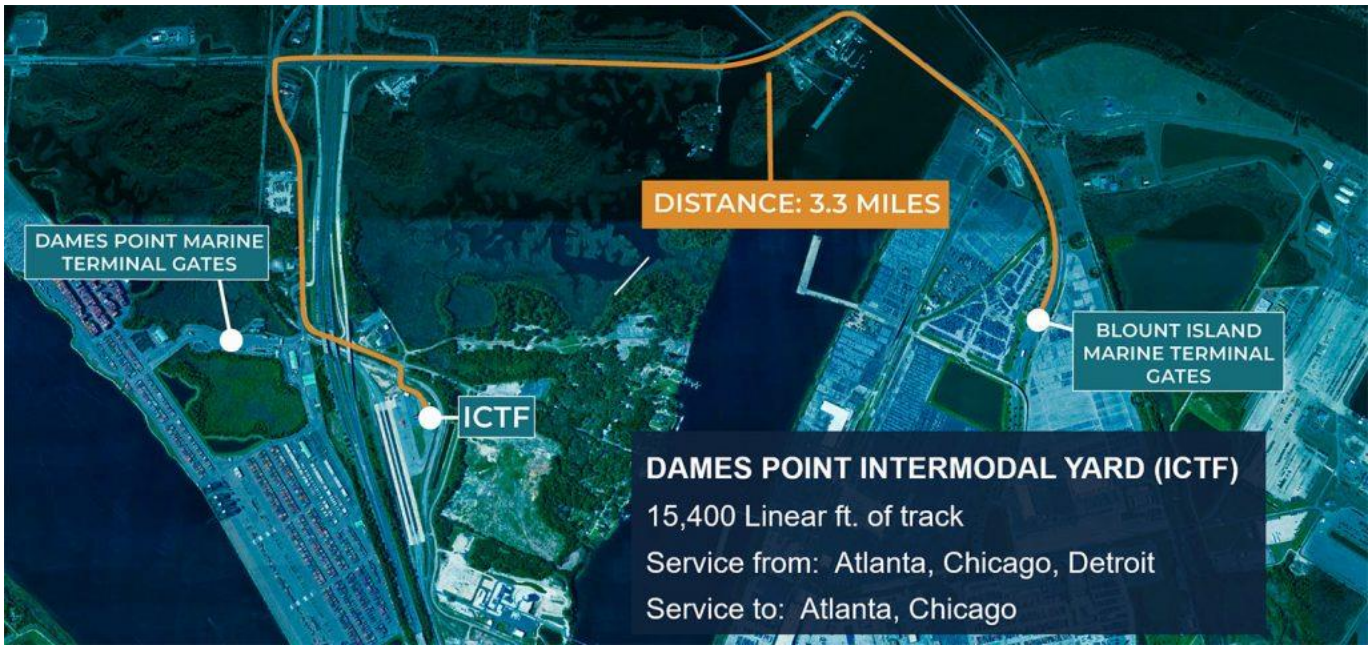
[51] Case History of St.Johns River and Jacksonville Harbor, Coastal Engineering Proceedings: https://icce-ojs-tamu.tdl.org/icce/article/view/1574/852

[52] Facilities, JAXPORT: https://www.jaxport.com/cargo/facilities/

facilities are serviced by three major railroads including two Class 1 railroads (CSX and Norfolk Southern) and regional rail connections via the FEC that combined accommodates 40 trains per day[53].

The Dames Point Intermodal Container Facility was completed in 2015 and is located at Dames Point to serve the port's northside terminals including the Ceres Terminal and Blount Island Marine Terminal (Figure 16). This facility is managed by Ceres Rail Services and provides 15,400 feet of track offering connection to CSX mainline service, which can accommodate two unit trains each day (one inbound and one outbound) carrying up to 200 containers each[54]. The Talleyrand Intermodal Yard is located at the Talleyrand Marine Terminal, and includes a 10-mile short-track known as the Jacksonville Port Terminal Railroad which is operated by Watco and provides connection to both CSX and Norfolk Southern mainlines, as shown in Figure 16.The Jacksonville Port Terminal Railroad established service in 2017 and accommodates major commodities including automobiles, chemicals, farm and good products, intermodal containers, pulp, and paper.

FIGURE 16. DAMES POINT INTERMODAL YARD



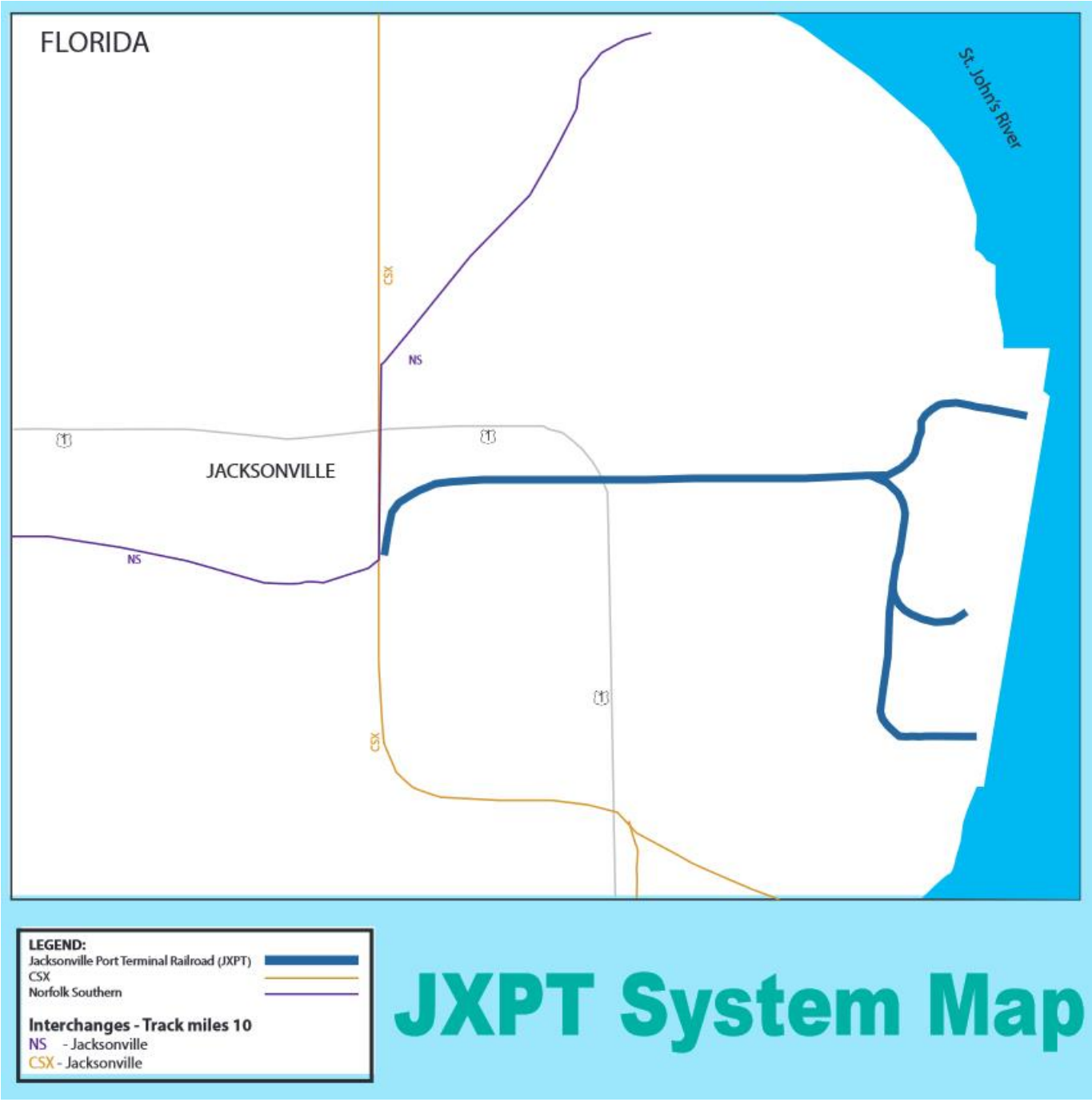
Source: Dames Point Intermodal Yard[55]

[53] Rail Connections, JAXPORT: https://www.jaxport.com/cargo/rail-connections/

[54] Dames Point Intermodal Yard, JAXPORT: https://www.jaxport.com/cargo/facilities/dames-point-ictf/

[55] Dames Point Intermodal Yard, JAXPORT: https://www.jaxport.com/cargo/facilities/dames-point-ictf/

FIGURE 17. JAXPORT RAIL SYSTEM MAP



Source: JAXPORT System Map[56]

JAXPORT is designated by FDOT as a SIS seaport and accommodates an estimated 20 million tons of cargo annually, making it Florida's largest container port by volume and one of the Nation's largest vehicle-handling ports[57]. The port

[56] JAXPORT System Map: https://www.jaxport.com/cargo/facilities/talleyrand-ictf/

[57] Strategic Intermodal System, FDOT: https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/programs/mspi/brochures/sis-seaports.pdf?sfvrsn=27461e57_2

provides connections to more than 70 countries moving a variety of cargo types including containerized freight, roll-on/roll-off automobiles and vehicles, breakbulk, forest products, heavy equipment, project cargo, bulk cargo, military cargo, and liquified natural gas. The port directly supports northeast Florida's regional economy and the state of Florida, producing an estimated $31 billion in annual economic output and supporting more than 26,000 jobs[58].

6.3 Future Vision

As identified in JAXPORT's previous strategic plan (2014-2019), the port's focus was to improve and expand infrastructure to continue to support the large volumes of freight cargo movements, including the completion of the Dames Point Intermodal Transfer Facility and enhancement of rail service via the Jacksonville Port Terminal Railroad. The port is currently investing in projects that are guided by the 2020-2025 strategic master plan, which highlights four key strategies including: expand container business, expand vehicle capacity and volume, expand breakbulk business line, and acquire additional land in proximity to the port.

The port has invested in a series of projects that are currently completed or underway over the past five years that support these foundational strategies and their ongoing commitment to enhance port facilities and infrastructure. These projects include channel harbor deepening (completed in 2022), modernizing the SSA Jacksonville Container Terminal at Blount Island to accommodate taller stacks of containers, the Ceres Terminal to upgrade cargo handling equipment and systems, relocating the Southeast Toyota Distributors (SET) operations from Talleyrand Marine Terminal to Blount Island and provide new on-site rail connections and truck loading areas, developing 40 acres of land to accommodate automobile storage at Dames Point, and developing an additional 27 acres of breakbulk storage capabilities at the Talleyrand Marine Terminal[59].

6.4 Profile Summary

Following the establishment of rail connections via the FEC Railway and the East Florida Railway, JAXPORT began to grow freight cargo movements, operating 30 waterfront ship terminals accommodating an estimated 4 million tons of local and foreign commerce in the 1900s. Since then, the port has continued to focus on improving intermodal capabilities to transport key commodities to major domestic and world regions including Asia, South America, the Caribbean, Central America, Europe and Africa. The port's future vision and current investments reflect its ongoing commitment to support a diverse market base serviced by 40 daily trains, Class I rail lines, and the regional rail system.

[58] JAXPORT, Florida Seaports Council: https://flaports.org/ports/jaxport/

[59] JAXPORT Directory 2023, JAXPORT: https://www.jaxport.com/wp-content/uploads/2022/11/jaxport-directory-2023.pdf

PORT OF FERNANDINA

7

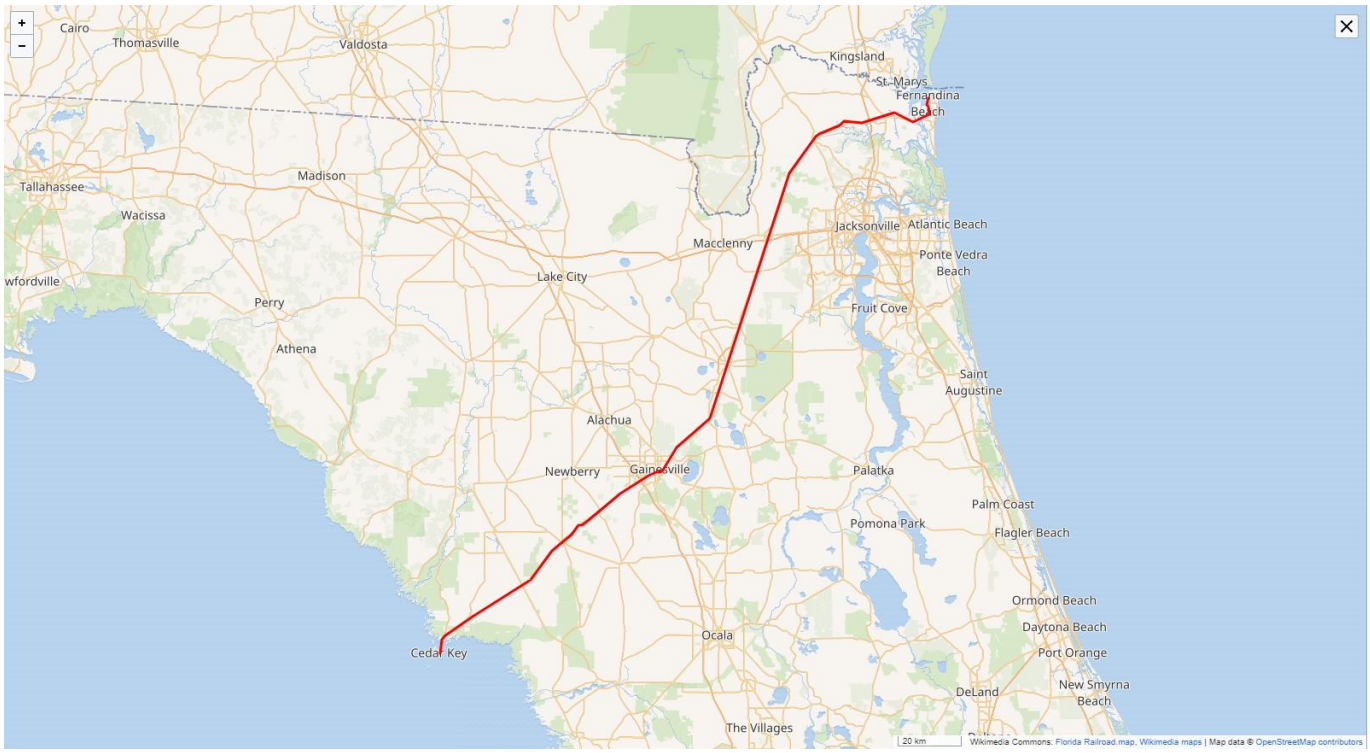
7.1 Historical Rail Connections

The Port of Fernandina is located on Amelia Island, within Nassau County, the northernmost county on Florida's Atlantic coast. Located approximately 40 miles northeast of Jacksonville, the Port is strategically located on the East side of the Amelia River, which meets the Atlantic Ocean just to the North. As part of the city of Fernandina Beach, the Port has experienced several different uses throughout its history. Prior to the U.S. assuming control of Amelia Island in 1817 and the entirety of Florida in 1821, the Port of Fernandina housed the English Fort Tonyn during the American Revolution and became a shipping destination to the U.S. when the Jefferson Embargo Act closed American Ports in 1807[60].

Rail service was introduced to the Port of Fernandina in the 1850s with the opening of the cross-state railroad. Connecting the Port of Fernandina on the Atlantic Coast with Cedar Key on the Gulf Coast, this connection created a steady flow of goods to the Port for shipment to northern cities[60]. Figure 18 shows the approximate original route of the cross-state railroad, also known as the Florida Railroad. For a period of about 20 years, the Port's rail connection allowed it to prosper. During this time, the Port handled a variety of goods, including lumber, cotton, naval stores, and phosphate. However, the later opening of Henry Flagler's FEC Railway would largely contribute to the decline of the Port's rail service, solidifying Jacksonville as the new center for rail and shipping growth[60].

[60] Ocean Highway and Port Authority. Port of Fernandina. History of the Port. https://www.portoffernandina.org/history-of-port

FIGURE 18. MAP OF "FLORIDA RAILROAD" FROM FERNANDINA BEACH TO CEDAR KEY



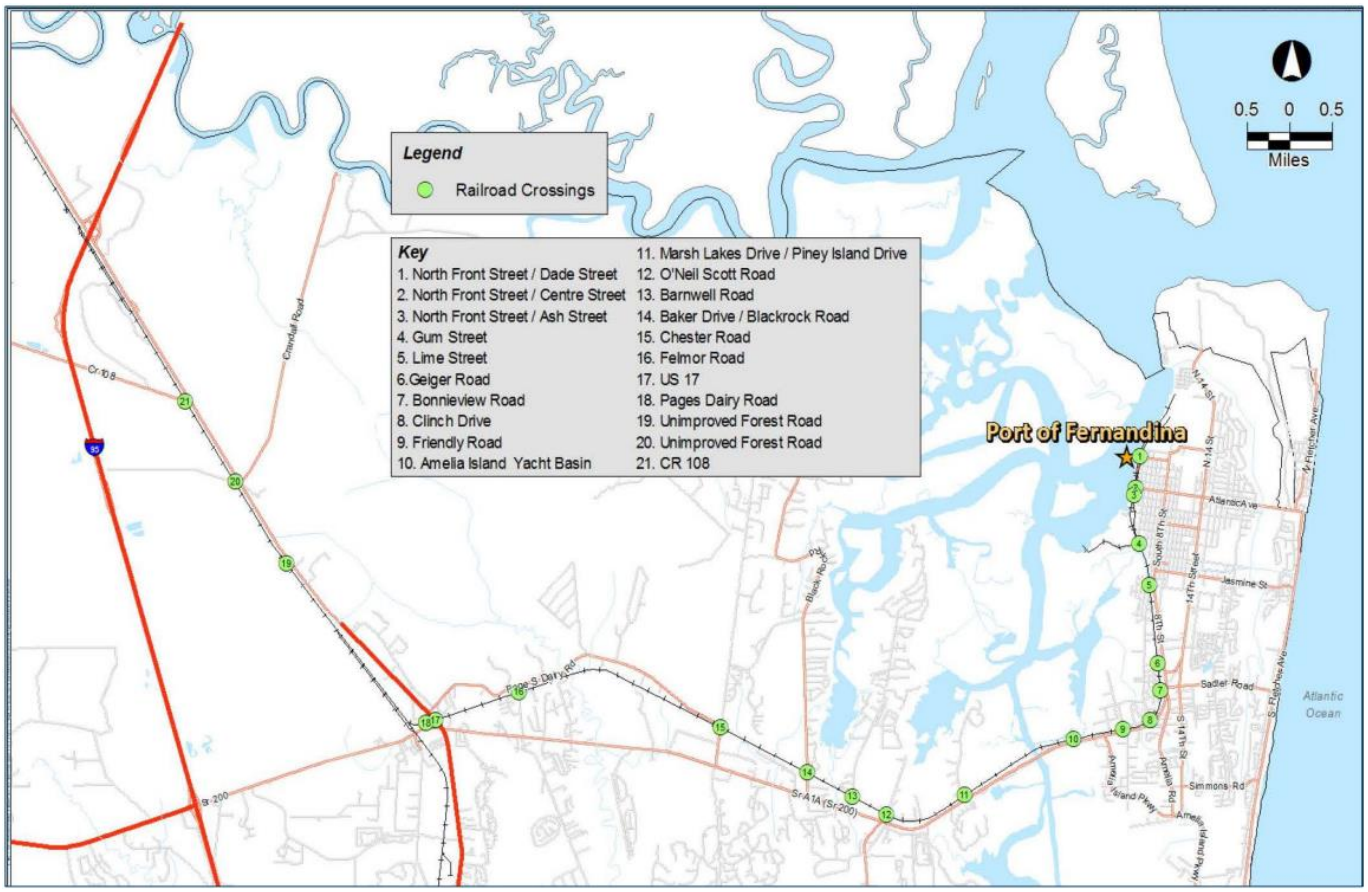
Source: Wikimedia Commons, OpenStreetMap. https://en.wikipedia.org/wiki/Florida_Railroad

7.2 Current Operations

Following the opening of the FEC Railway, the Florida Railroad underwent several ownership changes, along with portions of the original railroad being abandoned. Today, the railroad, which spanned from Fernandina Beach to Cedar Key, is owned by Genesee & Wyoming (G&W) with CSX owning the land underneath the tracks. Operating as a Class III railroad, the Port's rail connection now extends to Yulee, Florida, where it connects directly with the CSX Class I railroad via a switching yard[61]. Figure 19 shows the route of the CSX railroad line to the Port. The green circles, labeled 1 through 21, indicate the various existing railroad crossings and the red line, south of railroad crossings 17 and 18, to the southwest of the Port, represents the southbound CSX Class I railroad. The Port's railroad connection is designated as a Strategic Growth Railway Connector within Florida's SIS and the Port of Fernandina is designated as a Strategic Growth Seaport.

[61] Ocean Highway Port Authority. OHPA Strategic Master Plan. 2.0 Existing Facilities and Operations. https://www.fbfl.us/DocumentCenter/View/14382/OHPA-Master-Plan-Update_Oct_Sec2?bidId=

FIGURE 19. RAILROAD CROSSING LOCATIONS



Source: Ocean Highway Port Authority. OHPA Strategic Master Plan. 2.0 Existing Facilities and Operations.[61]

With a direct rail connection, the Port of Fernandina has on-dock rail and container storage facilities. As of the Port's latest master plan in 2014, the Port's 23 acres includes 1,600 feet of rail sidings, as well as a container yard with a storage capacity of 3,200 TEUs. Additional supporting infrastructure includes two gantry cranes, one mobile harbor crane, three rubber-tired gantry cranes and three reach stackers[62]. Figure 20 shows the Port's existing site layout, which includes the on-dock railroad in green and the adjacent container laydown area in blue. Since 2014, the Port has deepened its berths to 40 feet mean low water (MLW) and added three new gantry cranes[63].

Using this rail infrastructure, the Port of Fernandina manages 2,000 to 4,000 rail cars per year, primarily consisting of forest products and steel cargo, as of the Port's latest master plan. These yearly movements equate to one train entering the Port between 8 and 10 a.m. and one leaving the Port between 3 and 5 p.m., totaling approximately 6 to 11 rail cars processed per day. Due to the low volume of train traffic, the impact of the railroad connection on the surrounding community is minimal. However, during the times of day when the railroad is active, trains move slowly through Fernandina Beach blocking access from the historic district to the marina. Other tenants along the railroad also utilize the tracks for freight movement. These include RockTenn, Rayonier, and other customers in the Nassau Tradeplex, which

[62] Ocean Highway & Port Authority and the Port of Fernandina. Strategic Master Plan. https://www.fbfl.us/DocumentCenter/View/14381/OHPA-Master-Plan-Update_Oct_ExSum_Sec1

[63] Florida Ports Council. Port of Fernandina. https://flaports.org/ports/port-of-fernandina/

increase the number of daily railcars to approximately 45. Rail access continues to be a focus of the Port, as the latest Master Plan projected an increase in both container rail and bulk rail cargo[61].

FIGURE 20. EXISTING SITE LAYOUT

Source: https://www.fbfl.us/DocumentCenter/View/14381/OHPA-Master-Plan-Update_Oct_ExSum_Sec1

7.3 Future Vision

The Port of Fernandina is currently in the process of updating its 2014 Port Master Plan towards its Strategic Master Plan 2023. The new plan, currently in draft form, will cover the 2023-2033 time period[64]. One of the main objectives of the new plan will be to continue to look for opportunities to utilize rail for the transport of cargo to and from the Port of Fernandina. The Port is also currently exploring two future investments to improve operations. These include the expansion and modernization of the Port's on-dock rail/rail loading complex. This project would add over 150,000 square feet of warehouse space, as well as additional rail car loading and unloading capacity. The second project is an 800-foot extension of the Port's berth, which would bring the total length to 2,000 feet[65]. Outside of the Port's land, the G&W railroad connecting to the Port has the ability to play an important role. According to the current Port Master Plan, the railroad connection is underutilized and has excess capacity, with no foreseeable issues with future growth and activities. The railroad, along with the interchange with CSX at Yulee, FL, has full double-stack capabilities. The North JIA Rail Corridor, proposed in the Port Master Plan, seeks to improve the efficiency and economic competitiveness of the railroad. This project would connect the Port's railroad to the existing northerly and westerly routes by eliminating the need for trains to first pass through downtown Jacksonville[62]. Therefore, the Port's rail connection could play a key role in Florida and the Nation's freight network.

7.4 Profile Summary

The Port of Fernandina historically played a crucial role due to its strategic location near Jacksonville, FL and on the Atlantic Coast. Rail was first introduced in the 1850s as a connection between the Port on the Atlantic Coast and Cedar Key on the Gulf Coast. The opening of the FEC Railway reduced the economic competitiveness of the railroad and contributed to its decline. However, the Port continues to have and utilize its rail connection to the Nation's railroad network. The cross-state railroad now exists as a Class III line connecting to the major north-south CSX Class I railroad. The Port of Fernandina operates an on-dock rail system, handing two trains per day and processing approximately 6 to 11 rail cars per day. The line runs through the city's historic district and connects to a CSX switching yard in Yulee, FL. While other tenants utilize the railroad, it continues to be underutilized, with double-stack capabilities not currently taken advantage of. As the Port updates its latest 2014 Port Master Plan to 2023, its rail connection continues to be an important asset and the Port is actively considering expansions to its on-dock rail facility, as well as improvements to connect the overall railroad line to more markets.

[64] OHPA Port of Fernandina 10-Year Strategic Master Plan Draft. https://www.portoffernandina.org/_files/ugd/e5fb15_b89d0103087c4584b88336e8a44967ec.pdf

[65] Port of Fernandina. 2023-2033 Port Master Plan Summary. https://www.portoffernandina.org/_files/ugd/e5fb15_9592692c60764fe0af6840ac5b5334eb.pdf

SEAPORT MANATEE

8.1 Historical Rail Connections

In the early 1960s, the Manatee County Board of County Commissioners acquired 357 acres of former ferry land in the Piney Point area of northwestern Manatee County, located near Tampa Bay in west-central Florida to develop SeaPort Manatee. By 1967, the port Master Plan was developed, recommending a north basin extending eastward almost to the CSX mainline Jacksonville track, and a smaller slip to the south, creating a 22-berth configuration[66]. Recognizing the importance of rail connectivity, the Interstate Commerce Commission for railroad operations issued a Certificate of Public Convenience and Necessity 1969, entitling the port to initiate its own terminal rail service to connect to the CSX mainline, as shown in Figure 21, which primarily supported the petroleum and phosphate industries through the 1970s[67].

In the 1980s through the 1990s, the port began to diversity its commodity mix and finance capital projects to provide additional infrastructure including upgrading the Port Manatee Railroad to accommodate more powerful engines, expanding Berth 7 on the north side of the basin to a 620-foot dock to serve as a marginal wharf with rail runways for dry bulk gantry loading equipment, and building Warehouse 6 to accommodate Fresh Del Monte Produce operations[68]. Since then, SeaPort Manatee has continued to improve its assets such as completing the Harris Intermodal Complex to serve growing market demands and capitalize on new opportunities due to well-established historic rail connections that remain in good condition.

[66] Port Manatee Master Plan 2016, Seaport Manatee: https://www.seaportmanatee.com/wp-content/uploads/2020/09/PortManateeMasterplan2016.pdf

[67] Port History, Seaport Manatee: https://www.seaportmanatee.com/about-us/history/

[68] Port Manatee Master Plan 2016, Seaport Manatee: https://www.seaportmanatee.com/wp-content/uploads/2020/09/PortManateeMasterplan2016.pdf

FIGURE 21. SEAPORT MANATEE RAILROAD AND CSX MAINLINE 1995

Source: Google Earth 1995

8.2 Current Operations

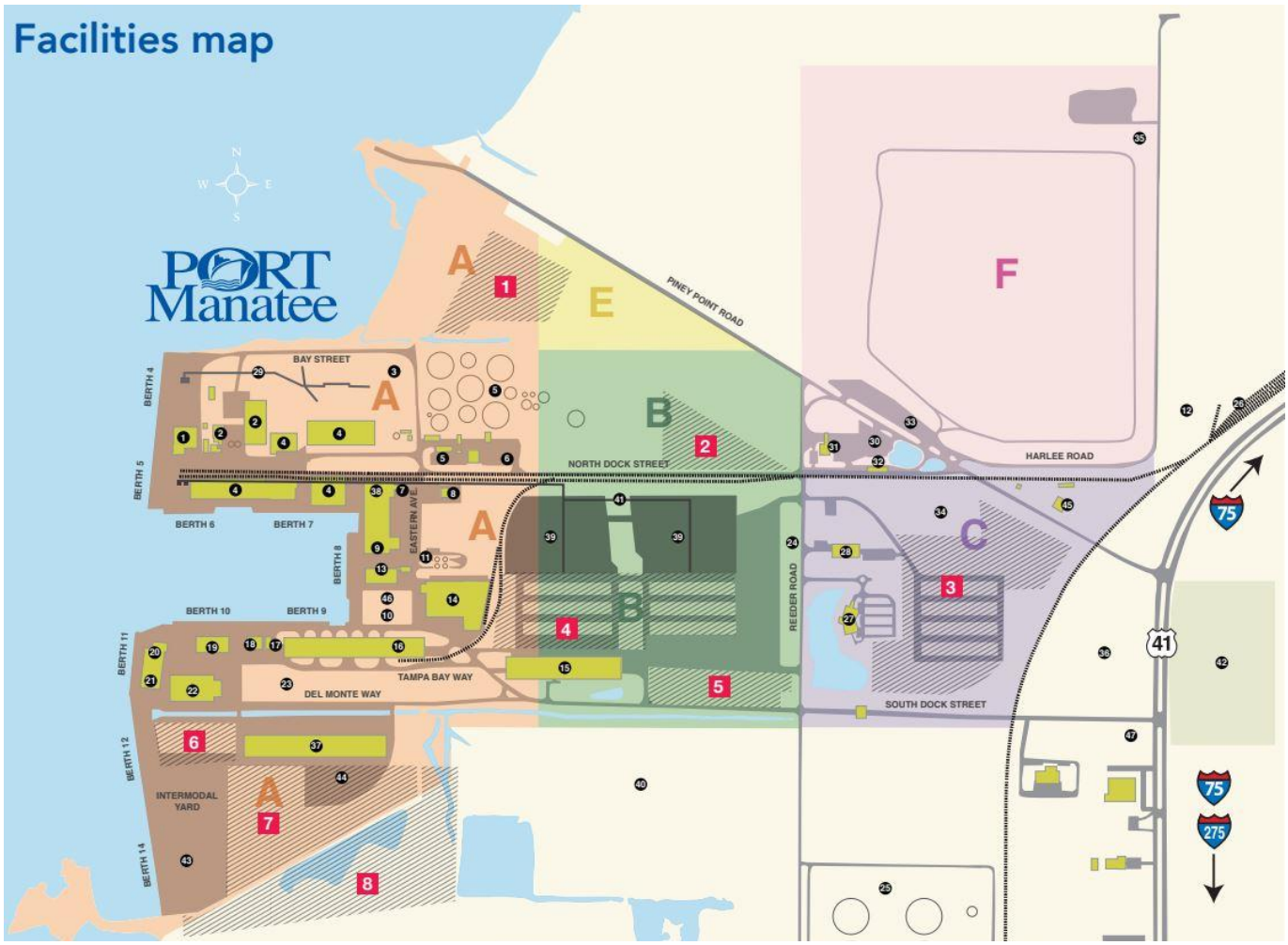
Prior to 2021, the port owned and operated the Port Manatee Railroad, the designated SIS rail connector (the segment of on-port Class III railroad connection to the CSX mainline), and two diesel-electric locomotives that are available to port users on a 24/7 basis with the capacity to accommodate more than 300 rail cars[69]. The Port Manatee Railroad is a short-line 7-mile facility that connects to the CSX mainline north of Piney Point Road and consists of a mainline track that runs along North Dock Street to bulk terminal areas at Berths 6 and 7, and a branch track which departs the mainline and travels southward along Warehouse 9 providing service to the Harris Intermodal Complex[70]. However, the port signed a long-term agreement with Regional Rail LLC in 2021 to take ownership of the Port Manatee Railroad and locomotives through at least 2036 with potential extension into 2051[71]. The railroad facilities are used by tenants including Carver Marine, Federal Marine Terminals, Kinder Morgan and Logistec. A map of SeaPort Manatee's facilities is shown in Figure 22.

[69] Port Manatee Site Utilization and Network Analysis Study, FDOT District One: https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/rail/publications/d1/port-manatee-site-utilization-and-network-analysis-study-final-report_april-2019.pdf?sfvrsn=4c973021_6

[70] Port Manatee Site Utilization and Network Analysis Study, FDOT District One: https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/rail/publications/d1/port-manatee-site-utilization-and-network-analysis-study-final-report_april-2019.pdf?sfvrsn=4c973021_6

[71] 2022 Directory, Seaport Manatee: https://www.seaportmanatee.com/wp-content/uploads/2022/03/SPM_Directory2022_web7266.pdf

FIGURE 22. SEAPORT MANATEE FACILITIES



Source: SeaPort Manatee Facility Map[72]

SeaPort Manatee is a designated by FDOT as a SIS seaport, accommodating more than 11 million tons of bulk, breakbulk, containerized and heavy lift project cargo to key markets including Latin America and Europe. In addition to serving as a gateway for 400-million gallons of gasoline and related fuels that directly support Southwest Florida's economy, the port's primary imports include fruit and vegetable juices, aluminum, washing/drying machines, bananas and plantains and refrigerators/freezers, and primary exports include fertilizer, wood pulp, paper, scrap iron/steel and sulfur[73]. The port generates more than $5 billion in annual economic impact for the local community, and supports more than 37,000 direct and indirect jobs[74].

[72] Seaport Manatee Facility Map, Seaport Manatee: https://seaportmanatee.com/wp-content/uploads/2019/08/PM2019_faciltymap.pdf

[73] Port Facts, Seaport Manatee: https://www.seaportmanatee.com/about-us/port-facts/

[74] Port Facts, Seaport Manatee: https://www.seaportmanatee.com/about-us/port-facts/

8.3 Future Vision

In 2019, FDOT District One completed the Port Manatee Site Utilization and Network Analysis Study to research and identify future capability and capacity improvements utilizing current and future SeaPort Manatee properties, existing infrastructure, and identification of new infrastructure and facilities to maximize freight movement and handling capabilities. The study identified that port tenants do not want regularly scheduled rail service, and the current volume and cargo requirements do not justify service expansion at this time. However, the port is located within the Planned Development Encouragement Zone (PDEZ) designated by Manatee County, which could require additional rail service improvements in the future, if the port is able to attract additional value-added operations within this zone[75].

SeaPort Manatee's future vision is guided by its goals of expanding berth capacity and increasing market diversity along with cargo staging capacity[76]. The port recently completed the addition of six transloading docks at Warehouse 2 and expansion of the North Gate security complex, and is currently in the process of completing a $13 million expansion of the port's dockside container yard and updating its master plan[77]. Additional improvements include the extension of Berth 3, construction of a 150 sq. ft. dry/chill warehouse, and completion of Phase III of the Intermodal Container Yard[78].

8.4 Profile Summary

SeaPort Manatee's original port design, developed in the 1960s, recognized the importance of providing rail connectivity to the CSX Jacksonville mainline. This opportunity resulted in the creation of the previously port owned and operated short-line railroad (the Port Manatee Railroad), and acquisition of two locomotives that are available to port users at all times to support a diverse array of freight cargo movements. Situated along the Gulf of Mexico and operating as the closest U.S deepwater seaport to the Panama Canal, SeaPort Manatee is one of Florida's fastest growing ports. The port continues to rely on interconnected rail infrastructure to enhance operations and invest in intermodal projects that expand cargo staging capacity and additional enhancements to support Southwest Florida's economy.

[75] Port Manatee Site Utilization and Network Analysis Study, FDOT District One: https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/rail/publications/d1/port-manatee-site-utilization-and-network-analysis-study-final-report_april-2019.pdf?sfvrsn=4c973021_6

[76] Seaport Manatee, Florida Ports Council: https://flaports.org/ports/seaport-manatee/

[77] 2022 Directory, Seaport Manatee: https://www.seaportmanatee.com/wp-content/uploads/2022/03/SPM_Directory2022_web7266.pdf

[78] Seaport Manatee, Florida Ports Council: https://flaports.org/ports/seaport-manatee/

PORT TAMPA BAY

9

9.1 Historical Rail Connections

Port Tampa Bay is situated on the western coast of the Florida Peninsula, providing access to the Gulf of Mexico through Tampa Bay. The port's history dates back to 1823, when the United States government established Fort Brooke, a military post, along the Hillsborough River to transport military supplies via steamers and sailing vessels to support the Seminole War[79]. However, the port wasn't officially established until 1846 following the arrival of Captain James McKay, who operated a sailing vessel between Tampa, Mobile, and New Orleans and two steamers transporting cattle to Cuba[80]. As the port's channel was inadequate to serve larger ships, the port mainly accommodated local fisherman and small vessels during this time period. Figure 23 shows the Tampa Bay pier in 1895.

FIGURE 23. TAMPA BAY PIER CIRCA 1895

Source: Harbour Island People Mover and Hillsborough Bay Harbor History[81]

[79] History of Port Tampa Bay, Port Tampa Bay: https://www.porttb.com/history

[80] History of Port Tampa Bay, Port Tampa Bay: https://www.porttb.com/history

[81] Harbour Island People Mover and Hillsborough Bay Harbor History: https://www.tampapix.com/peoplemover.htm

The port began to develop in the 1880s following Henry Plant's decision to expand the railway system to provide service to the old city of Tampa Bay via the South Florida Railroad, which was taken over by the Atlantic Coast Line in 1902[82]. Recognizing the economic opportunity to establish Port Tampa Bay as a deep-water seaport and increase cargo movements, Henry Plant's investment company developed a $3 million plan to dredge the existing channel to accommodate large steamships and extend the existing rail service to the old city of Tampa Bay by nine miles to reach the port[83]. The railway provided connections to the Uceta Yard, which is now knows as the CSX owned and operated A line. In addition to A line railway connections, the port developed various other rail connections including the now CXS S line, previously a part of the Florida Central and Peninsular Railroad connecting to Harbour Island, the AZA line built by the Tampa Southern Railroad in 1924, and tracks to Hookers Point built by the Tampa Northern Railroad in 1908. The port enhancements and connectivity to various railroads directly supported Florida's agriculture and forest industries through the 1900s, and became a major catalyst for expansive freight cargo growth.

9.2 Current Operations

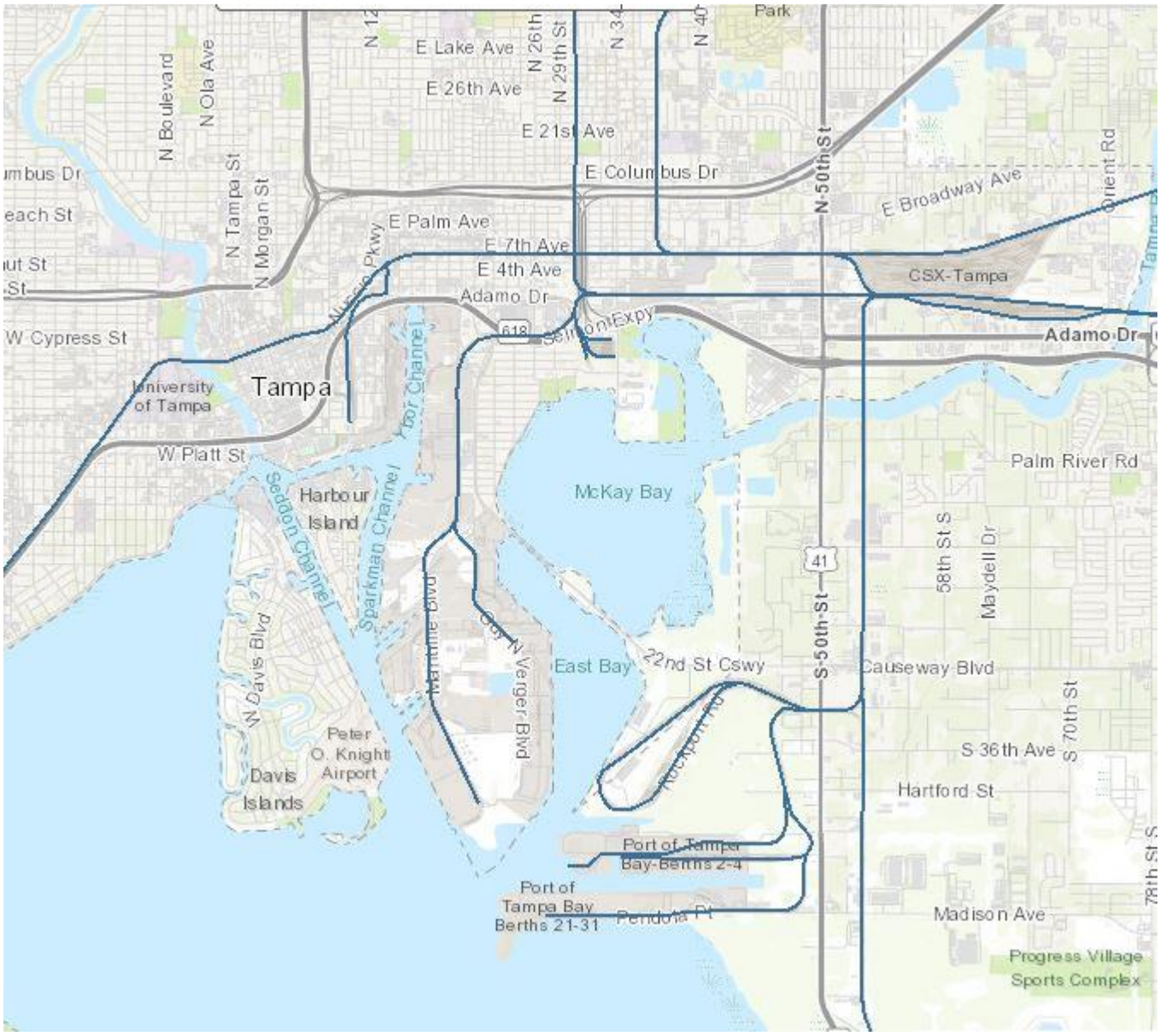
The Port Authority of Tampa oversees the Port Tampa Bay District, which includes various locations of port owned and privately owned land providing access to the Hillsborough Bay and McKay Bay. The port conducts operations at multiple locations including Channelside, Port Ybor, Hookers Point, East Port, Port Sutton, and Port Redwing which all have connecting rail service via CSX branch lines[84]. CSX provides Class I rail service via the three historical mainlines: the A line, the S line, and the AZA line which connect to multiple branch lines to serve the different port areas. Figure 24 illustrates the rail lines serving Port Tampa Bay today.

[82] History of Port Tampa Bay, Port Tampa Bay: https://www.porttb.com/history

[83] Henry Plant, Henry Plant Museum: https://www.plantmuseum.com/exhibits/current-exhibits/plant%E2%80%99s-southern-empire

[84] Tampa Port Authority Master Plan: https://frontrunner-bucket.s3.amazonaws.com/001F3DB0-5056-907D-8D77-5276B42DA80D.pdf

FIGURE 24. CSX RAIL LINES AT PORT TAMPA BAY



Source: CSX System Map[85]

The port continues to leverage historical railroad infrastructure and invest in projects, such as the Tampa Gateway Rail, to enhance rail connectivity and support cargo operations and expand port supported markets. Completed in 2012, the Tampa Gateway Rail was developed under public-private partnership to create Florida's first on dock unit train capability connection and the nation's first ethanol unit train with connections to a pipeline distribution system. This project established :Port Tampa Bay as the leading energy gateway in Florida, with the capability to accommodate 100 car unit trains[86].

[85] CXS System Map: https://www.csx.com/index.cfm/customers/maps/csx-system-map/

[86] Tampa Gateway Rail, Port of Tampa Bay: https://www.porttb.com/container

Today, Port Tampa Bay is designated by FDOT as a SIS seaport, accommodating 33 million tons of cargo a year, the largest tonnage volume in the state of Florida[87]. The port supports a diverse array of maritime and other related activities including shipbuilding and repair, and cruise operations and accommodates a mixture of bulk, break-bulk, roll-on/roll-off, and container cargo[88]. As Florida's largest seaport by tonnage, the port generates an estimated $17.2 billion in economic impact, supporting 85,000 direct and indirect jobs, and supporting an estimated 74 million residents and visitors in the region[89].

9.3 Future Vision

The port's future vision is outlined in the 2016 Port Tampa Bay Master Plan and guided by seven foundational anchors. As outlined in the foundational anchors 4 and 7, the port plans to expand and diversify the region's industrial economy and cargo base by ascertaining competitive rail access, and develop and implement a landside transportation access strategy to address the port's road, rail and pipeline access[90]. As existing road and rail infrastructure, especially last-mile infrastructure outside of the port, often creates freight bottlenecks impacting the efficiency of freight and passengers, the port is committed to improving mobility, and working in conjunction with CSX and FDOT to provide solutions that separate road and rail traffic. To support this commitment, FDOT is planning future improvements at the US 41 and Causeway Boulevard intersections, which experience traffic delays during peak periods associated with the CSX railroad crossing, to support safe movements of freight truck traffic and enhance multimodal connectivity among bicyclists and pedestrians[91].

9.4 Profile Summary

Port Tampa Bay took form in the 1880s, following the first port rail connection provided by Henry Plant via the South Florida Railroad. Following the expansion of the seaport channel and additional railway connections provided by several railroads in the 1900s, cargo operations experienced rapid growth, transforming Port Tampa Bay into what it is today - Florida's largest and most diverse seaport. The port's current operations continue to rely on historic rail connections, which are now owned and operated by CSX, providing connections to three main lines via several on-port branch lines. As the port looks towards the future, it is committed to improving rail access to enhance freight cargo movements while simultaneously implementing strategies focused on reducing traffic delays caused by the increasing rail and vehicle truck traffic movements needed to support the Tampa Bay region and the state.

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[87] Strategic Intermodal System, FDOT: https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/programs/mspi/brochures/sis-seaports.pdf?sfvrsn=27461e57_2

[88] Port of Tampa Bay, Florida Seaports Council: https://flaports.org/ports/port-tampa-bay/

[89] Port of Tampa Bay: https://www.porttb.com/

[90] Port of Tampa Bay Master Plan (2016), Port of Tampa Bay: https://frontrunner-bucket.s3.amazonaws.com/FD47D135-5056-907D-8DBC-D624792F793D.pdf

[91] FDOT External Projects, Port of Tampa Bay: https://www.porttb.com/planning

PORT OF PORT ST. JOE

10

10.1 Historical Rail Connections

The Port of Port St. Joe is situated on the site of a deep water natural harbor within the city of Port St. Joe, Florida. The port was first developed in the late 1830s and 1840s and since then has operated twice as a thriving port with rail freight transport. During this time period, Florida's first railroad was built between Lake Wimico, to the east of the city, and Saint Joseph Bay, where Port St. Joe is situated. This gave the Port of Port St. Joe an advantage over the neighboring port to the southeast, the Port of Apalachicola, as much of the cargo that would normally be sent to this port was now sent via rail to the Port of Port St. Joe. During this boom period, the port exported large amounts of cotton, competing with larger ports such as Charleston and New Orleans. However, due to a yellow fever outbreak in 1841, both the city and port became deserted and the port's buildings deteriorated due to lack of maintenance and upkeep, later to be destroyed[92].

Rail service at the port was reinstated in the early 1900s, with the construction of the Apalachicola Northern Railroad (now the AN Railway). Coupled with the dredging of a new port channel in 1914, this spurred the growth of the port's railroad services, beginning with a focus on forest products. Use of this railroad continued through the 20th century, and between the 1940s and 1980s, the port's cargo largely included petroleum, cotton, timber, chemicals, paper, resin, turpentine, agricultural commodities, and dynamite. However, the closure of the St. Joe Paper Company mill and two chemical processing plants—Arizona Chemical and Premier Chemicals—drastically reduced freight activity in the area and AN Railway service was discontinued to the port in 2010[93].

Figure 25, below, illustrates the existing road and rail facilities that the Port of Port St. Joe has access to, including this historic AN Railway, highlighted in light orange, which has not been in operation since 2010.

[92] Port of Port St. Joe. A Brief History of the Port of Port St. Joe. http://portofportstjoe.com/port-history.cfm

[93] Port St. Joe Port Master Plan 2021. http://portofportstjoe.com/PORT%20MASTER%20PLAN%202021.pdf

FIGURE 25. EXISTING ROAD AND RAIL FACILITIES

Source: Port of Port St. Joe Port Master Plan.

10.2 Current Operations

Today, the Port of Port St. Joe is focused on ship operations, with nearly 1,900 feet of bulkhead within its ship channel. Some of the Port's exports include oyster shells to Mississippi, rock to Tampa, and wood chips to Honduras. During FY2020/21, the Port's export volume reached 30,000 tons. Another focus of the Port has been ship repair services[94].

While rail service continues to not be operational, much of the AN Railway tracks have remained within the Port's land. Figure 26 shows the existing rail facilities found within the Port Planning Area. The tracks shown here are part of the larger AN Railway network presented in the previous section in Figure 25. The entirety of the railroad, from Gadsden County into the Port consists of 96 miles of Class III mainline heavy-duty tracks, built with 140-pound rail on concrete ties. Currently owned by The St. Joe Company and operated by Genesee & Wyoming, the railroad has not been operational since 2010. The absence of maintenance has left the railroad in poor condition, with deterioration occurring specifically on the trestles and bridges that cross the Apalachicola River[93].

Although very little activity has occurred on the northern portion of the line, the Port's Master Plan does not provide volumes and continues to list the railroad as not operational. Therefore, the impact of the AN Railway on the local community of Port St. Joe can be considered minimal to no impact. Nevertheless, the Port has kept the railroad right-of-

[94] Florida Ports Council. Port of Port St. Joe. https://flaports.org/ports/port-of-port-st-joe/

way in place to support future operations, which will be discussed in the following section. These are shown below in Figure 26 and include a railroad line across the Arizona Chemical site, the only existing rail line within the Port Planning Area, and a rail yard just south of the Arizona Chemical site, just outside the Port Planning Area. These facilities allow future service and capacity to be readily available. Additionally, the point at which the AN Railway terminates and connects with the CSX, in Gadsden County, contains a 35-acre facility with the capacity for 500 rail cars.

At the statewide level, the Port has been designated as a Strategic Growth seaport as part of FDOT's SIS. This means the port has met specific SIS requirements, and is either poised to meet SIS minimum activity levels within three years or has been determined by FDOT to be of compelling state interest[95].

[95] FDOT. Strategic Intermodal System Designation Criteria. https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/sis/designation/sis_designation_criteriafec255e0c3a74c2b9ff8baf2f14645ca.pdf?sfvrsn=87651901_2

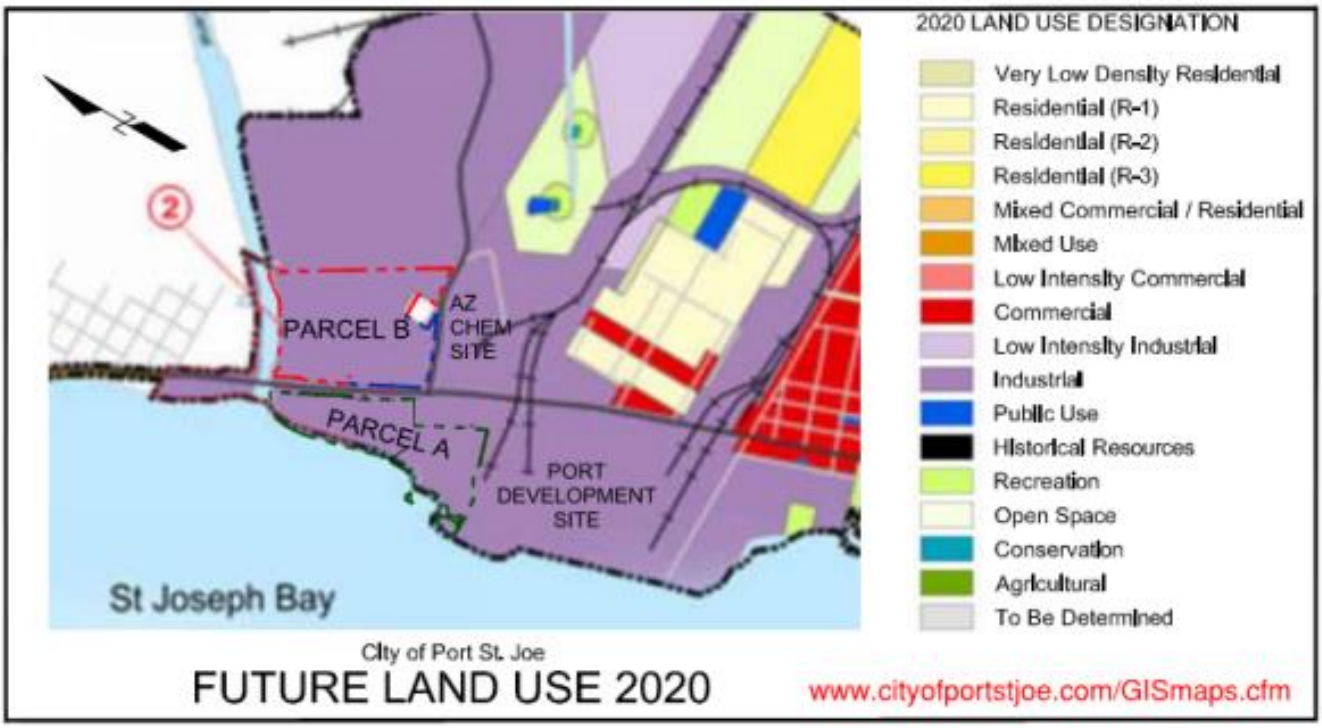
FIGURE 26. EXISTING ROAD AND RAIL FACILITIES WITHIN THE PORT PLANNING AREA

Source: Port of Port St. Joe Port Master Plan.

10.3 Future Vision

As the Port of Port St. Joe considers its future development, it continues to see the AN Railway connection as a crucial asset. The Port's goals outlined in its latest Port Master Plan include collaboration with city, county, state, and Federal agencies responsible for water, highway, and rail connectivity to improve intermodal access. The city's latest Comprehensive Plan, which was adopted in 2007, includes the AN Railway in the plan's vision of the future (2020) land use map, shown below in Figure 27[93].

FIGURE 27. PORT ST. JOE FUTURE LAND USE MAP 2020



Source: Port of Port St. Joe Port Master Plan.

In recent years, the Port, partnering with key stakeholders, has taken tangible steps to improve its rail connections. The most critical was the securing of a grant from FDOT, matched by The St. Joe Company and Genesee & Wyoming, to make necessary repairs and retore the AN Railway to operational status[93]. The grant, which totals $5 million, will be used to rehabilitate about 40 miles of rail and 17 structures, including a trestle over the Apalachicola River. These funds will be spent once freight company commitments justify doing so. At the same time, several freight commitments are in progress. According to the Port's strategic plan, the Port has recently signed two letters of intent with freight companies. The first of these was with Enova Energy Group, which develops renewable based assets, and has expressed interest in transporting one million metric tons per year of wood pellets to the Port of Port St. Joe via rail, to later be shipped to overseas markets. The other is with Green Circle Bio Energy, Inc., which produces biomass based renewable energy and is interested in developing a wood pellet production facility off of the AN Railway, which could be used to transport materials to the port[96]. Outside of the port's vicinity, rail service has been included in the planning process for an Inland Logistics Center, as part of the Gulf to Gadsden Freight Logistics Zone planning effort[97], near where the AN Railway crosses I-10[93].

[96] Port of Port St. Joe. Port St. Joe Strategic Opportunities for Port St. Joe's Emerging Port. http://invertir.bestamericanstorage.com/wp-content/uploads/PSJ-PortBrochure-0316.pdf.pdf

[97] Gadsen County. Gulf to Gadsen Freight Logistics Zone Strategic Plan. https://www.gadsdenfldev.com/gulf-to-gadsden-freight-logistics-zone-strategic-plan/

10.4 Profile Summary

The main railroad that connects to the Port of Port St. Joe is the AN Railway. It was built during the port's original development in the 1830s and 1840s, later to fall into disrepair around 1841. Railroad service was restored in the early 1900s and operated throughout the 20th century, as the port experienced another growth period. While the closure of several freight generators led to rail service being discontinued in 2010, the railroad continues to be intact between Port St. Joe and Gadsden County, near the Georgia border, where it meets a CSX mainline. At the time of the development of this profile, this Class III railroad remains inactive and is largely in poor condition.

As the Port looks to grow in the future, it continues to recognize and plan for its rail assets, with their inclusion in both the Port Master Plan and strategic plan. In recent years, the Port has partnered with key public and private stakeholders to expedite the re-development of its railroad connection. The largest of these efforts has been a $5 million grant from FDOT, with matched funds from The St. Joe Company and Genesee & Wyoming, who operate the railroad. Other crucial efforts have involved discussions with private sector manufacturers, several of which have expressed interest in developing facilities that would use the AN Railway. With these efforts, as well as the port's intermodal vision for the future, the Port of Port St. Joe is well positioned to restore its rail service and find use cases that leverage its position relative to the Panama Canal and other markets.

PORT PANAMA CITY

11

11.1 Historical Rail Connections

Port Panama City is Florida's northernmost port situated in the Gulf of Mexico. Port Panama City was formed in the 1900s and identified by A.B Steele, a renowned lumberman, as a strategic location to provide rail service to meet the demand for exported timber and forest products[98]. In 1906, A.B Steele established the Atlanta & St. Andrews Bay Railroad, planning to connect Port Panama City to Atlanta[99]. However, the railroad never reached Atlanta, as its mainline was completed in 1908 ending in Dothan, Alabama, as shown in Figure 28. As the port did not experience the rapid growth A.B Steele was expecting, the railroad mainly carried timber-based freight before commencing passenger service in 1908 which soon carried four passenger trains per day[100]. In 1930, the Atlanta & St. Andrews Bay Railroad transferred ownership to the International Paper Company.

Following the 1930s, Port Panama City was selected to build and operate a yard for construction of Liberty ships to support the wartime shipping needs of Great Britain. This land became known as the Wainwright Yard, responsible for the construction of 108 ships from 1943 until the end of the war, and supporting local economic growth[101]. By 1947, the International Paper Company railroad carried an estimated 68,000 annual carloads of oil to support World War 2 demands, which upgraded the rail service to Class I[102]. Shortly following the increase in port movements, Port Panama City was officially established by the Panama City Port Authority in 1967[103]. Today, the railroad is owned and operated by Genesee & Wyoming, which re-named the route the Bay Line, and includes 165 miles of track that mainly transports aggregates, chemicals, coal, food, forest products, minerals, steel, and scrap[104].

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[98] Bay Line History, Bay Line Railroad: https://www.gwrr.com/bayl/history/

[99] Bay Line History, Bay Line Railroad: https://www.gwrr.com/bayl/history/

[100] Bay Line History, Bay Line Railroad: https://www.gwrr.com/bayl/history/

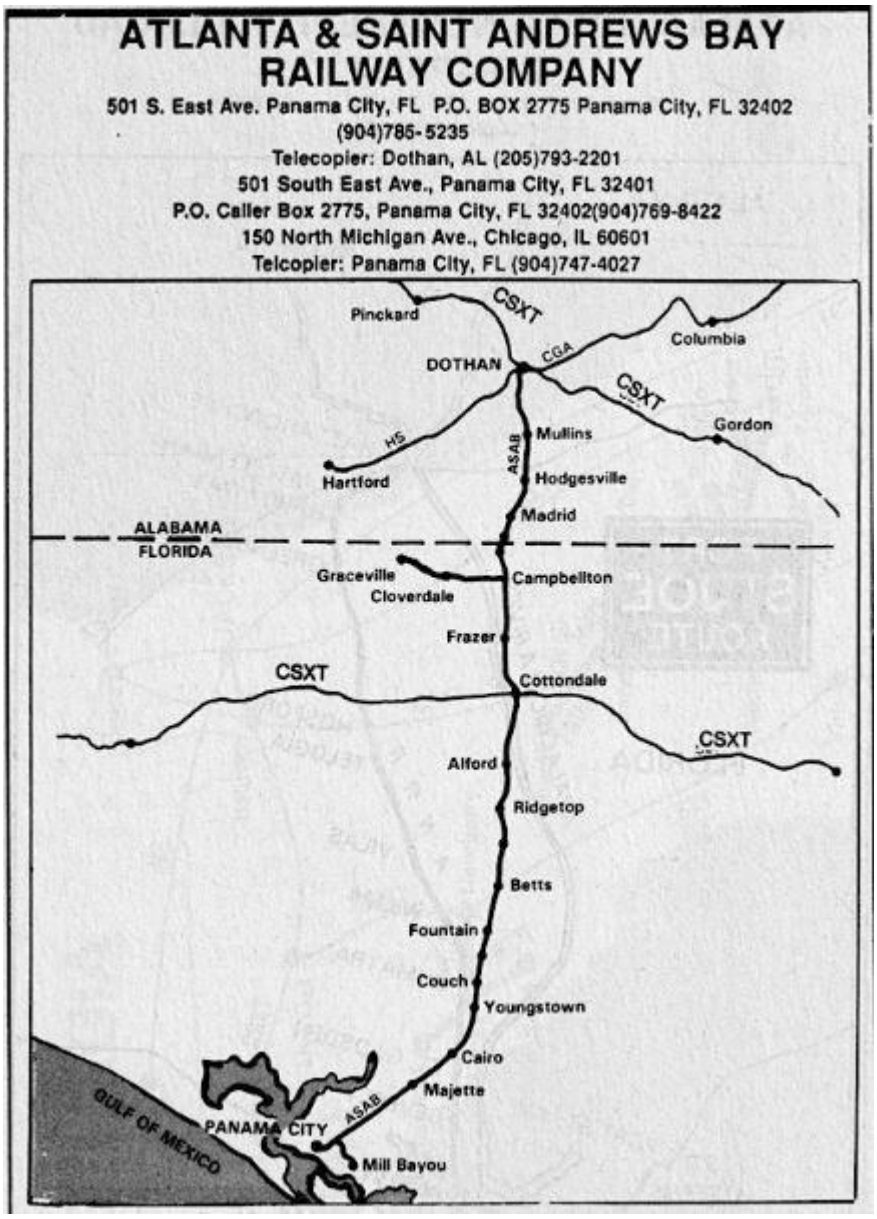
[101] Wainwright Shipyard, Museum of Florida History: https://www.museumoffloridahistory.com/explore/exhibits/permanent-exhibits/world-war-ii/historical-sites/northwest-listing/wainwright-shipyard/

[102] Bay Line History, Bay Line Railroad: https://www.gwrr.com/bayl/history/

[103] Port of Panama City, City of Panama City: https://www.panamacity.gov/178/Port-Panama-City

[104] The Bay Line, Hawkins Rails: https://hawkinsrails.net/shortlines/bayl/bayl.htm

FIGURE 28. ATLANTA & SAINT ANDREWS BAY RAILWAY COMPANY



Source: Atlanta & Saint Andrews Bay Railway Company Map (1994)[105]

11.2 Current Operations

Port Panama City operates 138 acres of property on Dyers Point and supports a cargo base consisting of imports, exports, and domestic breakbulk, bulk and containerized cargo. Forest product exports continue to be a major element of port operations, with additional commodity movements of copper, linerboard, wood pulp, steel plate, steel pipe, steel coils and flexible pipes[106]. As shown in Figure 29, historic rail connections provided by the Bay Line Railroad continue to operate in

[105] Map of the Atlanta & Saint Andrews Bay Railway Company, Hawkins Rail: https://hawkinsrails.net/shortlines/bayl/bayl.htm

[106] Port of Panama City, Panama City Port Authority: http://www.panamacityportauthority.com/the-port.html

good condition, providing service connections to CSX and Norfolk Southern. The port is recognized as a SIS seaport by FDOT, accommodating an estimated 1.7 million tons of freight cargo[107]. Cargo activities generate an estimated $1.6 billion in economic value per year, expanding the regional economy and supporting 1,300 direct jobs and 7,700 user-related jobs[108].

FIGURE 29. PORT PANAMA CITY AND FACILITIES 2018

Source: Google Earth (2018)

Prior to 2018, the port utilized an Intermodal Distribution Center (IDC) located 15 miles north of the port's east and west terminals with connections provided by Bay Line Railroad to support freight cargo movements, until Hurricane Michael caused significant damage to the facility, rendering half of the facility unusable[109]. Hurricane Michael also damaged the port's East Terminal and warehouses. Following Hurricane Michael in 2018, the port undertook the largest project ever

[107] Strategic Intermodal System Seaports, FDOT: https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/programs/mspi/brochures/sis-seaports.pdf?sfvrsn=27461e57_2

[108] Port Panama City, Florida Seaports Council: https://flaports.org/ports/port-panama-city/

[109] Port Panama City: Recovered, Resilient, Growing, Florida Seaports Council: https://flaports.org/port-panama-city-recovered-resilient-growing/

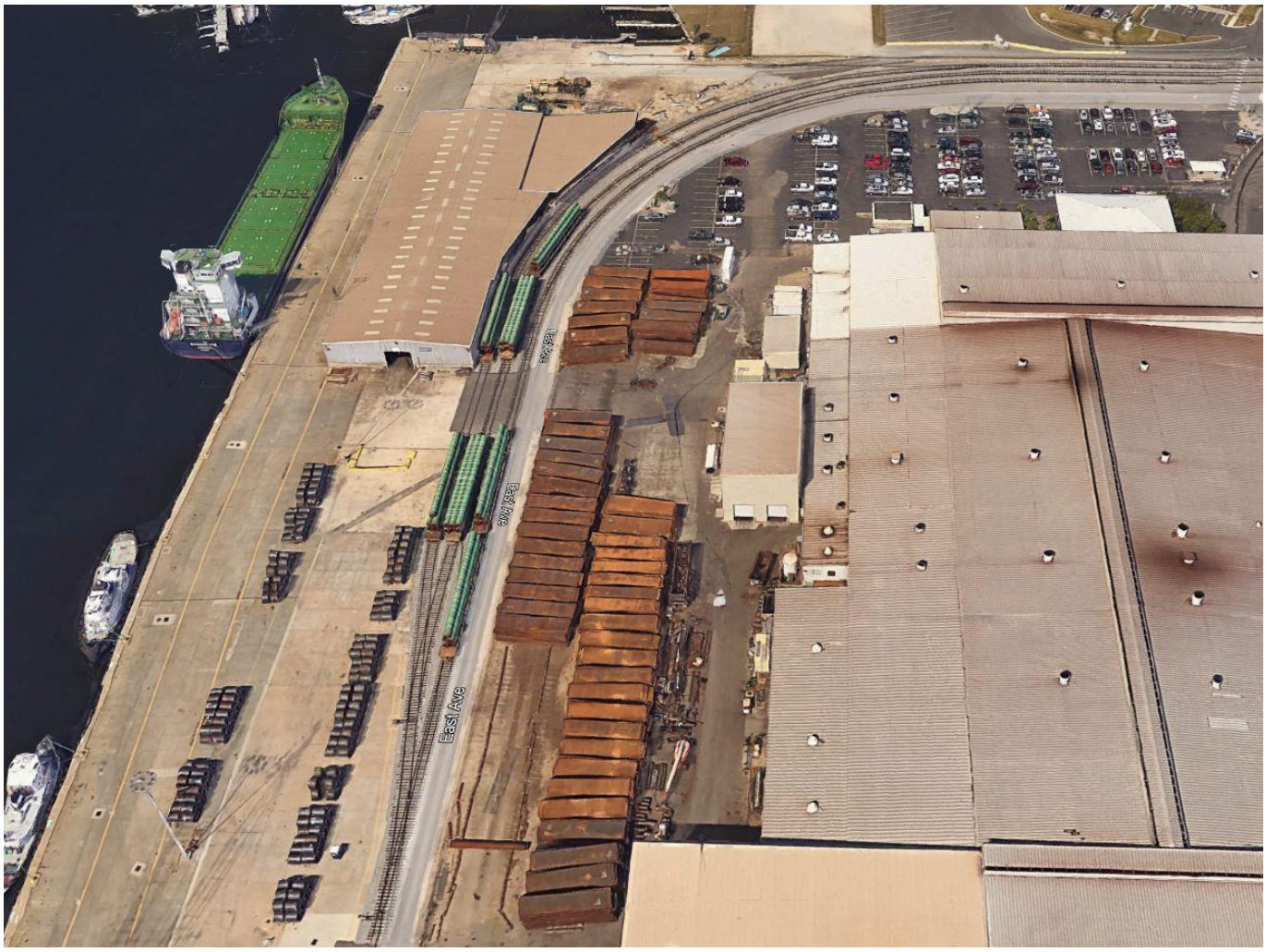
undertaken, a $60 million expansion of the East Terminal, located along the southern portion of East Avenue near the paper mill. The first phase of the East Terminal expansion was completed in 2020 and included an additional 900-foot berth, a warehouse, and a 40-car rail yard, as shown in Figure 28, with phase two set to be completed in 2024[110]. Operations at the IDC have also been reinstated.

FIGURE 30. PORT PANAMA CITY AND FACILITIES 2023

Source: Google Earth (2023)

[110] Port Panama City Dedicates East Terminal and East Channel, Florida Seaports Council: https://flaports.org/port-panama-city-dedicates-east-terminal-and-east-channel/

FIGURE 31. PANAMA CITY EAST TERMINAL EXPANSION



Source: Google Earth (2023)

11.3 Future Vision

The future vision of Port Panama City will be guided by its commitment to adding 500,000 tons of new cargo activity between its two marine terminals. The port plans to purchase additional land near the East Terminal, develop a second berth, and invest in additional on-port warehouse capacity on the eastern side, with enhancements on the western side to include additional truck staging capacity, and expansion of the West Terminal to grow regional container trade[111]. In addition to port improvements, FedEx plans to build a new 251,000 square-foot distribution center at the IDC, which will support 208 jobs and strengthen Panama City's role as a domestic and international distribution hub for the Northwest Florida region[112].

[111] Port of Panama City, Florida Seaports Council: https://flaports.org/ports/port-panama-city/

[112] FedEx to Build Regional HQ at Port Panama City, Florida Seaports Council: https://flaports.org/fedex-to-build-regional-hq-at-port-panama-city/

11.4 Profile Summary

Port Panama City played a pivotal role in the early development of Panama City in the 1900s, especially following A.B Steele's vision of establishing a railroad between Port Panama City and Atlanta to support timber exports from the region. Although the railroad never reached Atlanta, it provided service to Dothan, Alabama, which now operates as the Bay Line Railroad and continues to provide rail service to the port with additional connections to CSX and Norfolk Southern. The port has historically focused on industrial and cargo uses, which remains its focus today and into the future. Following the completion of the East Terminal expansion and future planned improvements to further enhance cargo capacity, the port continues to grow and support the Northwest Florida's economy.

PORT OF PENSACOLA

12

12.1 Historical Rail Connections

The Port of Pensacola, situated along Pensacola Bay, was first discovered in the 1500s by Spanish explorers of the New World. Nearly 200 years later, the port began to establish itself following the first record of cargo product movement including pine and pitch products, wood masts and spars for sailing vessels in 1743, which lead to the completion of the first commercial dock in 1784[113]. The port has a history of being plagued by fires, causing port facility destruction and forcing the port to re-build. The first fire occurred in 1861, when the port was burned by the Confederate Army and rebuilt after the war. In 1875 through 1896, the port re-established timber trade movements and other additional cargo including barrel staves, cotton and tobacco[114].

The port established rail service in 1882 via the Pensacola & Atlantic Railroad (later L&N) as shown in Figure 30 with passage to Jacksonville, and later acquired the rights to build docks and warehouses, and to purchase steamships to handle cargo[115]. Following the port's decline during the great depression, the port explored ways to revitalize in 1942, which lead to the Municipal Port Authority purchasing the major railroad wharves which were originally owned and operated by L&N, Louisville and Nashville, and the St. Louis and San Francisco railroads in the previous decades[116]. After this purchase, the port focused on expanding cargo capabilities and diversification of cargo to include cast iron pipe, electrodes, non-ferrous metal scrap, aluminum ingots, wood pulp, transmission poles, military equipment, lumber and plywood and other general cargo.

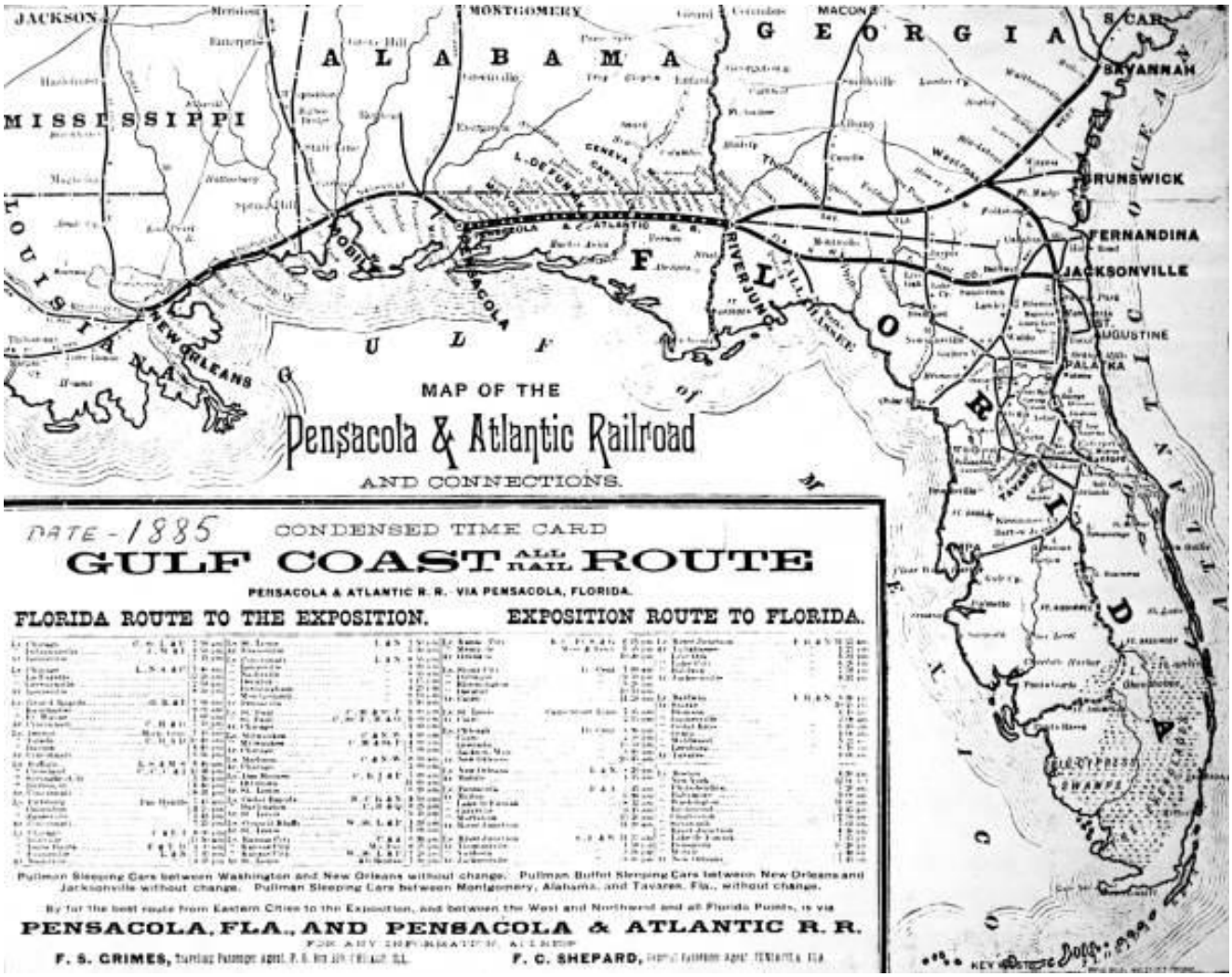
[113] Port Facts, Port of Pensacola: https://www.cityofpensacola.com/690/Port-Facts

[114] Port Facts, Port of Pensacola: https://www.cityofpensacola.com/690/Port-Facts

[115] Port Facts, Port of Pensacola: https://www.cityofpensacola.com/690/Port-Facts

[116] Port Facts, Port of Pensacola: https://www.cityofpensacola.com/690/Port-Facts

FIGURE 32. PENSACOLA AND ATLANTIC RAIROAD ROUTES AND CONNECTIONS 1885



Source: Florida Memory State Library and Archives of Florida[117]

12.2 Current Operations

Today, rail service connections continue to provide shippers with profitable opportunities for rapid, cost controlled service via the Port of Pensacola. The port supports a range of uses serving port and maritime functions, moving wind turbines, lumber, paper, aggregates, and steel to key trading partners such as Mexico, China, and Brazil[118]. To support cargo movements the port provides nine warehouses, four acres of outside storage, covered rail car load/unload zones, and on-

[117] Map of the Pensacola and Atlantic Railroad routes and connections, Florida Memory State Library and Archives of Florida: https://www.floridamemory.com/items/show/147566

[118] Portside Pensacola Vision Plan and Reinvestment Strategy 2019: https://www.cityofpensacola.com/DocumentCenter/View/17337/Portside-Pensacola-Vision-Plan-and-Reinvestment-Strategy

dock rail service provided by CSX, BNSF Railroad, and Rail America[119]. As shown in Figure 31, the on-dock rail lines run alongside the vessel maintenance, repair, and overhaul (MRO) center to the east and the west with connections to general cargo operation yards and warehouses, and vessel berths.

FIGURE 33. PORT OF PENSACOLA RAIL LINES AND FACILITIES

Source: Google Earth (2020)

The Port of Pensacola is designated as a strategic growth port under the FDOT SIS, accommodating an estimated 211,290 tons of freight commerce[120]. The port experienced dramatic cargo increases in the past few years, largely driven by the

[119] Portside Pensacola Vision Plan and Reinvestment Strategy 2019: https://www.cityofpensacola.com/DocumentCenter/View/17337/Portside-Pensacola-Vision-Plan-and-Reinvestment-Strategy

[120] SIS, FDOT: https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/programs/mspi/brochures/sis-seaports.pdf?sfvrsn=27461e57_2

General Electric's (GE) Wind Energy Pensacola facility and the import of components, including fully assembled wind turbine nacelles from South America. In 2020 cargo value passing through the port increased 419% and in 2021 waterborne cargo tonnage increased by 23%[121]. As 100% of GE production comes to the Port of Pensacola for storage, these products rely on truck and rail service for domestic exports.

12.3 Future Vision

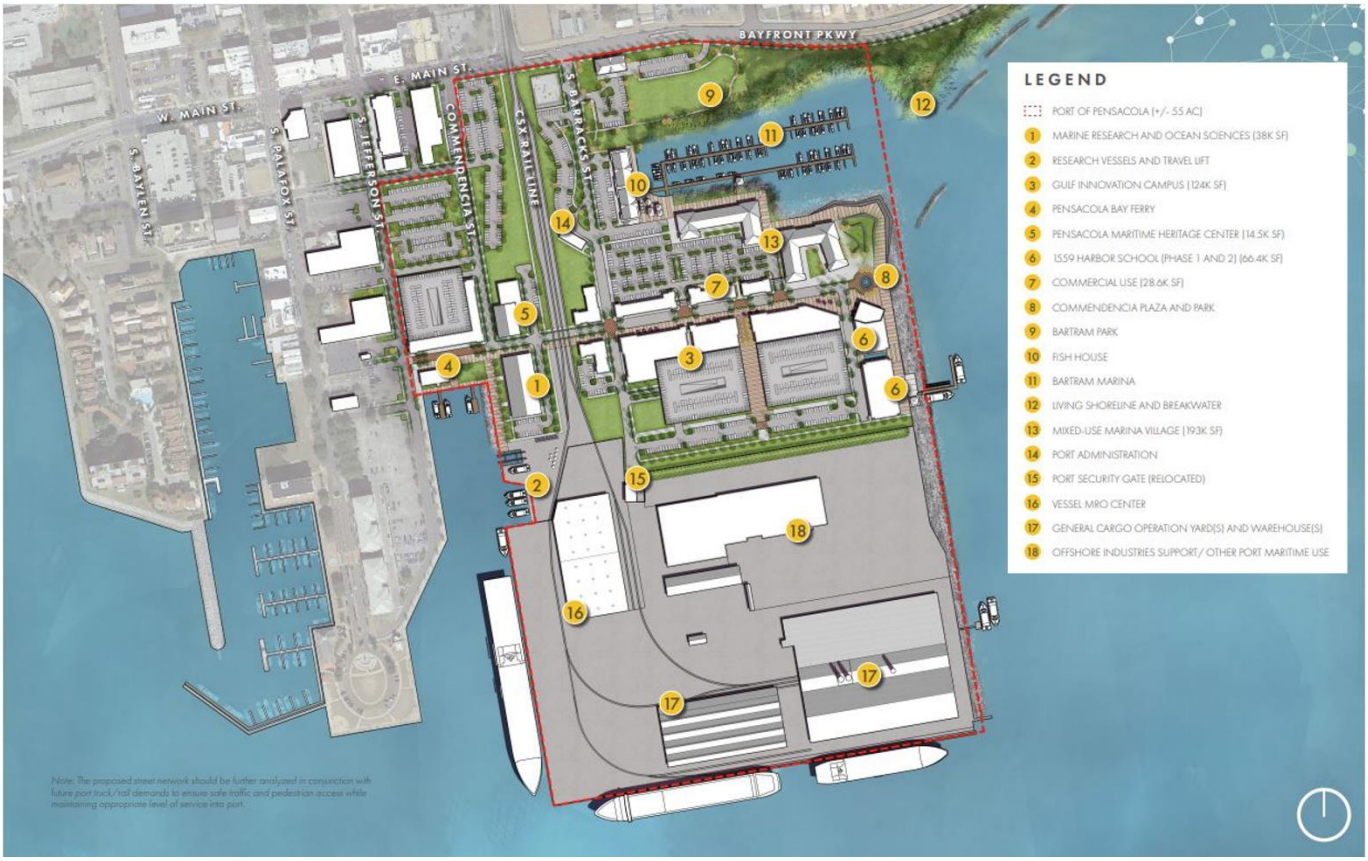
The port recently completed the Portside Pensacola Vision Plan and Reinvestment Strategy report in 2019, establishing the port's future vision and guiding future investment decisions to support the goal of securing long term economic and social benefits to the city of Pensacola. The plan identifies a future that fosters new development and investment by developing a port that is connected to downtown and includes a living waterfront connected by regional corridors and greenways. The plan also highlights the port's previous commitment to blending traditional port functions with blue economy sectors such as aquaculture, marine technology and biology, and ocean industry career training. A map of the Port's future vision is shown in Figure 32.

The plan was developed through a series of public engagement efforts. Community members ranked marine and maritime related industries, and education and research elements as the most desired uses for future port lands. Following community feedback, the plan provides various design concepts that were used to develop a final vision. The final vision balances historic and current port operations, keeping traditional sight lines of the port's berths to allow citizens and visitors to see and connect with cargo, research, and recreational ships, and developing three additional port districts: the Luna Basin, the Gulf Innovation Hub and Bartram Harbor. Plan implementation will occur over a series of phases in the following years. Some early action items and starting projects include the redevelopment of shed 4 to support the marine research and ocean sciences center, the development of a living shoreline, rehabilitation to port berth 6, and upgrading of port dockside and warehouses serving rail[122].

[121] On Deck at Port of Pensacola, Florida Ports Council: https://flaports.org/port-spotlight-on-deck-at-port-of-pensacola/

[122] Portside Pensacola Vision Plan and Reinvestment Strategy 2019: https://www.cityofpensacola.com/DocumentCenter/View/17337/Portside-Pensacola-Vision-Plan-and-Reinvestment-Strategy

FIGURE 34. PORT OF PENSACOLA FUTURE VISION



Source: Vision Plan, Portside Pensacola Vision Plan and Reinvestment Strategy[123]

12.4 Profile Summary

The Port of Pensacola continues to utilize major railroad wharves, which were originally established in 1882, to move a variety of cargo products that support historic markets such as lumber and emerging markets such as wind turbines. These movements support the port's commitment to serving a blend of traditional and blue economy industries. The current operations at the port are heavily focused on industrial uses to move regional commerce, often relying on the on-port rail facilities, which results in the port acting as a separate entity that is disconnected from the rest of the city. However, the port's future vision focuses on connecting the port with surrounding regional amenities and establishing new port districts that support a hybrid of maritime, sciences and research, and recreational uses to transform the port into a new center of excellence.

[123] Portside Pensacola Vision Plan and Reinvestment Strategy 2019: https://www.cityofpensacola.com/DocumentCenter/View/17337/Portside-Pensacola-Vision-Plan-and-Reinvestment-Strategy

OTHER PORTS WITHOUT HISTORICAL RAIL

13

13.1 Port Canaveral

Founded in the 1950s, Port Canaveral's historic port operations focused on commercial fishing, the movement of passengers, and commodities including petroleum, aggregate, rock, and citrus[124]. The Port does not have a history of railroad connections, and continues to operate without established rail service. Today, the Port has expanded its cargo operations to support a mixture of uses including as container, breakbulk, roll-on/roll-off, project, and bulk, and operates as the second largest cruise port in the world[125]. Located near the Kennedy Space Center and Cape Canaveral Space Force Station, the Port operates as a quadrimodal transportation hub linking sea, land, air, and space[126].

To support Central Florida's economy and remain competitive with other Florida ports, Port Canaveral proposed the Port Rail Extension Project in 2015. The proposed project explored the idea linking the Port's north cargo area with existing FEC Railway lines, and included two alternative rail service routes: utilizing existing rail infrastructure at the Kennedy Space Center to access the north side of the port, and providing a new route along SR 528[127]. However, the proposed project was never approved. The Port continues to focus on improvements to support cruise operations, diversifying its cargo base, and investing in dedicated areas for spaceport operations. There are no current plans to develop a rail connection.

13.2 Port Citrus

The Citrus Port Authority was established in 1984 to service port designated land in Northwest Citrus County[128]. Port Citrus does not currently have any operations and does not have a history of established rail infrastructure connections or service. A feasibility study was completed in 2015 to analyze the economic and operational viability of developing an

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[124] 30 Year Strategic Plan, Canaveral Port Authority: https://www.portcanaveral.com/PortCanaveral/media/Recreation/JPC/PORT-CANAVERAL-30-YEAR-VISION-PLAN_1.pdf

[125] 30 Year Strategic Plan, Canaveral Port Authority: https://www.portcanaveral.com/PortCanaveral/media/Recreation/JPC/PORT-CANAVERAL-30-YEAR-VISION-PLAN_1.pdf

[126] 30 Year Strategic Plan, Canaveral Port Authority: https://www.portcanaveral.com/PortCanaveral/media/Recreation/JPC/PORT-CANAVERAL-30-YEAR-VISION-PLAN_1.pdf

[127] Port Development Brochure, Port Canaveral: https://www.portcanaveral.com/PortCanaveral/media/Public-Docs/Port-Dev-Plans-Brochure-lr.pdf

[128] Port Citrus, Citrus County: https://www.citrusbocc.com/departments/commissioners/advisory_boards_and_committees/port_citrus.php

operational port to support commercial cargo and non-cargo related activities[129]. The study highlighted an opportunity to establish rail service to future port development by expanding existing railroad lines in Citrus County, which includes a regional freight line connecting to the Crystal River Energy Complex, and the Florida Northern Railroad which connects to the Duke Energy power plant and a CSX rail transfer location near Alachua. However, the Port's existing channel is only an estimated 13 feet in depth and 150 feet wide, which would require major construction to allow the port to accommodate the size of vessels that currently transit today[130]. Although there is currently no funding or planned projects to develop Port Citrus, the land area is still designated under the Citrus Port Authority.

13.3 Port St. Pete

Port St. Pete is located in downtown St. Pete, serving as the state's only superyacht marina on Florida's Gulf Coast[131]. The Port does not have established or historic connections to railroad infrastructure or rail service. The port's mission is to provide safe, clean, attractive commercial port facilities for use by the shipping industry and general public, and to provide research and development capability that increases economic development opportunities throughout the City of St. Petersburg, the greater Tampa Bay area, and West Central Florida by creating new high-paying maritime jobs, while attracting tourism and other maritime industries to the region[132]. The port's existing facilities and the presence of various governmental, institutional and academic agencies including the St. Petersburg Ocean Team (SPOT), provides the opportunity to become an International Research Port. As such, the port recently leased two buildings to the University of South Florida (USF) and the St. Pete Innovation District and the Technology and Logistics HUB. The port's future investments include an additional building to support marine research in St. Pete, the development of a new passenger processing facility, and additional docking space to accommodate large yachts and other vessels[133]. As the port continues to focus on becoming an International Research Port to support maritime innovation, there are no planned developments or investments to establish rail service connections at this time.

[129] Port Citrus Preliminary Feasibility Determination, TransSystems: https://flaports.org/wp-content/uploads/062413_Port-Citrus-Feasibility-Study-Task-Area-1-Report_FINAL..pdf

[130] Port Citrus Preliminary Feasibility Determination, TransSystems: https://flaports.org/wp-content/uploads/062413_Port-Citrus-Feasibility-Study-Task-Area-1-Report_FINAL..pdf

[131] Port St. Pete, St. Pete: https://www.stpete.org/residents/parking___transportation/port_st_pete.php

[132] Port of St. Pete, Florida Seaports Council: https://flaports.org/ports/port-of-st-petersburg/

[133] Port of St. Pete, Florida Seaports Council: https://flaports.org/ports/port-of-st-petersburg/

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