SUPPORT MATERIALS

North Florida Freight, Logistics and Intermodal Framework Plan
Appendix A

INFRASTRUCTURE

North Florida SIS 2
North Florida Terminals 3
Transportation Projects 7
North Area/JIA Rail Option 10
Blount Island Marine Terminal
Talleyrand Marine Terminal
North Florida Transportation Projects
Mid-Term (2020 - 2030)
Capacity / Construction Projects Only

Legend

Roadway / Interchange Improvements
- Active Railroad
- Capacity Upgrade, Adopted FDOT Work Program FY 2013 - 2017
- Capacity Upgrade, Florida Rail System Plan
- Capacity Upgrade, SIS 2040 Unfunded Needs Plan
- Grade Separation, SIS 2040 Unfunded Needs Plan

Transit Improvements
- Bus Rapid Transit (BRT)
- Commuter Rail

Multi-colored Outline indicates Capacity Upgrade listed in Multiple Plans/Program

Multi-colored Feature indicates Roadway/Interchange Improvement listed in Multiple Plans/Program

Legend

* Includes SIS 1st 5 Year Plan 2013 - 2017, SIS 2nd 5 Year Plan 2018 - 2022, and SIS Cost Feasible Plan 2020 - 2035

** BRT and Commuter Rail are included in SIS 2035 LRTP Cost Feasible Plan, SIS 2035 LRTP Needs Plan, and SIS 2040 Unfunded Needs Plan

December 2012

Legend

Rail System

Active Railroad

Rail Improvements

Capacity Upgrade, Adopted FDOT Work Program FY 2013 - 2017
Capacity Upgrade, Florida Rail System Plan
Capacity Upgrade, SIS 2040 Unfunded Needs Plan
Grade Separation, SIS 2040 Unfunded Needs Plan
Capacity Upgrade and Rail Improvement, Florida Rail System Plan

Multi-colored Outline indicates Capacity Upgrade listed in Multiple Plans/Program

Multi-colored Feature indicates Roadway/Interchange Improvement listed in Multiple Plans/Program

Legend

* Includes SIS 1st 5 Year Plan 2013 - 2017, SIS 2nd 5 Year Plan 2018 - 2022, and SIS Cost Feasible Plan 2020 - 2035

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Legend

Roadway / Interchange Improvements

- Active Railroad
- Capacity Upgrade, Adopted FDOT Work Program FY 2013 - 2017
- Capacity Upgrade, Florida Rail System Plan
- Capacity Upgrade, SIS 2040 Unfunded Needs Plan
- Grade Separation, SIS 2040 Unfunded Needs Plan

Transit Improvements

- Bus Rapid Transit (BRT)
- Commuter Rail

Multi-colored Outline indicates Capacity Upgrade listed in Multiple Plans/Program

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Legend

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Legend

Roadway / Interchange Improvements

- Active Railroad
- Capacity Upgrade, Adopted FDOT Work Program FY 2013 - 2017
- Capacity Upgrade, Florida Rail System Plan
- Capacity Upgrade, SIS 2040 Unfunded Needs Plan
- Grade Separation, SIS 2040 Unfunded Needs Plan

Transit Improvements

- Bus Rapid Transit (BRT)
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Legend

* Includes SIS 1st 5 Year Plan 2013 - 2017, SIS 2nd 5 Year Plan 2018 - 2022, and SIS Cost Feasible Plan 2020 - 2035

** BRT and Commuter Rail are included in SIS 2035 LRTP Cost Feasible Plan, SIS 2035 LRTP Needs Plan, and SIS 2040 Unfunded Needs Plan
Back Haul – The return movement of a car or container towards the point where the initial load originated, or to handle a shipment in the direction of the light flow of traffic (Rodrigue, Comtois, Slack).

Break Bulk cargo – Cargo of non-uniform sizes, or non-containerized general cargo, often stored and/or transported in boxes, bales, pallets, drums, bags, or other units to be loaded onto or discharged from ships or other forms of transportation. Examples include logs, iron, steel, machinery, linerboard, woodpulp, or coffee beans (APPA, FHWA).

Bulk cargo – Cargo that is unbound as loaded; it is without count in a loose (dry or liquid) unpackaged form. Examples of bulk cargo include coal, grain, and petroleum products. For shipping vessels, it can be loaded (shoveled, scooped, forked, mechanically conveyed or pumped) in volume directly into a ship’s hold (APPA, FHWA).

Business Climate – Environment either enabling or hindering business leaders to help the region maintain and elevate its economic competitiveness.

Cargo – The freight (goods, products) carried by a ship, barge, train, truck or plane (APPA).

Class I Railroad – Railroad with an annual operating revenue of at least $266.7 million (FHWA, Office of Planning).
**Commodity** – Products that an establishment produces, sells, or distributes; the article shipped or transported. This does not include items that are considered as excess or byproducts of the establishment’s operation (MARAD, RITA).

**Consignee** – A person or company to whom commodities are shipped. Officially, the legal owner of the cargo (Rodrigue, Comtois, Slack).

**Container** – A box made of aluminum, steel or fiberglass used to transport cargo by ship, rail, truck or barge. Common dimensions are 20’ x 8’ x 8’ (called a TEU or twenty-foot equivalent unit) or 40’ x 8’ x 8’, called an FEU. Variations include tank containers (for liquids). In the container industry, containers are usually simply called boxes (APPA).

**Containerized Cargo** – Cargo that is transported in containers that can be transferred easily from one transportation mode to another (FHWA).

**Corridor** – A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways and transit route alignments (FHWA, Office of Planning).

**Destination** – The place to which a shipment is consigned (i.e., delivered); often considered the final destination or the farthest destination point from the origin (MARAD, RITA).

**Distribution Center (DC)** – DCs take several forms, but all fill the role of storing and facilitating the movement of goods to their final destination. Most DCs are large, specialized facilities, where products (goods) are held and assembled into deliveries to retailers, wholesalers, or directly to consumers. Their main purpose is to provide value-added services to freight and are a fundamental component of freight distribution. DCs are often in proximity to major transport routes or terminals (NCFRP, Report 13) (Rodrigue, Comtois, Slack).

**Draft** – Depth of water, or distance between the bottom of the ship and the waterline (APPA).
**Dray/Drayage** – Transporting of rail or ocean freight by truck for short distances (to an intermediate or final destination); e.g. from marine/seaport terminal to intermodal rail terminal/yard, distribution center or warehouse (APPA, FHWA).

**Export** – A shipment of goods to a foreign country, from the U.S., with the exception that this report’s market analysis of waterborne trade categorizes trade to Puerto Rico as export trade (MARAD).

**Flow (freight flows, trade flows)** – In this report flow generally refers to freight/cargo traffic movement and/or patterns.

**Foreign Trade Zone (FTZ)** – A site within the USA (in or near a U.S. Customs port of entry) where foreign and domestic goods are held until they ready to be released into international commerce. If the final product is imported into the U.S., duties and taxes are not due until the goods are release into the U.S. market. Merchandise may enter a FTZ without a formal Customs entry or the payment of Customs duties or government excise taxes. In the zone, goods may be: stored; tested; sampled; repackaged or relabeled; cleaned; combined with other products; repaired or assembled, etc (APPA).

**Florida Seaport Transportation and Economic Development (FSTED)** – A public entity created by statute and charged with implementing the state’s economic development mission by facilitating the implementation of seaport capital improvement projects at the local level; consists of the port directors of the publicly owned seaports and a representative from the Department of Transportation and the Department of Economic Opportunity (Florida Ports Council).

**Freight** – See “cargo.”

**FEU** – Abbreviation for "Forty-Foot Equivalent Units." Refers to container size standard of 40 feet. Two 20-foot containers or TEUs equal one FEU (MARAD).
**Import** – Receiving goods from a foreign country, into the U.S., with the exception that this report’s market analysis of waterborne trade categorizes trade from Puerto Rico as import trade (MARAD).

**Incentives** – Tools used to encourage businesses to commit to locate and create jobs within a community. These incentives are used in concert with other location decision factors, such as business tax climate, real estate options, and workforce talent. Generally refers to economic development programs typically put in place by government legislation to attract and retain freight and logistics or other types of investments.

**Infrastructure** – In transportation planning, all the relevant elements of the environment in which a transportation system operates. Generally, for this report the term includes, but is not limited to, roads, bridges, terminals, ports, and other freight-related facilities (FHWA, Office of Planning).

**Inland Port** – A physical site located away from traditional coastal or land borders with the purpose of facilitating and processing international trade and typically provides value-added services (such as assembly, kitting, or customization) as goods move through the supply chain (NCFRP, Report 13).

**Intermodal** – When more than one mode of transportation is used to ship cargo from origin to destination (AAPA). Used to denote movements of cargo containers interchangeably between transport modes, i.e., motor, rail, water, and air carriers, and where the equipment is compatible within the multiple systems (MARAD).

**Intermodal Terminal** – A location where links between different transportation modes and networks connect (FHWA); including a freight facility that allows for the movement of truck trailers and containers between modes (e.g., road and rail, rail and maritime, road and air, etc.) (NCFRP, Report 13).

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**Logistics** – All activities involved in the management of product movement; delivering the right product from the right origin to the right destination, with the right quality and quantity, at the right schedule and price (FHWA).

**LO/LO (lift on-lift off)** – Cargo handling technique involving transfer of commodities to and from the ship using shoreside cranes or ship’s gear (AAPA).

**Long Range/Term (Planning)** – In transportation planning, refers to a time span of, generally, 20 years. The transportation plan for metropolitan areas and for States should include projections for land use, population, and employment for the 20-year period (FHWA, Office of Planning).

**Marine Highways** – Navigable waterways that have been designated by the Secretary of Transportation and have demonstrated the ability to provide additional capacity to relieve congested landside routes serving freight and passenger movement (MARAD).

**Marine Terminal** – Designated areas of a port, in which containers [or other cargo types] are prepared for loading into a vessel … or are stacked immediately after discharge from the vessel (MARAD; Rodrigue, Comtois, Slack).

**Market (markets)** – In the report, market generally refers to trade flow or traffic, especially in regard to a particular commodity; and/or trade between similar geographic origins and destinations, and/or direction of travel.

**Mode (of transportation)** – A means of transporting cargo/freight (or passengers), such as by trucking (motor), rail, water, and air carriers.

**North Florida Region or North Florida** – The six-county region of Baker, Clay, Duval, Nassau, Putnam and St. Johns Counties.

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^America’s Marine Highway Program, Maritime Administration (MARAD), USDOT Webpage, www.marad.dot.gov/ships_shipping_landing_page/mhi_home/mhi_home.htm

^http://dictionary.reference.com/browse/market
Ports Review

Through this study, a deep review of four ports (ports of Miami, Savannah, Charleston and Virginia) identified strategic themes resulting in business success for the ports and the cities and regions in which they are located. Each of the four ports revealed several noteworthy strengths and characteristics. Summarized as Best Practices with regard to business climate, these elements, listed below, provide valuable information for North Florida to ensure the competitiveness of its port facilities in the future.

- Flexible, long-range plans that are updated continuously
- Strong support, coordination and partnerships
- Maximize existing resources
- Understanding the process
- Strong, coordinated support for freight-related services and infrastructure; a strong understanding of the planning and funding processes; and the ability to maximize existing resources are all important to having a productive business climate for freight, logistics and intermodal connectivity.

Statewide Momentum and support for the state’s freight movement environment has improved. Many of Florida’s elected officials, including Governor Scott have recently supported key statewide initiatives to promote trade and transportation.

The Florida Trade and Logistics Study (updated February 2011) is the foundation for this study and identified the need for statewide attention on global trade and logistics as a targeted industry and a focus area for Enterprise Florida, Workforce Florida, the Florida Department of Transportation, and other state agencies. This is represented by a statewide need to strengthen existing marketing, incentives, and support services to meet the needs of this cluster. The six pillars identified as focus areas for growing Florida’s economy include:

- Talent Supply and Education
- Innovation and Economic Development
- Infrastructure and Growth Leadership
- Business Climate and Competitiveness
- Civic and Governance Systems
- Quality of Life and Quality Places

Origin – Location where shipment begins its movement (MARAD); starting point of a trip (RITA).

Port (seaports and airports) – Key facilities for either domestic shipping or the importing and exporting of goods, providing interface to rail and road (NCFRP, Report 13).

Preliminary Regional Transportation Network – Developed during the RTSC study process

Qualified Targeted Industries for Incentives – In Florida and many communities within Florida, incentive programs require that businesses operate within a target industry. For Florida, a Target Industry Business means a corporate headquarters business or any business that is designated as a Target Industry by the Department of Economic Opportunity in consultation with Enterprise Florida, Inc. Several criteria must be met related to future growth, stability, high wage, market and resource independent, industrial base diversification and strengthening, and economic benefits.

Regional Railroad – Railroad defined as line haul railroad operating at least 350 miles of track and/or earns revenue between $40 million and $266.7 million (FHWA, Office of Planning).

Ro/ Ro (Roll on/Roll Off) – A method of ocean cargo service using a vessel with ramps which allows wheeled vehicles to be loaded and discharged without cranes (MARAD).

RTSC – On June 4, 2010, Senate Bill 2470 was enacted into law establishing the Northeast Florida Regional Transportation Study Commission (RTSC). The RTSC underwent a study to consider the creation of a regional transportation authority or other regional transportation implementing entity. A final report is to be submitted to the Governor and Legislature by December 31, 2012.

Seaport Terminal – See “marine terminal.”

**Shortline Railroad** – Freight railroads which are not Class I or Regional Railroads, that operate less than 350 miles of track and earn less than $40 million (FHWA, Office of Planning).

**Spaceport** – Any area of land or water, or any manmade object or facility located therein, developed by Space Florida under this act, which area is intended for public use or for the launching, takeoff, and landing of spacecraft and aircraft, and includes any appurtenant areas which are used or intended for public use, for spaceport buildings, or for other spaceport facilities, spaceport projects, or rights-of-way (2012 Florida Statutes, 331.303 Definitions).

**Spaceport Territory** – the geographical area designated in s. 331.304 and as amended or changed in accordance with s. 331.329. [Real property within the state which is a spaceport licensed by the Federal Aviation Administration, as designated by the board of directors of Space Florida. Within North Florida, it is certain real property located in Duval County which is included within the boundaries of Cecil Airport and Cecil Commerce Center] (2012 Florida Statutes, 331.303 Definitions).

**Stakeholders** – Individuals and organizations involved in or affected by the transportation planning process. Include federal/state/local officials, MPOs, transit operators, freight companies, shippers, and the general public (FHWA, Office of Planning).

**Tax Increment Financing (TIF)** – A mechanism to stimulate development and fund infrastructure improvements, as used for the JIA Community Redevelopment Area (CRA).

**TEU (Twenty-Foot Equivalent Unit)** – A unit of measurement equal to the space occupied by a standard twenty-foot container. Used in stating the capacity of a container vessel or storage area (AAPA).