ORDINANCE NO. 595

AN ORDINANCE AMENDING THE COMPREHENSIVE PLAN OF THE CITY OF PORT ST. JOE, SPECIFICALLY TO ADOPT TOWN-INITIATED TEXT AMENDMENTS TO (1) ESTABLISH A PROPERTY RIGHTS ELEMENT AND (2) TO REVISE THE COASTAL MANAGEMENT ELEMENT TO BE CONSISTENT WITH AND INCORPORATE BY REFERENCE THE UPDATED PORT ST. JOE PORT MASTER PLAN 2021; PROVIDING FOR SEVERABILITY; REPEALING ALL ORDINANCES IN CONFLICT; AND PROVIDING AN EFFECTIVE DATE

WHEREAS, Section 163.3184, Florida Statutes, provides for the authority and procedure for the City Commission of Port St. Joe, Florida to amend its Comprehensive Plan utilizing procedures applicable to large scale developments; and

WHEREAS, on October 4, 2021, the Planning and Development Review Board sitting as the local planning agency for the City, recommended transmittal of the amendments to the comprehensive plan of the City; and

WHEREAS, the City Commission desires to adopt the amendments to the current comprehensive plan to guide and control the future development of the City, and to preserve, promote, and protect the public health, safety, and welfare.

WHEREAS, on October 19, 2021 the Port St. Joe City Commission authorized transmittal of the proposed plan amendment to the appropriate state agencies;

NOW, THEREFORE, BE IT ENACTED BY THE PEOPLE OF THE CITY OF PORT ST. JOE, FLORIDA:

SECTION 1. APPROVAL

The City of Port St. Joe Comprehensive Plan Property Rights Element and the revised Coastal Management Element are hereby amended as set forth on Exhibit "A".

SECTION 2. CONSISTENCY WITH CITY OF PORT ST. JOE COMPREHENSIVE PLAN

The Board of City Commissioners hereby finds and determines that the approval of the amendments is consistent with the goals, objectives and policies of the City of Port St. Joe Comprehensive Plan as amended.

SECTION 3. ENFORCEMENT

The City may enforce this Ordinance as authorized by law.

SECTION 4. REPEAL

All ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 5. SEVERABILITY

The provisions of this Ordinance are hereby declared to be severable. If any provision of this Ordinance, or the application thereof, to any person or circumstance is held to be invalid, such invalidity shall not affect other provisions or applications of this Ordinance that can be given effect without the invalid provision or application.

SECTION 6. EFFECTIVE DATE

The effective date of this plan amendment shall become effective when the amendment to the Comprehensive Plan adopted by Ordinance No. 595 becomes effective as provided by law including Section 163.3184, Florida Statutes. No development orders, development permits, or land uses dependent on this amendment may be issued or commence before it has become effective.

This Ordinance was adopted in open regular meeting after its second reading this 14th day of December, 2021.

THE CITY COMMISSION OF THE CITY
OF PORT ST. JOE, FLORIDA

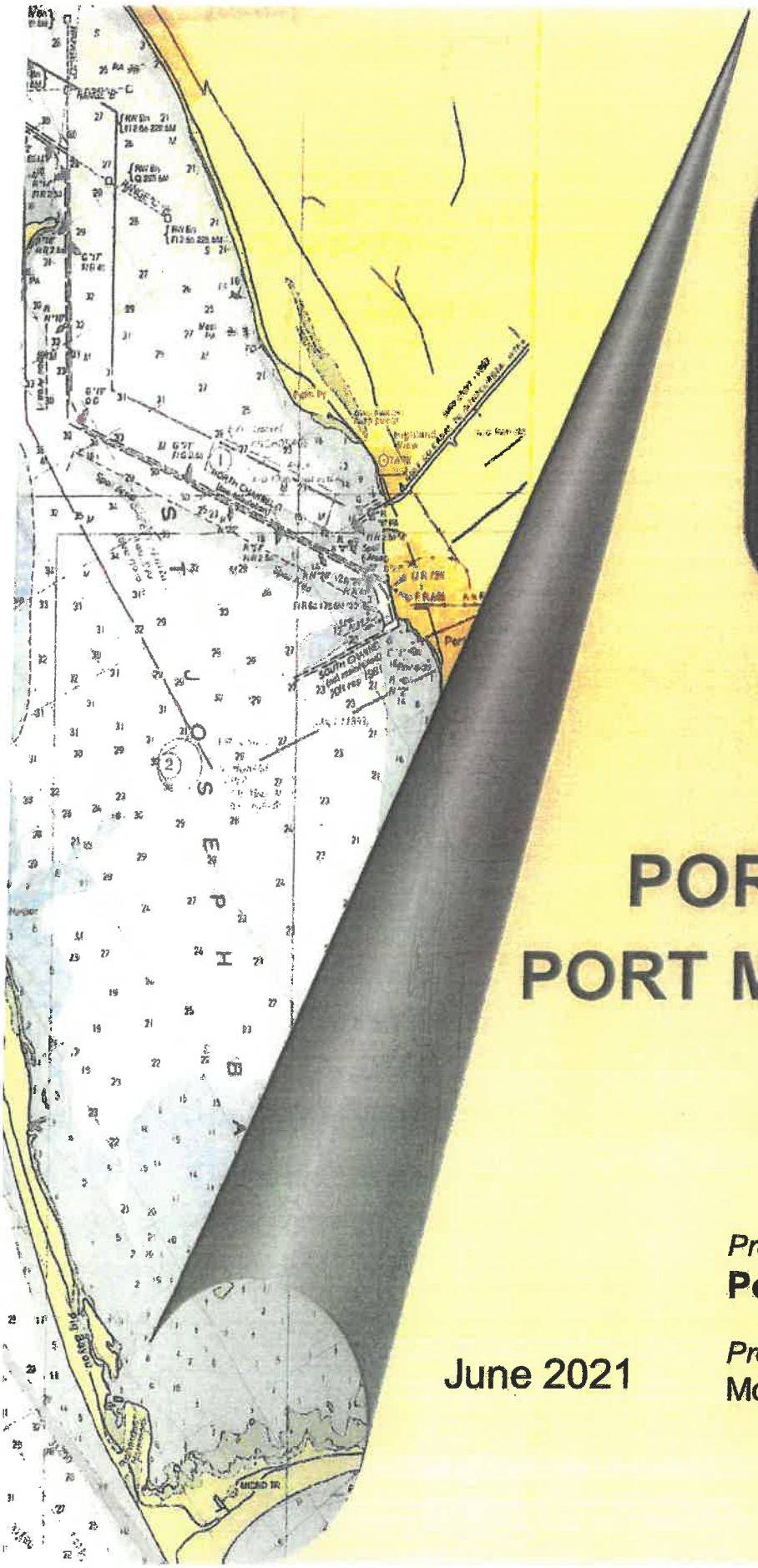
By: Rex Buzzett
Rex Buzzett, Mayor-Commissioner

Attest: Charlotte M. Pierce
Charlotte M. Pierce
City Clerk

Exhibit A

Property Rights Element

Coastal Management Element



PORT ST. JOE PORT MASTER PLAN 2021

Prepared for:
Port St. Joe Port Authority

June 2021

Prepared by:
Mott MacDonald

Port of Port St. Joe
PORT MASTER PLAN 2021

Mission Statement

"The mission of the Port St. Joe Port Authority is to enhance the economic vitality and quality of life in the Gulf County area and the Northwest Florida region by fostering the growth of domestic and foreign commerce, thereby providing jobs and economic opportunity to the region and the State of Florida."

Port St. Joe Port Authority

Guerry Magidson, Chairman
Steve Newman, Vice-Chairman
Jera Horton, Secretary
Michael Mize, Treasurer
(Fifth Seat Vacant)

June 2021

TABLE OF CONTENTS

4D

EXECUTIVE SUMMARY

This Port St. Joe Port Master Plan 2021, consistent with the requirements of Chapters 163 and 311, Florida Statutes, provides a framework for the Port's development program through the next decade to facilitate the Port St. Joe Port Authority's goals of job creation and economic revitalization. At the time of this writing those goals are being realized as evidenced by the startup in early 2021 of a new-build shipyard and the spring arrival of the first cargo ship to be loaded at Port St. Joe in over twenty five years. The shipyard, in its early stages, directly employs approximately 75-115 on any given day, sub-contractors another 40-75, and the ship loading of biomass to fuel a power plant in Honduras employs 56. Gulf County's 2019 average wage was $23,252[1] and the average wage at the nation's seaports is $62,800[2]; the Port Authority is working to close that gap.

PORT OVERVIEW

The Port Planning Area addressed in this Master Plan encompasses approximately three hundred acres with a mile and a half of waterfront on St. Joseph Bay and the Gulf County Canal (Canal, part of the Gulf Intracoastal Waterway). It is located within the municipal limits of the City of Port St. Joe and, while mostly undeveloped, yet has considerable infrastructure in place that will be very beneficial to the development of the Port. This includes over twenty-five hundred feet of bulkhead on the Ship Channel, nearly nine hundred feet of bulkhead on the Canal, rail access via the AN Railway, and significant excess capacity of electric power, natural gas, water, and wastewater treatment.

COMPETITIVE OPPORTUNITIES

In the past three decades there have been various economic studies prepared that confirm the feasibility of revitalizing the Port of Port St. Joe. These combined with the continued growth of international trade, the growing demand for the high volume of biomass proximate to the Port for renewable fuel, the recently implemented USMCA trade agreement, and the strengthening economies that support a growing middle class in nations to the south all contribute to the prospect of successful port operations. With its natural harbor and quick and easy access to open water, the Port has the potential to play a major role in the area's economy and growth. The "feast or famine" economic cycles of past decades, whether in a predominantly manufacturing based economy or a tourism/real estate based economy, have demonstrated the need for diversification in the economy of the region.

The Port is located in proximity to an expanding regional intermodal transportation system that serves the northern regions of Florida and the neighboring states in the Southeast. This Northwest Florida location facilitates domestic and international commerce with other Florida markets and with the US South and Mid-West. State plans for new and enhanced strategic corridors will only strengthen the Port's ability to serve these markets. The Port's intermodal assets include uncongested access to major highways, such as I-10; to rail connections, such as the CSX Transportation Railroad; and to both the Gulf of Mexico trade lanes and the nation's intracoastal and inland waterways. The Northwest Florida Beaches International Airport provides access for international travelers including port and shipping professionals. Further, the Gulf Coast Parkway, a major arterial in the development stage, will serve as the Port's primary connector to the hinterland.

---

[1] US Census Bureau, www.census.gov/quickfacts/fact/table/gulfcountyflorida/PST045219

[2] American Association of Ports Authority, www.aapa-ports.org/advocating/PRdetail.aspx?itemnumber=22306

The many factors noted above have drawn the attention of shippers and manufacturers and the opportunities featured and assessed in this Port Master Plan 2021 were received as specific inquiries from those in that marketplace and are summarized as follows:

Biomass/Renewable Fuels. Biomass in its various forms and the renewable fuels that are derived from it offer the greatest near-term market opportunities for the Port of Port St. Joe. Burgeoning global demand for carbon neutral sources of energy, available raw material supply within the region or within reasonable transport distance of the Port, available land area proximate to the Port for processing and manufacturing plants, and, in particular well advanced plans by prospective shippers and producers all contribute to the feasibility of this cargo opportunity.

Natural Gas (LNG and CNG). An abundant and increasing US supply of natural gas and the resultant reduction in price in the global marketplace have increased the demand for compression and export shipping facilities. These facts in conjunction with the natural gas infrastructure and availability of vacant land near the Port of Port St. Joe have drawn the attention of some in the natural gas industry looking for prospective sites. Various inquiries have been received in the past and at present the Port has been shortlisted by a site location firm for an LNG facility being planned by its confidential clients.

Aggregate. A housing and construction boom in the region has greatly increased the demand for aggregate. The low-cost supply in Central America and the opportunity of its transport to the Port as a backhaul cargo enhance this opportunity considerably. However, the present necessity of barging dry bulk cargoes to load or unload ships at anchorage in sufficient water depths distant from the Port will limit its prospects until such time as dredging is performed.

Shipbuilding and Repair: Eastern Shipbuilding has established a shipyard on the port development site and has become a major private employer. While not cargo related, their operations are water-dependent for both current and future work, particularly with the construction of US Coast Guard Offshore Patrol Cutters. This will have a significant positive economic impact on the community and region. Importantly, their plans for deep draft ship outfitting and repair also requires the maintenance dredging of the Ship Channel to 35'.

Break Bulk Cargo. Break bulk cargo is not expected to be at sufficient levels in the early days of port reactivation to support the resumption of maintenance dredging, however it is expected to be a good opportunity for the port once dredging is accomplished and break bulk vessels can access waterfront facilities on the bulkhead.

Secondary Port Opportunities. In addition to deep draft shipping, there are other opportunities that the Port Authority recognizes as beneficial and that will contribute to the accomplishment of its and the community's generalized goals of economic development and job creation. Two specific examples of which are manufacturing sites and Jetty Park docking of educational, historic, and small cruise vessels.

DEVELOPMENT COSTS

The Port Authority's specific areas of responsibility in regard to infrastructure improvements to ready the Port for reactivation and to provide for future tenants are the Ship Channel and the Authority's own properties. At the time of the writing of this Plan, the estimate for the cost of constructing the upland dredge material disposal areas and subsequently dredging to 30' inside St. Joseph Bay and 31' outside the Bay, a depth which will accomplish the restoration of shipping activity at the Port, is estimated to be $42.5 million. The cost for the further deepening to authorized depths of 35'-37' in years six through ten is indeterminate at this time and will be subject to the volumes of dredge material to be removed at that future dredging date.

The Port's other targeted infrastructure improvement is the rehabilitation of the existing portion of Kenny Mill Road and its new extension to the Overpass, the cost of which is projected to be approximately $1.1 million.

ECONOMIC IMPACTS

The Authority was created in Statute "for the development of commerce and the port." The Port is perceived by many local and regional government leaders, economic development organizations, and citizens as representing the best opportunity to create well-paying jobs and economic vitality in the rural area it serves. These goals will be achieved by restoring shipping activity and attracting Port tenants and users which, in turn, will attract related support industries and suppliers. These beneficial impacts will accrue not only to the vicinity of the Port but in surrounding counties, particularly in the four-county Gulf to Gadsden Freight Logistics Zone (Appendix E). Those shippers and firms will provide employment and income to individuals, will purchase from local businesses and service providers, and will pay taxes to state and local governments; the beneficial economic impacts they bring are numerous and varied. By the Census Bureaus' estimate Gulf County's per capita income in 2019 was at $23,252 which is only 68% of the national level of $34,103[3] and only 37% of the average wage at the nation's seaports; the development of the Port will help the County and region close those income gaps.

As the Authority receives specific, serious inquiries by potential shippers, tenants, or others with interest in utilizing the Port, the economic impacts of those opportunities will be assessed as part of their project review process.

DEVELOPMENT IMPACTS

Land Use. The designated land use in the City's Comprehensive Plan is "Industrial," with the exception of Jetty Park, a public property owned by the City of Port St. Joe. The planned Port development for the Industrial Zone is compatible with this designation.

Public Access. Port operations will consist primarily of industrial activities; therefore, public access is neither safe nor desirable. In addition, security mandates will require most of the Port, particularly the waterfront, to be designated as a restricted area and access must be strictly controlled. An exception to this is Jetty Park, a scenic and recreational park open to the public and located at the southernmost limit of the Port Planning Area.

Historic Resources. No historic or archeological resources exist within the Port Planning Area. The Port Authority is committed to protect and preserve historic and archeological resources, should any be found.

Environmental Resources. Port development will occur on land currently zoned for industrial use and previously impacted by both industrial operations and dredge spoil disposal; therefore, potential environmental impacts are expected to be minimal. Port development will, however, increase the area of paved, impervious surface and storm-water runoff in the Port Planning Area. When the properties are developed, drainage systems will be designed to meet National Pollutant Discharge Elimination System (NPDES), Florida Department of Environmental Protection (FDEP), and Northwest Florida Water Management District water quality standards and the appropriate permits secured.

There are within the Port Planning Area some small, low quality wetlands. In light of the land constraints that operational ports elsewhere are facing and the need to maximize available lands for future operations, the Port Authority proposes mitigating these wetlands off site if and when impacted. The final areas

[3] US Census Bureau, U.S. Census Bureau QuickFacts: United States

required for mitigation will be determined during the preparation of project-specific environmental documents and permitting.

Dredging and Disposal. The primary impacts from dredging include: turbidity, vessel traffic impacts during dredging operations, endangered species impacts, and impacts to benthic communities associated with inter-tidal, soft-bottom and shallow-water habitats. The impacts related to disposal include wetlands impacts and control of return water back into the waterway. These potential impacts were identified in the applications for environmental permits for the dredging and disposal areas, were sufficiently addressed to the satisfaction of the regulatory agencies, and permits received. Compliance with the permit conditions will be enforced on the contractors performing the work on the projects.

Utilities. Port development is not expected to have any significant impacts on local utilities. Excess capacity of electric power, natural gas, sanitary sewer, potable water, and solid waste is available as a result of the shutdown in prior years of the industries which were located in the Port Planning Area and nearby properties.

External Transportation Network. As stated in the Transportation Element of the City of Port St. Joe's Comprehensive Plan, all roads serving the subject parcel are currently operating at an acceptable level of service and are expected to continue to do so. The anticipated Port cargo will not add sufficient traffic volumes to exceed level of service standards of local roads for the duration of the planning horizon.

The Port Planning Area has no internal rail network at present, but rail access is readily available. Projected Port activities will not exceed the capacities of the local or regional rail lines as previous high volume rail users have shut down and presently there is no rail traffic.

Operational Impacts. Other potential impacts from Port operations could include air quality, noise, and odor. These impacts are not anticipated to be significant as the Port's tenants and operators will be required to secure and abide by all necessary operating permits, including air quality permits. The Port will control noise and odor emanating from its facilities and will abide by City ordinances that may cover these issues.

CAPITAL IMPROVEMENT PROGRAM

Table 6-1 summarizes the Capital Improvement Plan that the Authority has adopted in order to implement this Port Master Plan 2021 and achieve its goals and objectives. This is a very brief and uncomplicated CIP reflecting the primary focus of the Authority on restoring shipping activity at the Port of Port St. Joe. Once that is accomplished, the cargoes that will ship through the Port and the development plans of the shippers and manufacturers who locate at the Port will be clearly identified after which the Authority will reassess the infrastructure needs at the Port and update their CIP to address those needs within the limits of their revenue and funding resources.

Table 6-1 Port of Port St. Joe Capital Improvement Program FY 21/22 - FY25/26

Project Description	FY21/22	FY22/23	FY23/24	FY24/25	FY25/26	TOTALS
Dredging						
Construction of Dredge Disposal Areas	$12,000,000	$5,500,000				$17,500,000
Dredging to 30' Inside Bay and 31' Outside Bay		$12,500,000	$12,500,000			$25,000,000
Dredging Sub-Total	$12,000,000	$18,000,000	$12,500,000	$0	$0	$42,500,000
Other Improvements						
Rehab & Extension of Kenny Mill Road			$1,100,000			$1,100,000
TOTALS	**$12,000,000**	**$18,000,000**	**$13,600,000**	**$0**	**$0**	**$43,600,000**

COMMITMENT TO INTERGOVERNMENTAL COORDINATION

As a rural port with a mission "to enhance the economic vitality and quality of life…by fostering the growth of domestic and foreign commerce," the Port of Port St. Joe is committed to intergovernmental coordination and cooperation to achieve its goals and objectives. The goals, objectives, and policies are summarized below and subsequently presented in table format.

GOALS, OBJECTIVES, AND POLICIES

Goal 1: Economic Growth. The Port of Port St. Joe is located within the municipal jurisdiction of the City of Port St. Joe, the county seat of Gulf County in Northwest Florida. As such, the Port St. Joe Port Authority intends to plan and develop the identified Port Planning Area in accordance with market forecasts, in response to business inquiries seeking sites, in accord with the community's commercial and industrial resources, and in cooperation with its public and private partners to create jobs and stimulate local and regional economic development.

Goal 2: Transportation Efficiencies. Seaports depend on efficient intermodal access to provide cost-effective and competitive services. Consequently, the Port St. Joe Port Authority shall collaborate with city, county, state, and federal agencies and with private entities responsible for water, highway, and rail connectivity to ensure that the intermodal transportation infrastructure and connectivity essential to Port operations are in place.

Goal 3: Environmental Stewardship. As a responsible citizen of the region concerned with the health and well-being of its citizenry, the Port St. Joe Port Authority is committed to preserving and protecting the quality of the environmental resources within its community. It shall conserve and protect those resources, consistent with Port development and expansion needs.

Goal 4: Safety and Security. The Port St. Joe Port Authority shall implement the measures required by the City of Port St. Joe, Gulf County, and other agencies to protect human life and property from natural hazards.

Goal 5: Intergovernmental Coordination and Regional Collaboration. The Port St. Joe Port Authority shall coordinate its efforts with state and local governmental and private sector entities and shall collaborate with initiatives to enhance economic development opportunities in Northwest Florida.

Goal 6: Financial Stability. The Port St. Joe Port Authority shall implement measures to secure its financial health as it proceeds with its development and expansion program.

The table on the following pages lists the above goals and, for easy reference, summarizes the objectives and policies specific to each goal. These goals, objectives, and policies, which are presented in detail in Chapter 5, reflect the Port of Port St. Joe's commitment not only to local and regional economic growth, but also to the environmental health and well-being of the surrounding ecosystems. Their implementation will be a function of the timelines with which the Port can proceed with the planned development program based on market demand, permitting, and funding.

Goal	*Objective*	*Policy*
1. Economic Growth	1.1: Port Planning Area Development	1.1.1: Market Opportunities 1.1.2: Market Assessment 1.1.3: Land Acquisition 1.1.4: Waterfront and Upland Development 1.1.5: St. Joseph Bay Ship Channel and Gulf County Canal Dredging 1.1.6: On-Port Road Network 1.1.7: Rail Infrastructure 1.1.8: Facility Maintenance
	1.2: Economic Diversification	1.2.1: Facility Utilization 1.2.2: Complementary Upland Development 1.2.3: Foreign Trade Zone Designation
2. Transportation Efficiencies	2.1: Ship Channel and Gulf County Canal Access	2.1.1: Ship Channel Maintenance Dredging 2.1.2: Funding for Ship Channel Maintenance Dredging 2.1.3: Gulf County Canal Dredging 2.1.4: Maintenance Dredging of Berths 2.1.5: Dredge Material Disposal Areas
	2.2: Intracoastal Connections	2.2.1: Gulf Intracoastal Waterway 2.2.2: Shallow-Water Barge Facilities
	2.3: Highway Access and Connectivity	2.3.1: On-Port Road Improvements 2.3.2: Off-Port Highway Improvements
	2.4: Rail Service and Connectivity	2.4.1: On-Port Rail Improvements – Port Property 2.4.2: On-Port Rail Improvements – Private Property 2.4.3: Off-Port Rail Connections
3. Environmental Stewardship	3.1: Natural Resource Preservation and Protection	3.1.1: Coastal Resources 3.1.2: Estuarine and Surface Water Quality 3.1.3: Wetlands and Wildlife Habitat
	3.2: Plan Implementation Coordination	3.2.1: Sensitivity to Local Concerns 3.2.2: Permit Compliance
4. Safety and Security	4.1: Protection from Natural Hazards	4.1.1: Flood Zone Compliance 4.1.2: Building Code Compliance 4.1.3: Hurricane-Preparedness 4.1.4: Post-Disaster Redevelopment
	4.2: Protection from Manmade Hazards	4.2.1: Safe Operating Environment 4.2.2: Security Plan

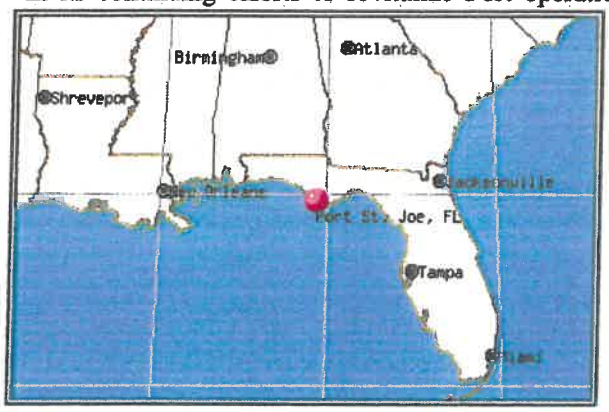
Goal	*Objective*	*Policy*
5. Intergovernmental Coordination and Regional Collaboration	5.1: Compatibility with City's Comprehensive Plan	5.1.1: Plan Coordination 5.1.2: Infrastructure and Utility Capacity
	5.2: Governmental and Agency Coordination	5.2.1: Gulf County 5.2.2: Local, Regional, State and Federal Agencies
	5.3: Collaboration with Regional Maritime, Commercial and Industrial Interests	5.3.1: Economic Development Groups 5.3.2: Gulf to Gadsden Freight Logistics Zone 5.3.3: Northwest Florida Seaports
	6.1: Budgetary Process	6.1.1: Port Revenues 6.1.2: Port Tariffs 6.1.3: Annual Capital Improvement Plan Updates
	6.2: Funding Opportunities	6.2.1: Legislative Contacts 6.2.2: Florida Seaport Transportation Economic Development Council 6.2.3: Grants/Loans

CHAPTER 1

INTRODUCTION

This Port St. Joe Port Master Plan 2021, consistent with the requirements of Chapters 163 and 311, Florida Statutes, provides a framework for the Port's development and expansion program through the next decade to facilitate the Port St. Joe Port Authority's goals of job creation and economic revitalization. In so doing, it takes a fresh look at new opportunities presented by manufacturers and shippers as the Authority strives to initiate operations and generate local, regional, and statewide economic benefits.

In its continuing efforts to revitalize Port operations, the Port St. Joe Port Authority is committed to intergovernmental coordination and cooperation with the City of Port St. Joe and Gulf County. It also welcomes the opportunity to work with private entities - whether shippers, private port developers, or others - to accomplish port development at Port St. Joe. Further, as part of the larger Northwest Florida region, the Port is committed to ensuring that its activities further the economic development and growth of the entire area. The Port's mission statement and the goals, objectives, and policies that will govern the Port's development over the planning period reflect this commitment.

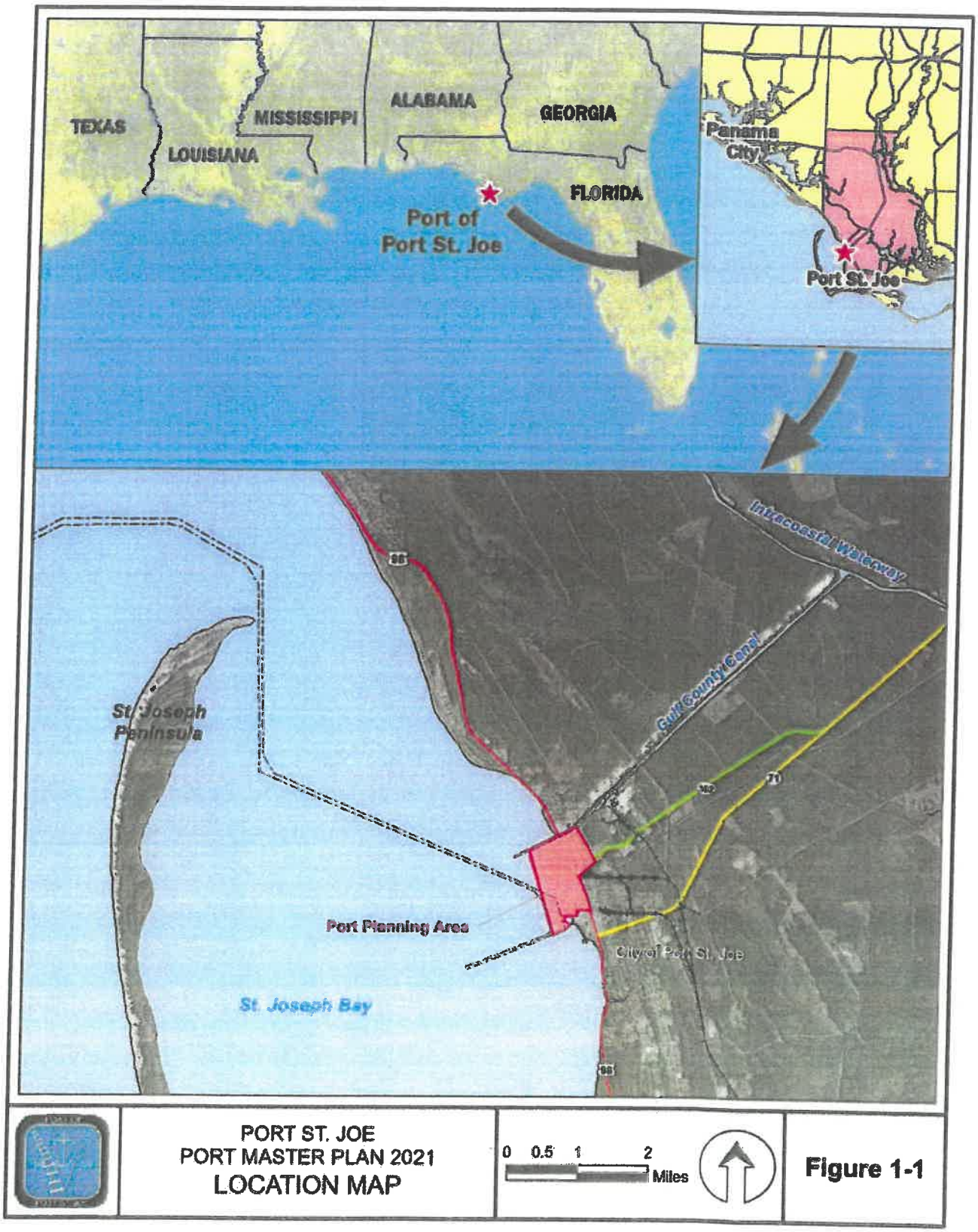


1.1 PORT PLANNING AREA

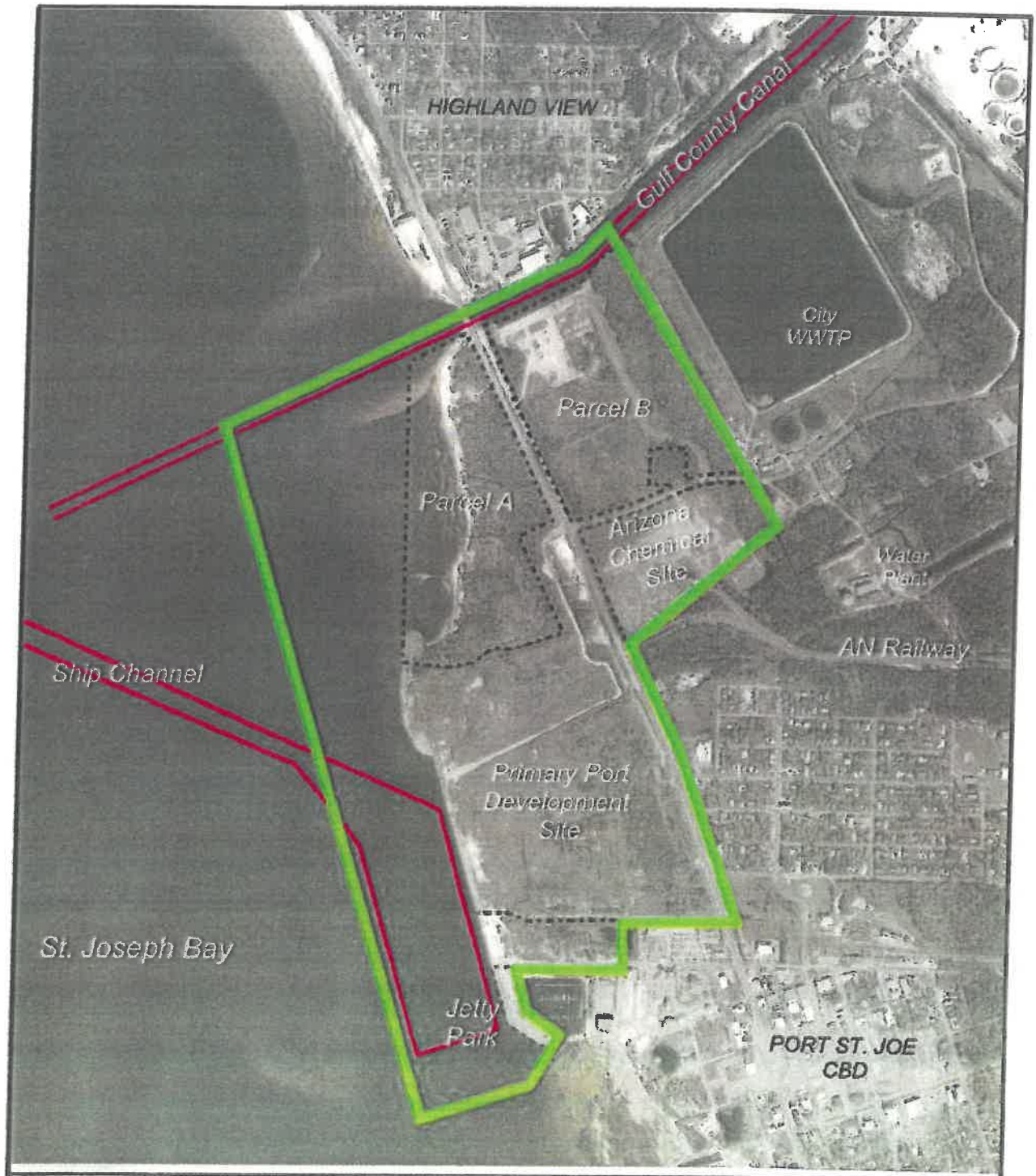
The Port of Port St. Joe is located in the City of Port St. Joe, the county seat of Gulf County, in Northwest Florida as shown on the Location Map (Figure 1-1) on the next page. Port St. Joe is approximately 100 miles southwest of Tallahassee, 36 miles east of Panama City Harbor, and 140 miles east of Pensacola Harbor. The Port Planning Area addressed in this Master Plan encompasses approximately 300 acres of undeveloped property on the Ship Channel and at the junction of St. Joseph Bay and the Gulf County Canal (Canal), which is part of the Intracoastal Waterway. "Ship Channel" as used in this Port Master Plan 2021, unless otherwise noted, refers to all ranges of the Congressionally authorized channel including the Harbor Channel and Turning Basin.

The Port Planning Area is located within the municipal limits of the City of Port St. Joe and is shown in Figures 1-1 and 1-2 on the following pages:

SD


TEXAS
LOUISIANA
MISSISSIPPI
ALABAMA
GEORGIA
FLORIDA
Port of
Port St. Joe
Panama
City
Port St. Joe
Intracoastal Waterway
St. Joseph
Peninsula
Gulf County Canal
Port Planning Area
City of Port St. Joe
St. Joseph Bay
PORT ST. JOE
PORT MASTER PLAN 2021
LOCATION MAP
0 0.5 1 2
Miles
Figure 1-1

51



PORT ST. JOE PORT MASTER PLAN 2021

PORT PLANNING AREA

Scale: 0 600 1200 Feet

FIGURE 1-2

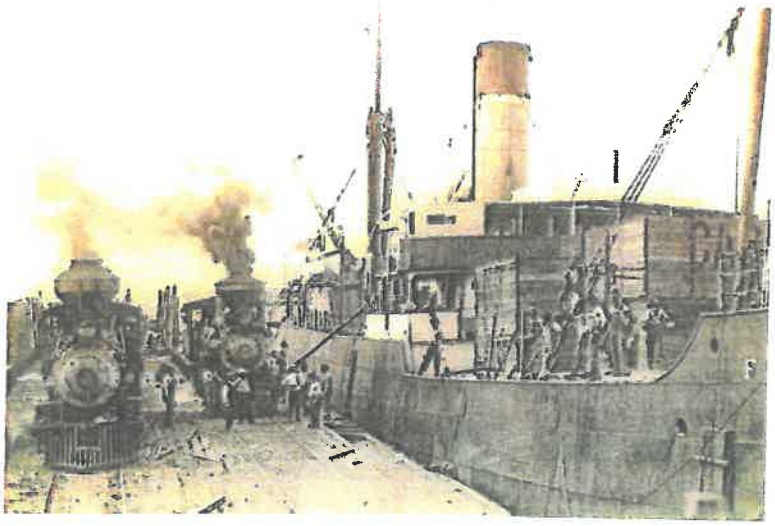
MOTT MACDONALD
Architects AA-C000B035
Engineers EB-0000185
Surveyors LB-0000763

As used in this Port Master Plan 2021, "the Port" refers to the port development at Port St. Joe. "The Port" includes both the public and private properties within the Port Planning Area shown in Figure 1-2 and is not exclusive to the properties owned by the Port Authority. The Authority's overriding goal is to facilitate the reactivation of waterborne commerce, the result of which will be to bring to the area the shippers, manufacturers, and support industries that will create the well-paying jobs sought by and so badly needed by the community and region. The Authority recognizes its responsibility to represent the interests of the public, recognizes the responsibility of private companies to represent the interests of their constituents, and is willing to work cooperatively with the private sector as long as those interests align and the public – the citizens of Port St. Joe, Gulf County, and the broader region – is a beneficiary.

1.2 HISTORY

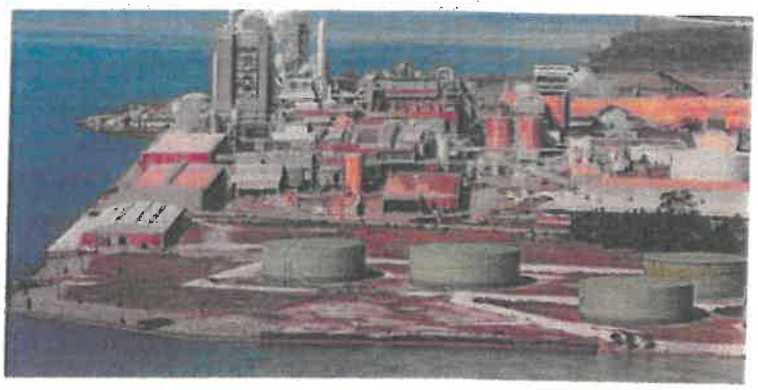
The City of Port St. Joe and the Port of Port St. Joe have a long and dramatic history. Once known as St. Joseph, the City was the sixth largest in Florida two centuries ago and the site of Florida's first Constitutional Convention. Its proximity to the Gulf of Mexico and the 1835 construction of railroad service to the region were key growth factors in the City's early years. Cotton from Georgia and Alabama was transported south on steam powered paddle wheel boats, then moved overland on rail to old St. Joseph where it was loaded onto large sailing ships. By 1839, St Joseph ranked with the Ports of Mobile and New Orleans and increased in size until it became the largest city in Florida. Unfortunately, a deadly yellow fever epidemic followed by a powerful hurricane in the early 1840s decimated the community and essentially ended commercial port activity for many decades.

In the early 1900s St. Joseph's Bay and its natural deepwater harbor again drew the interest of shippers who saw it as offering the shortest shipping route from the new Panama Canal into the southeastern US. Vital to their plans was the construction of the new Apalachicola Northern Railroad (ANRR; now the AN Railway) which was completed in 1910, the development of which resulted in the growth of a "new" town, the City of Port St. Joe. The shippers were successful in furthering their plans and in 1914 a new Port channel – 7,300 feet long, 300 feet wide, and 24 feet deep – was dredged. Forest products, primarily the timber along the railroad, were an attractive cargo opportunity for the railroad and port.



The Great Depression did not spare the region and the town of Port St. Joe, the ANRR, and the Port all suffered. However, after years of struggle, the availability of the railroad and Ship Channel at Port St. Joe along with the forest resources were again recognized as an opportunity and in 1938 the St. Joe Paper Company paper mill was constructed. Development of the mill site included dredging of the current Turning Basin and Harbor Channel and filling the area where the mill was constructed. To contain that fill, approximately 2,600 linear feet of bulkhead was constructed which formed the original bulkhead line that survives to this day. There have been various repairs and reconstructions of that original bulkhead over the decades.

Prior to World War II, a portion of the Port was set aside for petroleum storage and pipeline operations which subsequently supported the war efforts; St. Joseph Peninsula provided protection from German U-boats patrolling the Gulf and the pipeline supplied badly needed fuel and lubricants to the east and northeast US. Over the years, ownership and use of the petroleum storage and pipeline facilities included Coastal Terminals, Gulf Oil, Pure Oil, Southeastern Pipeline Company, Standard Oil, Cities Service, Sinclair Refining Company, St. Joe Paper Company, McKenzie Tank Lines, and Hess Petroleum. After final closure of the petroleum terminal in 1996 the City of Port St. Joe acquired the site, cleared the tank farm and other structures, constructed the Port St. Joe Marina, and sold the upland property for commercial development. In 2006 The St. Joe Company acquired the Marina and continues to operate it.



Cargo handled at the Port between the 1940s and 1980s included petroleum, cotton, timber, chemicals, paper, resin, turpentine, various agricultural commodities from north Florida and neighboring states, and even dynamite from an explosives manufacturing facility in Georgia.

Loading dynamite for export in the 1950s and '60s took place from barge to ship at anchorage in St. Joseph Bay a safe distance from town.

In 1962 the Port's channel and harbor were dredged to newly authorized project depths – ranging from 35 feet inside the Bay to 37 feet outside the Bay. Maintenance dredging of the Ship Channel occurred in 1973, 1980, and 1985-86. The channel and harbor have not been dredged since, however environmental permits for the resumption of maintenance dredging have been received and are valid through January 2025. The five to seven years between earlier maintenance dredging efforts is an indication that the harbor and channel are very much natural and will not impose a high frequency burden of future maintenance dredging.

For more than 60 years, the pulp and paper industry, anchored by the St. Joe Paper Company mill, dominated the local economy. After its sale in 1995 to Florida Coast Paper Company, LLC, and a subsequent bankruptcy, the paper mill ceased operations in August 1998. Its closure resulted in the loss of hundreds of jobs as well as the loss of the use of its bulkhead and warehouses for port operations.

Its closure also removed from the area one of the largest buyers of wood within a hundred-mile radius. The consequent reduction in demand in an area with a high percentage of forest cover has drawn the interest of shippers and manufacturers as it did in the 1830s, in 1910, and again in 1938. However, this time they are not looking for lumber or pulp for paper but looking for biomass as a carbon neutral fuel or as a raw material from which to produce liquid renewable fuels. Times have changed but the forest resource continues to be one of the region's most attractive assets.

Through most of the 1980s and `90s, Material Transfer, Inc., (MTI) operated a dry bulk terminal on the Canal just inland of the current Port Planning Area. It received barges loaded with domestic steam coal from southern Illinois and western Kentucky via the Ohio and Mississippi Rivers to New Orleans then on the Intracoastal Waterway to Port St. Joe where it was offloaded onto railcars and shipped to a Florida power plant. The facility typically shipped over three million tons per year and achieved a cumulative total of nearly fifty million tons during the life of its operations. Its closure in 1999 following the unrelated shutdown of the paper mill severely curtailed the traffic on the ANRR.

The chemical processing industry also had an established and active presence in Port St. Joe for over fifty years with Arizona Chemical and Premier Chemicals, both of which operated manufacturing plants in proximity to the Port Planning Area. Arizona Chemical ceased operations in 2009 and Premier Chemicals ceased operations in late 2010. With the loss of these remaining rail traffic generators, the AN Railway, as it had become known by that time, discontinued service to Port St. Joe and the condition of the railroad deteriorated.

Throughout this time of economic downturn when the community was losing its industrial base, the Port Authority commissioned several economic studies of the Port opportunity. These repeatedly confirmed the feasibility of revitalizing the Port of Port St. Joe. With its natural harbor protected by the St. Joseph Peninsula, quick and easy access to open water, intermodal connectivity with the Intracoastal Waterway, the AN Railway, regional highway network, and the area's abundant forests the Port has the potential to again play a major role in the region's recovery and growth as it did in 1910 and in 1938.

With the confirmation of the economic studies and long history of successful port operations, the Port Authority made successive attempts to acquire land for the reactivation and development of the Port. However, a relatively short-lived real estate boom in the first few years of the new century limited the availability of land for port development as owners anticipated higher returns from resort and residential development. Consequently, the 2008 Port Master Plan Planning Area was constrained to the properties on either side of the Tapper Bridge, the US 98 bridge over the Canal, that afforded only shallow water access on the Bay and Canal. During that time the Port Authority persisted in its land acquisition efforts with near term plans for a barge berth facility on the Canal and a long-term vision toward eventual

development of the Port with deepwater access. Over a period of years it succeeded in acquiring land, the Parcel B site, on the Canal immediately inland of the Tapper Bridge where it constructed an 876' bulkhead and also acquired the former Arizona Chemical site.

The collapse of the real estate market followed by the Great Recession that began in 2007 had two significant impacts on the prospects of development of the Port. First, the citizenry and leadership came to the realization that a balanced economy was needed in order to not only survive economic downturns but to prosper. It was concluded and very broadly accepted that the Port development represented the best opportunity to bring the job numbers growth and the higher wage jobs desired by all. Unfortunately, those same economic conditions limited business and shipping growth so that the Port Authority was unable to attract tenants or shippers to the Parcel B site and the property was lost through foreclosure.

Second, The St. Joe Company as owner of the former mill site came to the conclusion that the highest and best use of that site with its bulkhead on the Ship Channel is for Port development. In January 2012, after a series of meetings and public dialogue between the Port Authority and The St. Joe Company, the two parties entered a Memorandum of Understanding in which they agreed to "...mutually commit to work in collaboration to explore the promotion of economic development activities associated with port development and related trade, industrial, and commercial opportunities in the City or County. The primary objective is to attract new commerce and industry that will expand the employment base in the City and County."

As a result of that new cooperative relationship, The St. Joe Company began promoting the Port internationally to port operators, infrastructure developers, shippers, and others with interests in international trade. Its properties on the waterfront of the Harbor Channel and Turning Basin with considerable infrastructure in place and support acres inland present a rare opportunity for a "new" port start.

In support of that effort the Authority, recognizing the necessity of rail service for a successful port, assisted in securing a Florida DOT matching grant to repair and refurbish the AN Railway when shipper commitments justify doing so. The St. Joe Company, owner of the track and right-of-way, and Genesee & Wyoming, operator of the railroad, each pledged matching funds for the project to restore reliable rail service to the Port.

Another vital prerequisite to the reactivation of the Port is the resumption of maintenance dredging to restore the Ship Channel to authorized depths. With budget constraints preventing the USACE from dredging an inactive port, the Authority entered a Contributed Funds Agreement committing the Authority to fund the project and the USACE to implement it. Following that agreement, the USACE applied for and received the environmental permits for the dredging and the Authority, again with funding support from The St. Joe Company plus an FDOT grant, sought and received the permits for construction of the dredge material disposal areas. Those permits are valid through the end of December 2024.

At the time of the drafting of this Port Master Plan 2021, the Authority is in the process of pursuing the funding for the maintenance dredging of the Ship Channel and in discussions with various parties who are planning industrial developments and shipping operations that will utilize the Port; these prospects are more thoroughly discussed in Chapter 3.

The St. Joe Company, which owns all of the Port properties on the Ship Channel with the exception of Jetty Park, has leased a portion of those properties to Eastern Shipbuilding for the construction and repair of oceangoing vessels. In addition, The St. Joe Company has granted a License and Use Agreement to Twin Rivers Land and Timber, LLC, who is exporting woody biomass to Honduras to fuel an electric generating plant. Both are actively operating on their respective sites, creating the economic activity that has long

been anticipated at the Port. It is important to Twin Rivers that the Ship Channel be dredged to restore authorized depths so that they can load their woody biomass directly into dry bulk ships at Port St. Joe and avoid the costly barge move to deeper water in the Bay and related transloading costs there. Likewise, Mr. Joey D'Isernia, President of Eastern Shipbuilding, has advised that their plans for their Port St. Joe site include the outfitting and repair of deep draft ships and therefore they request that maintenance dredging be performed in the Ship Channel to restore the authorized depth of 35'.

1.3 INSTITUTIONAL AND LEGISLATIVE CONTEXT

The Port St. Joe Port Authority, which administers the Port of Port St. Joe, was originally created by special act of the Florida Legislature under Chapter 30787, Laws of Florida, in 1955, as amended. In June 2000, Chapter 30787 was repealed under Chapter 2000-488, Laws of Florida, providing for the re-codification and re-creation of the Port Authority, from which all its current powers and legal authority extend. The Port Authority consists of five commissioners appointed by the governor to four-year staggered terms. The geographic boundary limits of the Port Authority's district are contiguous with the geographic boundary limits of Gulf County, but for the purpose of planning, developing, and financing Port facilities, a smaller Port Planning Area has been defined for this Master Plan (see Figure 1-2).

The purpose of the Port Authority, according to the special act, is to develop "commerce and the Port." To achieve this purpose, the Port Authority is empowered to construct, maintain, and operate port facilities including, but not limited to terminal yards, warehouses, wharves, railroads, and repair shops for the Port Authority district.

The Port Authority envisions operating the Port of Port St. Joe as a landlord port for properties that it may control through title, lease, or other; the Port will lease property and grant operating licenses to terminal or stevedoring companies. This will remove the Port Authority from any vessel or cargo-handling responsibilities. The Port Authority's primary role will be to provide the Port's basic infrastructure, including harbor facilities, wharves, roadways, rail yards, utilities, and perimeter security. It will also be the Port Authority's responsibility to assure that the public interest is served by maintaining a competitive business environment and assuring that users of the Port receive adequate service at fair and reasonable prices.

As a landlord, the Port can lease property to ship lines, terminal operators, industrial users, and other service providers and manufacturers at rates sufficient to amortize the capital investment and generate adequate operating funds to maintain the Port's property and infrastructure. It is also advisable that revenues derived from Port operations be sufficient to generate the future capital required for expansions and improvements. A tariff will be constructed which delineates rules and charges that govern the use of Port facilities, both landside and waterside. It is anticipated that negotiated rates with tenants will govern leased properties.

1.4 PUBLIC INVOLVEMENT AND AGENCY COORDINATION

The first step of the planning process for this Port Master Plan 2021 was to solicit input from the community and others with interest in the Port by convening a public meeting of stakeholders. This Stakeholders Meeting was advertised and held on May 19, 2021. Attendees were given opportunity to comment on the proposed development of the Port so that their comments could be addressed in this Port Master Plan 2021. In addition to the general public, numerous agencies were invited to participate, including:

- City of Port St. Joe
- Gulf County
- City of Wewahitchka
- Gulf County Chamber of Commerce
- Gulf County Economic Development Council
- Apalachee Regional Planning Council
- Triumph Gulf Coast
- Florida Department of Economic Opportunity
- Florida Department of Transportation
- Opportunity Florida
- The St. Joe Company

The Minutes of the Stakeholders Meeting and the Attendees List are in Appendix A of this Plan.

As the Port Planning Area in this new Port Master Plan 2021 is entirely within the City of Port St. Joe, the City is the Port's appropriate local government and the Plan is to be incorporated into the Coastal Management Element of the City's Comprehensive Plan.

As required by the State of Florida in Chapter 163, Florida Statutes, this new Port Master Plan 2021 is consistent with the Comprehensive Plan of the City of Port St. Joe as well as that of Gulf County. It is also consistent with the Strategic Regional Policy Plan of the Apalachee Regional Planning Council and the State of Florida's *State Comprehensive Plan.*

[After completion of the Draft Plan a public hearing will be held and information about that meeting will be inserted here.]

CHAPTER 2

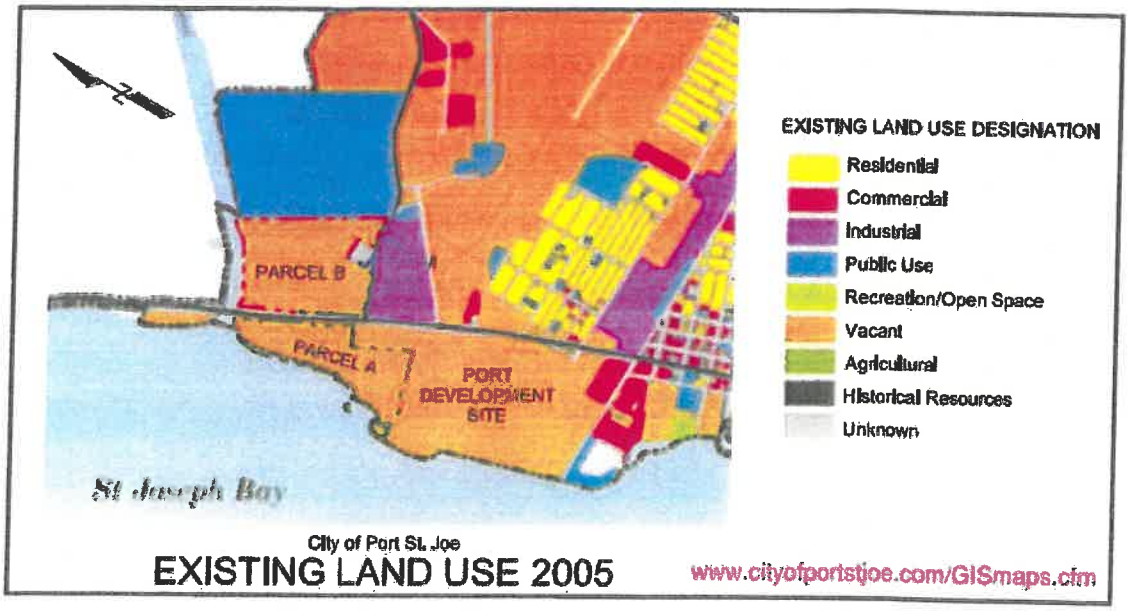
EXISTING CONDITIONS AND FACILITIES

To handle the vessels anticipated to call at the Port and accommodate the cargoes these vessels will carry, the Port of Port St. Joe, like other ports, must offer its users the appropriate resources. Such resources include sufficiently deep navigable water, adequate berthing, upland storage, and efficient intermodal access. This chapter of the Port St. Joe Port Master Plan 2021 reviews existing land uses and facilities, including the intermodal transportation network, utilities, and environmental conditions in proximity to the Port Planning Area. It also discusses the Port's plans for addressing natural and man-made hazards or disasters.

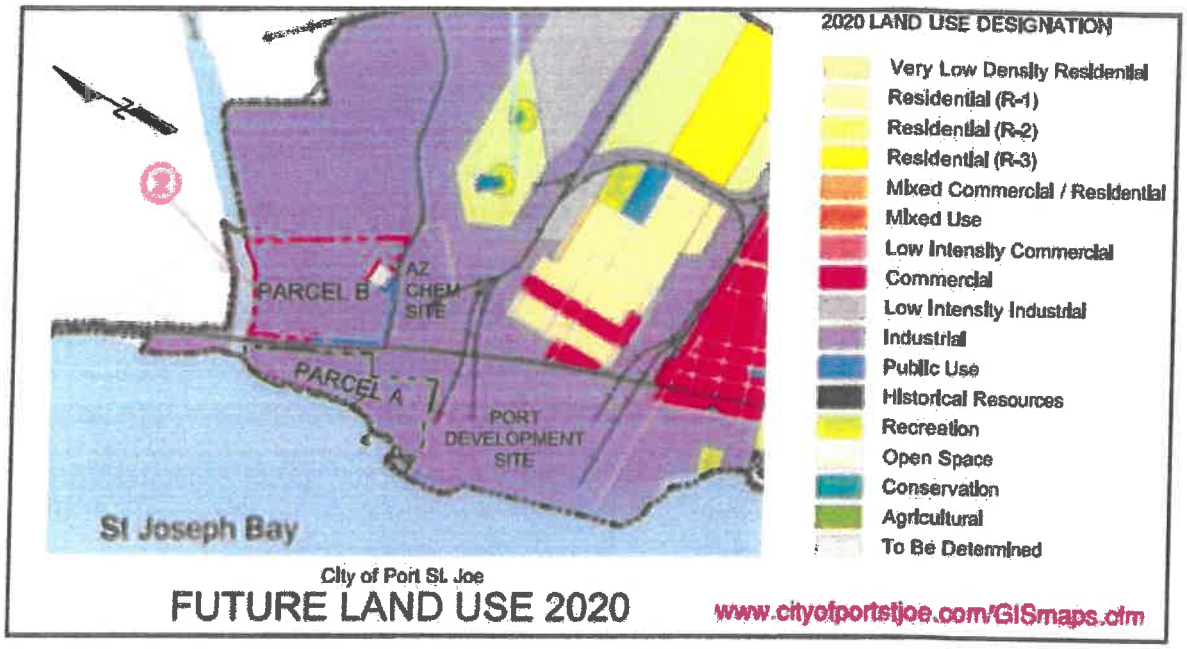
2.1 LAND USE

Below and on the next page are the Existing and Future Land Use Maps for the Port Planning Area and adjacent properties. The maps are duplicated from the City of Port St. Joe's Comprehensive Plan and are their current maps.

Property uses in proximity to the Port Planning Area include the following: To the north are Raffield Fisheries and Wood Fisheries across the Canal. To the east along the Canal is the City of Port St. Joe's Wastewater Treatment Plant (WWTP). To the east of the primary port development site (former paper mill site) are the AN Railway rail yard, some commercial properties along US Highway 98, and the north Port St. Joe residential community. To the south are the Port St. Joe Marina, some commercial properties, and the City's Central Business District.



As shown in the Future Land Use Map 2020, the Port Planning Area is designated for Industrial use with the exception of Jetty Park, a 3.2 acre parcel owned by the City which is on the Harbor Channel east of the Marina, and is a public park designated Recreational. There are no cargo handling operations planned for Jetty Park; the intent of its inclusion is to facilitate, at the City's discretion, the opportunity for the docking of educational, historic, and recreational vessels for the enjoyment of local citizens and visitors. Potential activities within the Port are permitted uses within the Industrial designation.



Note: The above maps were obtained from the City of Port St. Joe and are their most recently adopted; Port labels have been added.

2.2 WATER-DEPENDENT USES

Water-dependent uses in proximity to the Port Planning Area along the Canal include Raffield Fisheries and Woods Fisheries on the north shore and the MTI site, the now dormant barge-to-rail bulk materials terminal on the south shore and to the east of the City's wastewater treatment plant. The Port St. Joe Marina is a water dependent use on St. Joseph Bay that is proximate to the Planning Area with the peninsula that is Jetty Park forming its western perimeter. There are no anticipated conflicts between these uses and the Port's future operations.

2.3 EXISTING PORT INFRASTRUCTURE

The Port Planning Area has in place various assets and improvements that are important to the development of the Port. Along the Harbor Channel is a continuous bulkhead totaling over 2600 feet. Of this total approximately 1500 feet is a concrete capped bulkhead on the waterfront of the former paper mill site – now the primary port development site with current water dependent operations consisting of Eastern Shipbuilding's vessel construction and repair and Twin Rivers' wood chip shipping operation. To the south of the former paper mill site is an over 500-foot steel sheetpile bulkhead, and on the waterfront of Jetty Park is 550 feet of concrete capped bulkhead. The 500-foot steel portion is badly deteriorated and will need to be replaced to be functional for any landside uses and the 550 feet on Jetty Park is a low elevation bulkhead – approximately two feet above mean high water (MHW) – not suitable for cargo handling.

On the waterfront of the Canal on the Parcel B site (Figure 1-2) is an 876-foot concrete capped bulkhead suitable for barge operations and some shallower draft ocean-going vessel operations. That bulkhead, while on the Canal with 12' maintained depth, was designed for a water depth of 20' to provide for shallower draft ocean-going vessels; dredging would be required to provide that additional depth. An internal access road from Industrial Road (CR382) to that bulkhead has been constructed.

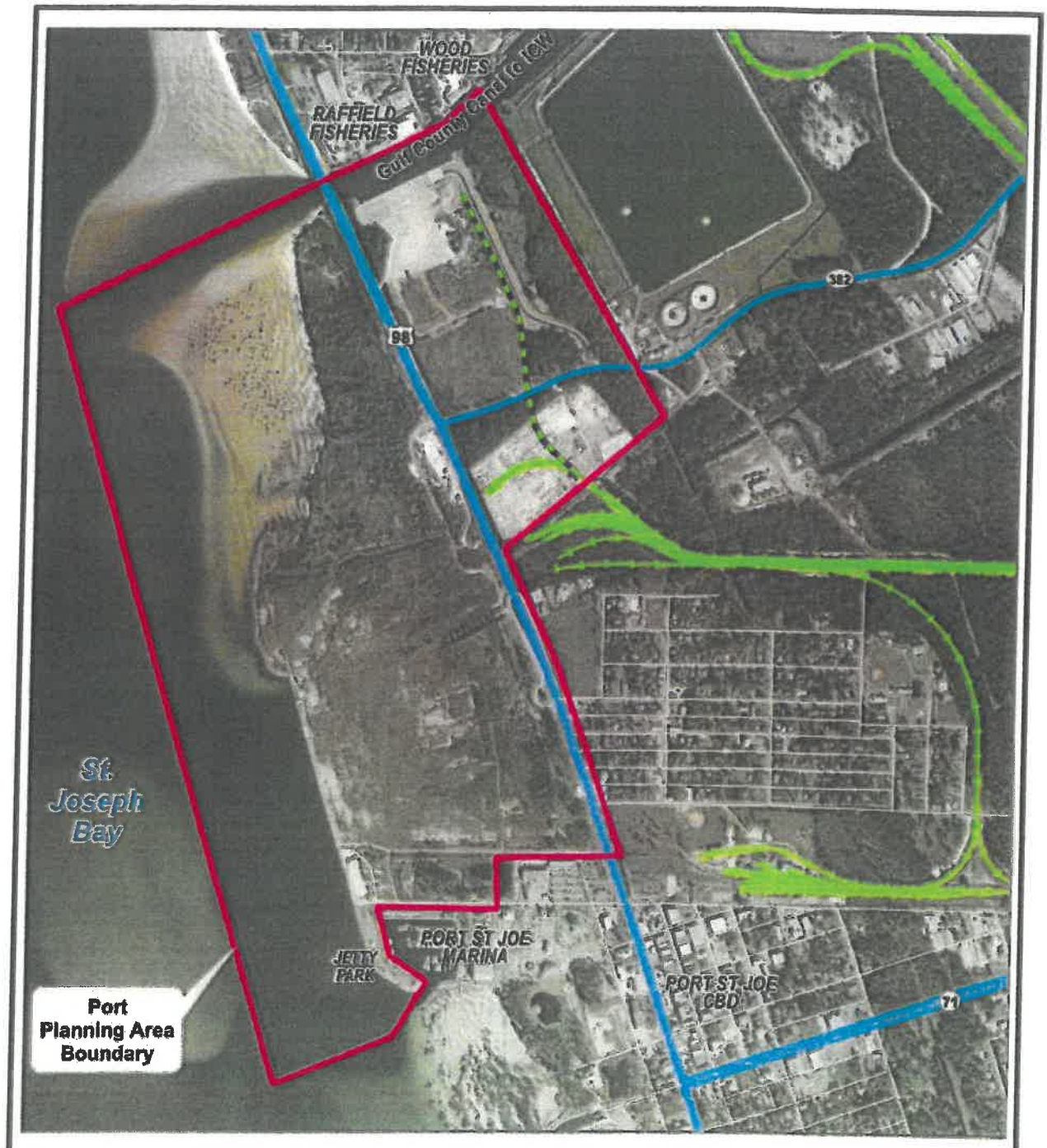
In addition to these maritime related improvements, the Port Planning Area and the industrial area to its east retain the utility and transportation infrastructure that survived the demolition of the large industrial operations that previously occupied much of the area. These assets include 30 mW of electric capacity, two natural gas pipelines with combined capacity of 19,000 mcf/day, the southern terminus of the City owned Fresh Water Canal that supplied over 50 million gallons per day to the paper mill, the City's six million gallon per day (MGD) capacity potable water treatment plant, the City's six MGD capacity wastewater treatment plant, and the vitally important AN Railway.

2.4 INTERMODAL TRANSPORTATION NETWORK

Port St. Joe is located in proximity to an expanding regional intermodal transportation system that serves the northern hinterland of Florida and the neighboring states in the Southeast. This Northwest Florida location facilitates domestic and international commerce with other Florida markets and with the US Southeast and Mid-West. State plans for new and enhanced strategic corridors will only strengthen the Port's ability to serve these markets. The Port Authority and District 3 of Florida's Department of Transportation (FDOT) cooperated to be certain that freight interests were considered in the planning of the Gulf Coast Parkway selected corridor (see Figure 2-1) and other area highway projects.

Port St. Joe's intermodal assets include convenient, low traffic volume access to major highways such as I-10; rail connections via the AN Railway to the CSX Transportation Railroad (CSXT); deep draft ship access to the Gulf of Mexico trade lanes, and inland barge and shallow draft access via the nation's Intracoastal Waterways. Figure 2-2 shows the existing road and rail facilities that provide access to the Port Planning Area, and Figures 2-3 and 2-4 show water access to the Port.

	PORT ST. JOE PORT MASTER PLAN 2021 GULF COAST PARKWAY	Scale: As Shown	FIGURE 2-1	MOTT MACDONALD Architects AA C0000035 Engineers EB-0000155 Surveyors LB-0003829



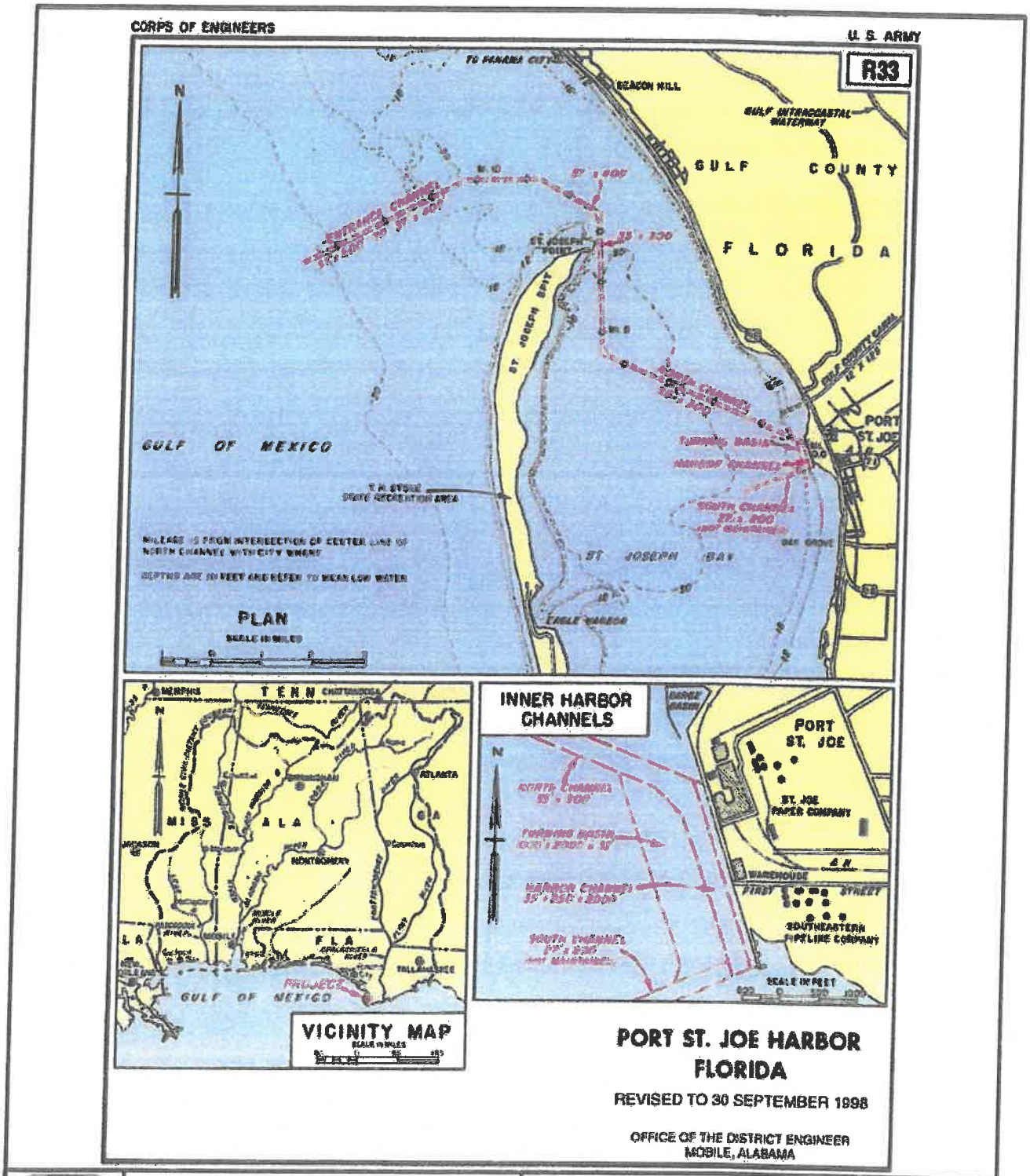
PORT ST. JOE PORT MASTER PLAN 2021

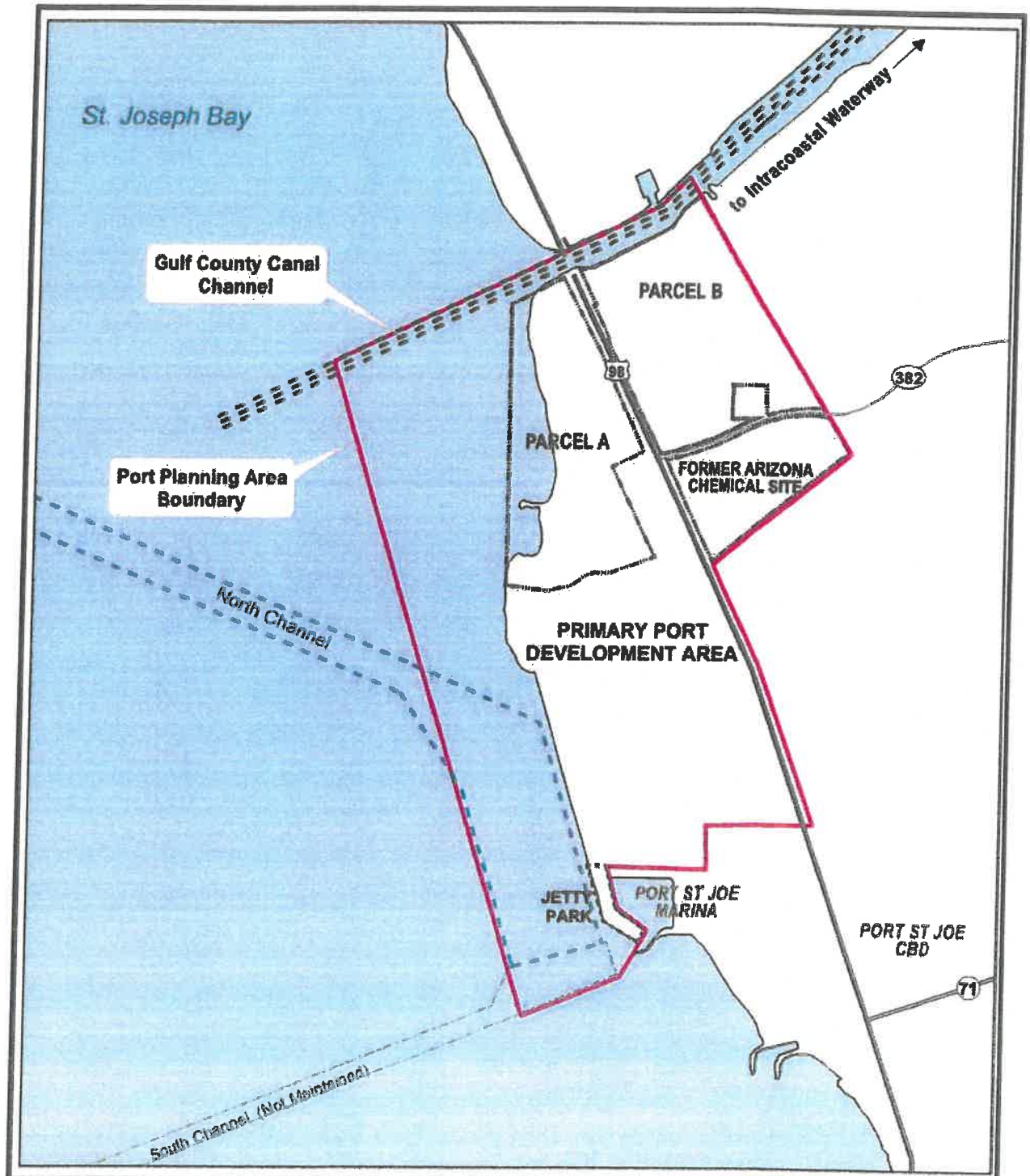
ROAD & RAIL NETWORK

Scale: 0 600 1200 Feet

FIGURE 2-2

MOTT MACDONALD
Architects AA-C0000035
Engineers EB-0000155
Surveyors LB-00006763


CORPS OF ENGINEERS
U. S. ARMY
R33
GULF COUNTY
FLORIDA
GULF OF MEXICO
ST JOSEPH BAY
PORT ST JOE
PLAN
INNER HARBOR CHANNELS
PORT ST. JOE
ST. JOE PAPER COMPANY
WAREHOUSE
FIRST STREET
SOUTHEASTERN PIPELINE COMPANY
SCALE IN FEET
VICINITY MAP
PROJECT
GULF OF MEXICO
PORT ST. JOE HARBOR
FLORIDA
REVISED TO 30 SEPTEMBER 1998
OFFICE OF THE DISTRICT ENGINEER
MOBILE, ALABAMA
PORT ST. JOE
PORT MASTER PLAN 2021
NAVIGATION PROJECT
Scale as noted above
FIGURE 2-3



2.4.1 Roadway System

Port Access

Roadway access to the Port Planning Area is via US 98 (SR30) and Industrial Road (CR382). There are presently three points of access to the port development site from US 98: via Howard Road on the south edge of that property, the truck entrance to the port development site directly across from the intersection of Industrial Road (CR382) with US Highway 98, and the US Highway 98 grade separation, known locally as the Overpass. The latter is an engineered interchange with US 98 which provides for rail access under US 98 as well as truck and automobile access at grade near the center of the port development site.

Industrial Road terminates at state highway SR 71 on its east end and at US 98 on its west end, providing a route for port vehicle and truck traffic that minimizes traffic impacts and specifically avoids the City's residential and commercial districts.

US 98 is an important component of Port access as it bisects the Port Planning Area. The Tapper Bridge is located on US 98 and spans the Canal. It is a fixed-span bridge, approximately 2,800 feet long point to point. In the 1980s, prior to construction of that bridge and in anticipation of Port development at this site, the Port Authority compensated FDOT for the incremental cost of the grade separation of approximately 1,000 feet from the Canal southward under the Tapper Bridge and the vertical clearance of 75 feet over the Canal channel which is ten feet higher than the standard ICWW clearance of 65 feet. The two grade separations – under the Tapper Bridge as just described and the previously mentioned Overpass – are important existing features that will provide for the movement of trucks, cargo, rail, conveyors, pipelines, etc., within the Port Planning Area without interference with the vehicular traffic utilizing US 98.

Regional Highway Access

The primary roads providing access to the Port Planning Area and vicinity are US 98 (SR 30), SR 71, and CR 382.

- **US 98 (SR 30)** approaches the City of Port St. Joe from the southeast as a two-lane undivided roadway and continues northerly through the Port Planning Area before turning westerly as it parallels the Gulf Coast. The Transportation Element of the City of Port St. Joe's Comprehensive Plan reports a segment of US 98 north of SR 71 as having potential expansion problems due to the two close elevated structures, the Overpass and the Tapper Bridge.
- **SR 71** is a four-lane divided road within the City, extending easterly from US 98. Outside the City limits and just beyond the AN Railway grade crossing, SR 71 becomes a two-lane undivided road and turns northerly. As the principal north-south facility in Gulf County, SR 71 connects Port St. Joe with the City of Wewahitchka and provides a route to its interchange with Interstate 10. Truckers serving at other ports will appreciate that there are only three traffic signals and very little traffic between the Port and I-10 on this route.
- **CR 382 (Industrial Road)** is a two-lane, undivided collector that provides an east-west connection between US 98 in the Port Planning Area and SR 71 northeast of Port St. Joe. It is a low-traffic roadway that provides the industrial area and Port with a truck route connector between the major corridors of US 98 and SR 71 while bypassing the central business district and local street network of the City of Port St. Joe.

Neither US 98 (SR 30) nor SR 71 is included on the Florida Intrastate Highway System (FIHS) or the Strategic Intermodal System (SIS) within Gulf County and vicinity. Because these roads are not on those

systems, the City is permitted to establish its own level-of-service (LOS) standards for these roads and has done so as follows:

- Principal Arterial D
- Minor Arterial D
- Collector Roadways D
- Local City Roads C

LOS refers to the volume-to-capacity ratio experienced on road facilities and provides an indication of delays that might be experienced. The 1985 Highway Capacity Manual of the U.S. Department of Transportation provides the basis for evaluating road facilities. Six LOS ratings are defined for each type of facility, i.e., urban vs. rural, and are given letter designations from "A" to "F," with "A" representing the best operating conditions and "F," the worst.

The City has adopted LOS "E" as the peak-hour standard for the constrained segment of US 98 (SR 30) from Angel Fish Street immediately north of the Canal and including the Tapper Bridge to south of the Overpass.

Table 2-1 provides a summary description of the City's primary roadway system, the roads that will provide Port access. According to the latest information contained in the Transportation Element of the City of Port St. Joe's Comprehensive Plan all roads are currently operating at an acceptable LOS and are expected to continue to do so through the City's planning horizon. Due to its small size, the City of Port St. Joe currently does not have a local traffic count system; rather it relies on data from FDOT from whose website the information below was obtained.

Table 2-1 Descriptions of Roadway System Providing Port Access

DESCRIPTION	US 98 (SR 30)*	SR 71	CR 382
Right-of-Way Width	120'	120'	100'
Classification	US/State Road	State Road	County Road
Type of Facility	Rural Principal Arterial	Rural Minor Arterial	Rural Minor Collector
Jurisdiction	FDOT	FDOT	Gulf County
Annual Average Daily Trips (LOS)			
2010	5,900/10,000/8,800 (C)	3,900 (B)	1,500 (B)
2016	10,510 (C)	3,311 (B)	631 (B)
2019	10,100 (C)	4,400 (B)	1,000 (B)
Condition	Good to Excellent	Good	Excellent
Weight Restriction	None (Statutory)	None (Statutory	None (Statutory)
Capacity Improvement Plans	None	None	None

*The traffic counts for US 98 (SR 30) vary as the road traverses the City from the southeast towards the George Tapper Bridge. The highest counts occur in the vicinity of SR 71. *Source:* FDOT

FDOT's adopted Five-Year Work Program does not include any capacity improvement projects in the City of Port St. Joe or its immediate vicinity. However, there is one very important project that will have a beneficial impact on regional highway access to the Port and that is the Gulf Coast Parkway (see Figure 2-1) which is a proposed four-lane arterial which will connect US 98 just north of the Port with US 231 north of Panama City. When constructed this road will become the Port's primary route for highway freight movements inland by departing from US 98, avoiding the City of Mexico Beach, Tyndall Air Force Base, and the heavily congested Tyndall Parkway while providing the shortest route to I-10. Its northern terminus will not only provide easy access to I-10 but also to Port Panama City's Intermodal Distribution Center.

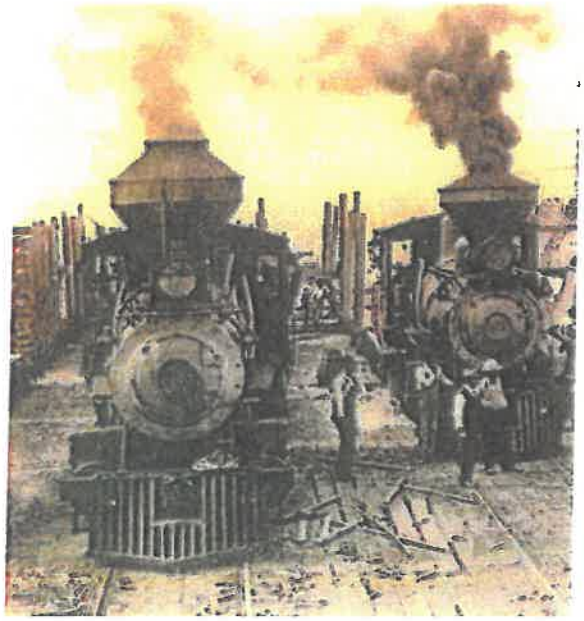
The Gulf Coast Parkway's southern terminus on US Highway 98 is approximately six miles from the Port, the route then proceeds north along CR 386 in Gulf County, then north along a new corridor to SR 22. From there two segments are planned: initially, the route will turn west to reconnect with US 98 in Callaway and a future segment will go north from its intersection with SR 22 and connect directly with US 231 for its northern terminus.

In implementing the development of maritime facilities, the Port Authority will pursue partnerships with those involved in this and other mobility improvement projects, including FDOT, local governments, other state and federal entities, the private-sector business/shipping community, and the public.

2.4.2 Rail Network

Port Access

Rail is currently available to the Port Planning Area via the tracks that are on the former Arizona Chemical site and the AN Railway's adjacent rail yard. The Port Authority has reserved a rail right-of-way across the Arizona Chemical site so that rail can be extended to the Parcel B site on the Canal. Also, the AN Railway's rail yard with its multiple tracks is immediately south of the Arizona Chemical site and east of the Port Planning Area; rail service can readily be extended into the port development area under the Overpass where it previously was routed. With the grade separations of the Overpass and the Tapper Bridge, a rail loop can be constructed to connect those two rail lines should it be determined to be beneficial for tenant's and shipper's cargo movements.



Regional Rail Access

The AN Railway is a Class 3 railroad owned by The St. Joe Company and operated by Genesee & Wyoming. The AN previously served the now closed industries in Port St. Joe and has a history of transporting a variety of products, including wood chips and other forest products, chemicals, and coal. Most of its 96-mile mainline consists of heavy duty, 140-pound rail on concrete ties. While there have been some rail operations on the northern portion of the line, the AN has not been operational to Port St. Joe since the closure of Premier Chemicals in 2010. This has resulted in an absence of maintenance and deterioration of the trestles and bridges crossing the Apalachicola River and its adjoining wetlands and swamps to the east. As noted in Chapter 1 a plan has been in place for some time to make the necessary repairs and restore the AN Railway to operational status under a public-private partnership grant from FDOT and matched by The St. Joe Company and Genesee & Wyoming. The specific purpose is to prepare for new Port operations. Also in anticipation of Port operations, rail service has been included in the planning for an Inland Logistics Center near the AN Railway's crossing of I-10, a major component of the Gulf to Gadsden Freight Logistics Zone Strategic Plan (see Appendix E).

The AN connects with the Class I CSXT Railroad at Chattahoochee in Gadsden County. The CSXT switching yard, where the AN Railway terminates, is a 25-acre facility with capacity for 500 rail cars.

2.4.3 Airports

The Port St. Joe region is served by three airports: the Northwest Florida Beaches International Airport near Panama City, the Tallahassee Regional Airport, and the Apalachicola Regional Airport.

Cargo transfer and other commercial activities are not anticipated between the Port and the airport distribution networks. However, the availability of the Northwest Florida Beaches International Airport is considered a very beneficial asset in light of the international nature of port trade, tenants, and customers.

2.4.4 Water Access

Port Access

The Port Planning Area is located at the junction of St. Joseph Bay and the Gulf County Canal. Located directly on the Harbor Channel and Turning Basin are Jetty Park and the primary port development area which, for most of the previous century through current operations has been the site for ship berthing and cargo handling operations. Also within the Port Planning Area are an unimproved parcel on the west side of the Tapper Bridge and fronting on the mouth of the Gulf County Canal (Parcel A) and a bulkheaded parcel on the east side of the Tapper Bridge (Parcel B) which also fronts on the Canal. The Parcel A and Parcel B designations were prominent in the Port Master Plan 2013 and are retained here for ease of reference.

The Canal is a tributary of the Gulf Intracoastal Waterway (GIWW), connecting the GIWW with St. Joseph Bay and the Gulf of Mexico. The Canal channel is maintained to a depth of 12 feet and width of 125 feet. Lining the south bank of the 5.5-mile straight Canal is prime industrial property that is also accessible by highway with frontage on Industrial Road (C0382) and accessible by rail to many of the parcels. Access to the Canal from St. Joseph Bay is under the US 98 George Tapper Bridge. The clearances under the bridge are 170 feet horizontal and 75 feet vertical above mean lower low water (MLLW)[4].

Presently, due to navigation safety issues, the maximum permissible size of tows transiting the Canal, and the GIWW from Mobile Bay east is 55 feet wide by 1,180 feet long. These dimensions equate roughly to a four-barge tow of jumbo-hopper river barges (35'x200') with towboat. Permits may be obtained for oversize tows, and permits are commonly granted for six-barge tows, arranged two abreast by three long. 33 Code of Federal Regulations (CFR) 162.75 provides navigation safety rules for waters that are connected to the Gulf of Mexico, and parts of this regulation set allowable tow sizes on the GIWW.

The Mobile District's Panama City Site Operations Office of the U.S. Army Corps of Engineers (USACE) maintains the Canal and GIWW in this area. The Jacksonville District of the USACE is responsible for regulatory issues, including permitting, for this section of the GIWW and the Canal at Port St. Joe.

The federal government, through the USACE, does not have fee title to Canal real estate. Instead, they have perpetual easements for the Canal and adjacent dredge material disposal areas. The local sponsor of the Canal is Gulf County, which is responsible for providing all necessary real estate interests. There are currently over 800 acres of perpetual easement for the Canal and dredged material disposal. The original width of the Canal right-of-way was 500 feet on either side of the centerline of the dredged portion. In 1968, 250 feet of the federal government's easement along the length of the south bank of the Canal were remitted with the intent of making it available for industrial development and 500 feet were added to the easement along the length of the north bank. The Canal now effectively extends 250 feet south and 1,000

[4] National Oceanic and Atmospheric Administration, Nautical Chart 11393, 23rd Edition, January 2017.

feet north of the original centerline along the majority of its length. All material dredged from the Canal is deposited on the north bank. All construction activities adjacent to the Canal must occur outside the limits of the perpetual easements.

Harbor and Ship Channel Access

The Congressionally authorized Port of Port St. Joe Ship Channel (used in this Plan to refer to all ranges of the channel shown on Figure 2-3) provides access to the shipping lanes of the Gulf of Mexico and beyond. The alignment from the deepwater Gulf wraps around St. Joseph Peninsula, leading into St. Joseph Bay. The authorized project depth varies from minus 37 feet Mean Low Water (MLW) at its entrance in the Gulf and extending to approximately the tip of St. Joseph Peninsula where the authorized depth decreases to minus 35 feet MLW and extending from there to the terminus of the Harbor Channel near Jetty Park. The South Channel has not been maintained even in prior maintenance dredging projects. The last maintenance dredging of the Entrance Channel, Harbor Channel and Turning Basin was performed in 1972/73. Since that time, there have been only two dredging contracts for removal of sediment in critical locations. One of these critical areas is in Range D, near the tip of the St. Joseph Peninsula where there is continual accretion of sand. This area was dredged in 1980 and again in 1985/86.

Examples of multi-ship activity at Port St. Joe in the 1950s and '60s.

The last ship to call at the Port docked at the former paper mill on the port development site in 1995 and was draft limited at that time due to the lack of maintenance dredging. The Port Authority, in its efforts to revitalize the Port, recognize that an initial, vital step will be to restore the channel to adequate depths for shipping. With funding assistance from FDOT and The St. Joe Company and with the cooperation of the USACE Operations group, permits were sought and received from both the FDEP and the USACE Regulatory group for the dredging of the Ship Channel to authorized depths and for the construction of the disposal areas where the dredged material will be placed. In order to avoid both the cost of and the environmental impacts of dredging the tip of the Peninsula, the USACE shifted Range D 300' to the east in its application for those maintenance dredging permits which were received in early 2015, were subsequently renewed, and are now valid through December 31, 2024.

The Port Authority plans to implement the dredging project through a contributed funds agreement with the USACE Operations group in Mobile in whose area of responsibility the Port is located. This agreement was reached at the initiation of the permitting process and provided strategic benefits for both the permitting

and the eventual dredging. The most significant benefit is that, since dredging waterways for commercial shipping is one of the primary responsibilities of the Corps, they have the expertise, systems, contacts, industry knowledge, and established protocols that the Port Authority lacks.

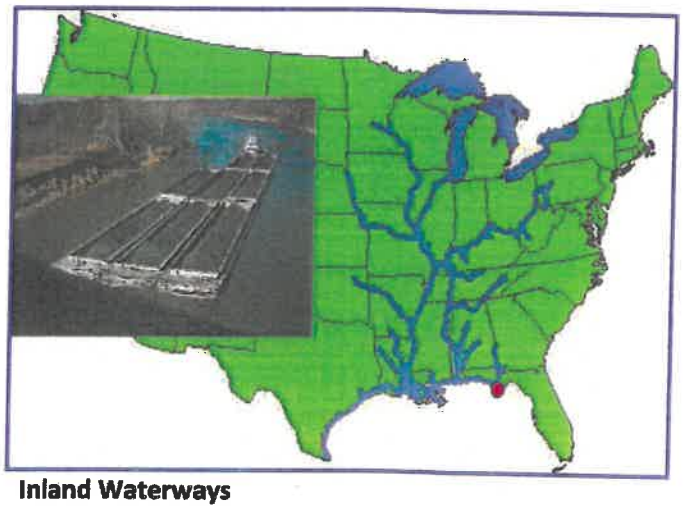
The contributed funds agreement requires the Port Authority to fund the dredging project; this is necessary since the Corps budget is obligated to specific projects at operational ports and waterways and there is no Federal funding for minimally operational or low tonnage ports.

Regional Waterway Access

The Canal is part of the GIWW and connects the main channel of the GIWW to St. Joseph Bay. The Port of Port St. Joe thus has easy access to both the Gulf of Mexico and the GIWW. This water access is a critical part of the Port's intermodal transportation system and contributes to its competitive advantage.

The GIWW, which traverses Gulf County, offers Port users opportunities to transport their cargo by barge in lieu of other modes when schedules or costs so dictate. The GIWW also offers an interesting opportunity for collaboration among the other Northwest Florida deepwater ports as it serves the Panama City area as well as Pensacola Bay.

The 12-foot deep by 125-foot wide federally maintained waterway provides a means for waterborne commercial and recreational transportation from Apalachicola Bay, Florida to such distant cities as Brownsville, Texas, at the Mexican border, Pittsburgh, Chicago, St. Louis, Nashville, and even to Tulsa, Oklahoma. The portion of the GIWW between Apalachicola Bay and St. Marks, Florida, has been de-authorized and is no longer federally maintained though there continues to be some barge activity traversing Apalachee Bay from St. Marks to Tampa including the recent movement of woodchips to Tampa for transloading and shipment to Honduras.



Inland Waterways

Commercial traffic is primarily barge-carried bulk cargo, which moves inland from the GIWW on various river systems including the Mississippi River and the Alabama-Tombigbee Waterway System.

2.5 UTILITIES [5]

2.5.1 Potable Water

The City of Port St. Joe provides potable water to the residents and businesses within all areas of the City limits as well as some unincorporated communities. To meet the water supply volume requirements the City constructed a new Surface Water Treatment Plant in 2009; in 2020 the average daily demand was 1 million gallons per day (mgd). While the Plant is currently permitted for 3 mgd, its design capacity is

[5] Source: Information regarding the City of Port St. Joe's utility infrastructure is from the City's Comprehensive Plan and from Jim Anderson, City Manager, April 2021.

double that at 6 mgd, therefore there is significant excess capacity for the anticipated demands from future residential growth and from development of the Port.

2.5.2 Industrial Process Water

The source of water for the City's Surface Water Treatment Plant is the Fresh Water Canal, a man-made waterway which was dug from the spring fed Chipola River to supply the former paper mill with industrial process water. It terminates near the east side of the Port Planning Area at the City's Surface Water Treatment Plant and is now City owned. It supplied over 50 mgd to the paper mill and other now-closed industries, therefore there is an overabundance of water for both on-Port and off-Port industrial users of both treated and untreated water, subject to any permitting limits on the resource.

2.5.3 Wastewater

Sanitary sewage is treated at the City of Port St. Joe's wastewater treatment plant (WWTP) which is adjacent to the Port Planning Area on the Gulf County Canal. The sanitary sewer lines are accessible at the US 98 right-of-way. The plant's effluent is disposed of in a land application process in an undeveloped area north of the Gulf County Canal and inland of the Highland View community. As of March 2021, the plant's average daily influent was 3.1 mgd and its effluent was 1.9 mgd while operating at 33% capacity, the difference being loss by evaporation from the 70-acre wastewater treatment pond on the plant site. There is significant excess capacity for prospective Port tenants and industrial users however the plant is presently permitted for the treatment of residential wastewater only. Should a new tenant or industrial operation generate wastewater of a non-residential nature (residential being primarily restrooms, kitchen facilities, water fountains, etc.) a permit modification would be required to accept industrial wastewater and, depending on the nature of the wastewater, pre-treatment may be required.

2.5.4 Stormwater and Drainage Facilities

The City of Port St. Joe constructs and maintains stormwater management facilities within City rights-of-way. FDOT has stormwater management responsibility for the two state highways within the City limits. The final draft of the City's Stormwater Master Plan dated April 2021 reports that the three basins which encompass the vast majority of the City's residential and commercial areas discharges to St. Joseph Bay. The other main discharge point is to the Canal, which also discharges to St. Joseph Bay. The drainage outfall into the Canal is located at Chicken House Branch, the eastern boundary of the Port Planning Area. An FDOT outfall into the Canal occurs within the Port Planning area along the eastern side of US 98 and the Tapper Bridge.

FDEP's Stormwater Rule (Ch. 62-25, Florida Administrative Code) addresses the state's responsibilities under Section 208 of the Federal Water Pollution Control Act. In compliance with the Stormwater Rule, the City has adopted within its Land Development Regulations the following Level of Service standard for stormwater management facilities:

- 25-year frequency, 24-hour duration storm event for areas designated as residential, commercial, mixed commercia/residential, public, and industrial land use on the Future Land Use Map; and,
- 3-year frequency, 24-hour duration storm event for those areas designated as agricultural, conservation, and recreation land uses on the Future Land Use Map.
- Further, all new and re-development projects shall comply with the stormwater design and performance standards and stormwater retention and detention standards contained within section 62-346, F.A.C.

When the proposed Port is developed, stormwater drainage will be designed to meet NPDES, FDEP, Northwest Florida Water Management District (NWFWMD), and City of Port St. Joe water quality standards.

2.5.5 Solid Waste

The City of Port St. Joe is responsible for collecting household garbage and yard debris within its residential and commercial areas. This is achieved through a contract with BCC Waste Solutions which collects and transports the solid waste for disposal at Bay County's Steelfield Road permitted landfill. The disposition of construction and demolition debris is the responsibility of the landowner, contractor, and others who generate the waste.

Industrial solid waste is to be handled and disposed of by the individual companies generating the waste who may do so by also contracting with BCC Waste Solutions or another qualified solid waste hauling firm. The Port anticipates no capacity problems in disposing of the additional waste that will be generated by Port development and future operations.

2.5.6 Energy

St. Joe Gas Company serves local users with their propane and natural gas needs and has an abundance of excess capacity to serve future residential and industrial needs. It has two natural gas pipelines into the Port area: an 8" line with capacity of 14,000 million cubic feet per day (MCF/day) and a 4" line with capacity of 5,000 MCF/day. Current average peak demand is less than 600 MCF/day from all current users. While the capacities noted above are the currently available volumes, higher demand users (see Chapter 3 Market Opportunities) knowledgeable of the natural gas industry are aware that increasing the supply is achievable through contractual mechanisms including the purchase of additional capacity on the distribution system

Duke Energy provides the area with electric power and has available capacity to the industrial area, including the Port Planning Area, of 30 mW.

The electric power grid and natural gas pipelines were constructed to serve the paper mill and other now closed industries, therefore there is considerable excess capacity in both systems.

2.6 SECURITY

The Port of Port St. Joe, like all of Florida's and the nation's public deepwater ports, must have a security plan to comply with the nation's seaport security standards as developed by the Department of Homeland Security and the US Coast Guard. These include establishing areas of restricted access and implementing the mandated permitting requirements for those entering the restricted area, including background checks and credentialing for those employed at the Port or accessing the Port on a regular basis. The security plan will be customized to the specific cargo types and operational requirements of the various facilities and terminals that are attracted to the Port.

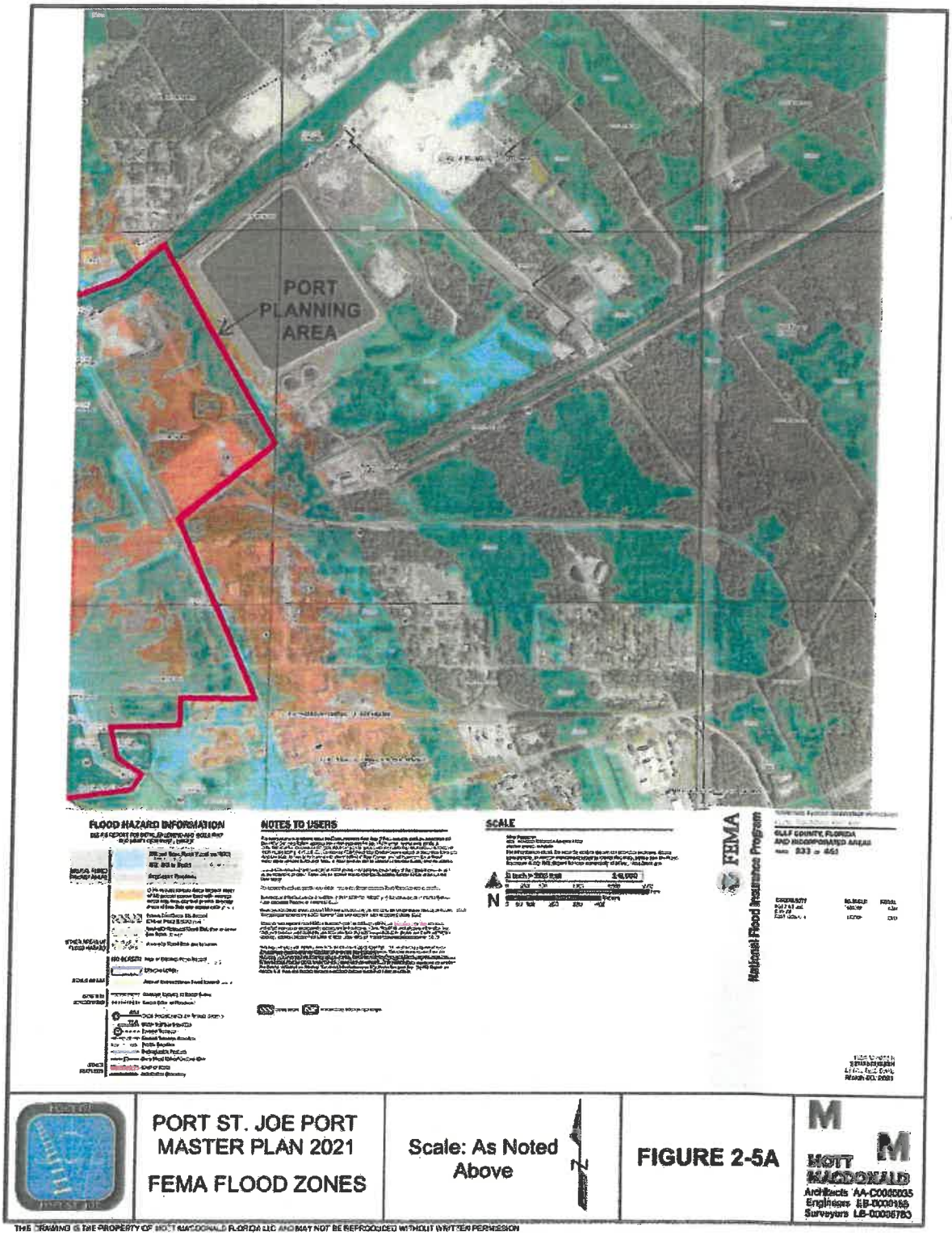
2.7 NATURAL AND MAN-MADE DISASTER PLANNING

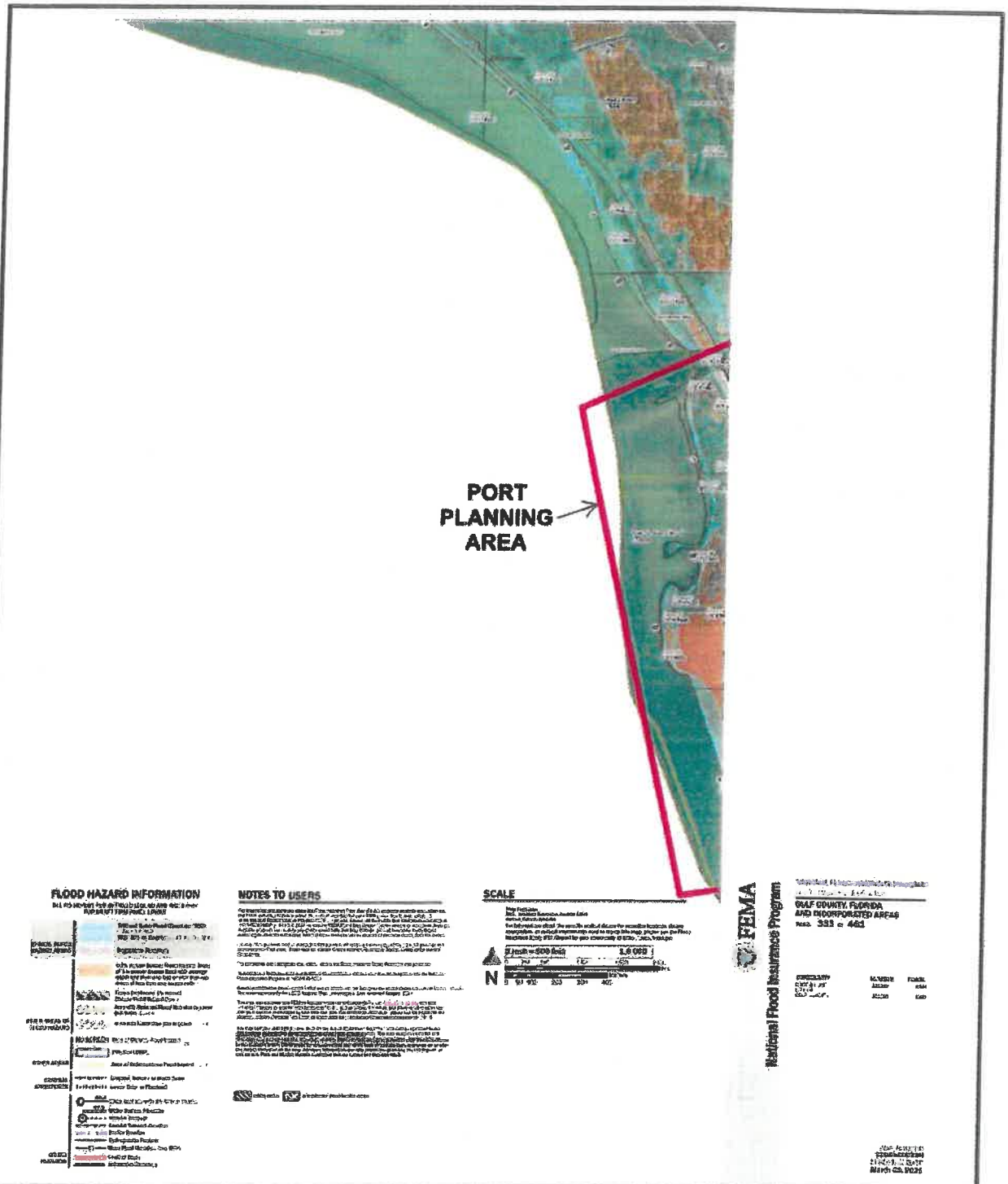
The Port of Port St. Joe will prepare for natural and man-made disasters by developing appropriate policies and procedures for staff and users to follow in the case of such emergencies.

2.7.1 Coastal Flooding

Flood zones for the Port Planning Area shown in Figures 2-5A and 2-5B are based on Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps. Much of the Port Planning Area is located in Zone X which is assigned to areas that have been determined to be outside the 500-year floodplain. The

larger percentage of the Port Planning Area has been identified as Zone A or various sub-categories with base flood elevations (BFE) shown. It should be noted that the development of those areas will include significant site grading and possible fill to comply with the conditions of any stormwater permits.

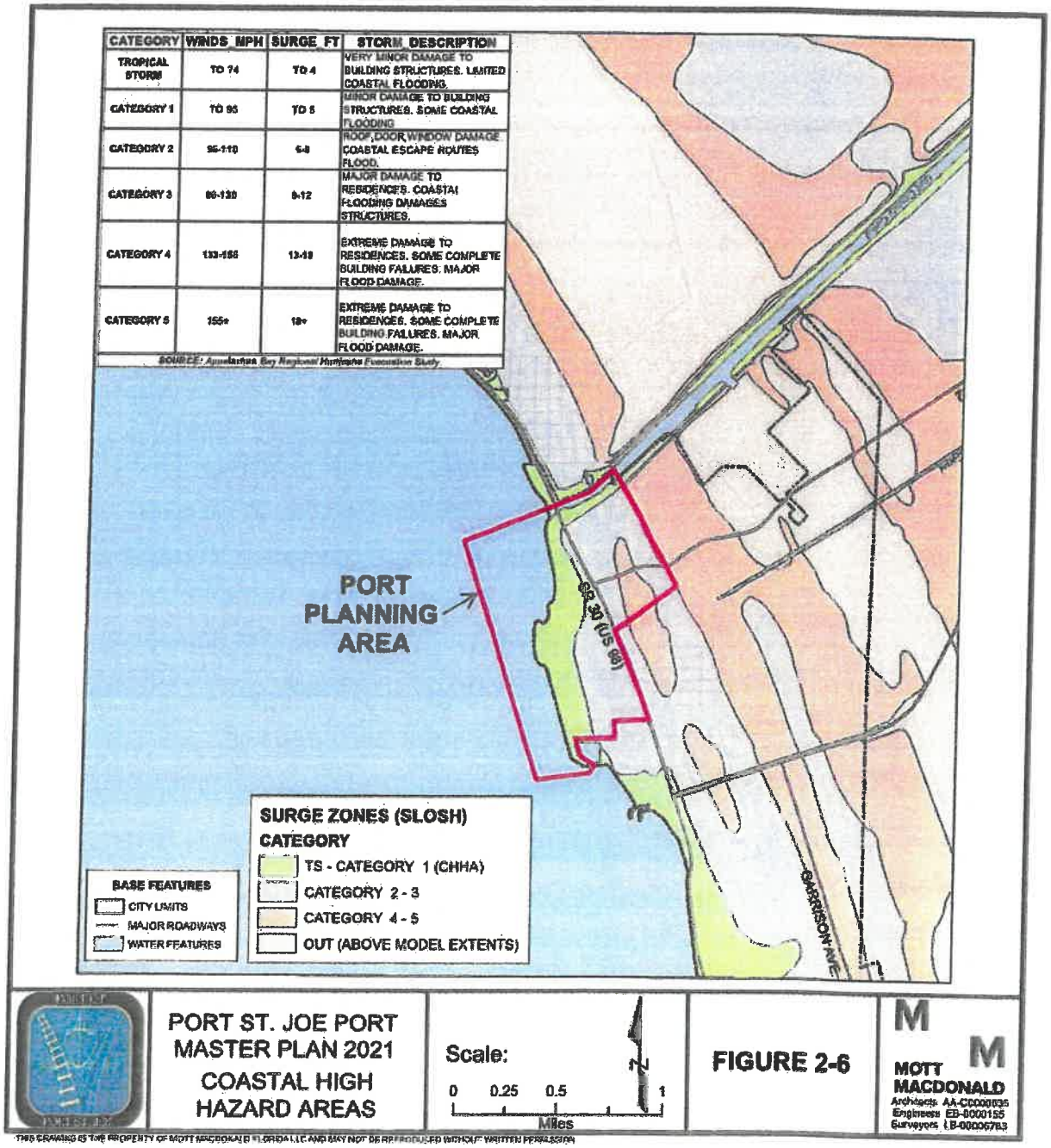




	PORT ST. JOE PORT MASTER PLAN 2021 FEMA FLOOD ZONES	Scale: As Noted Above	FIGURE 2-5B	MOTT MACDONALD Architects AA-C0000035 Engineers EB-0000156 Surveyors LB-0000783

2.7.2 Coastal High Hazard Area

The Coastal High Hazard Area (CHHA) within the City of Port St. Joe, shown in Figure 2-6, is defined in the City's Comprehensive Plan as "the areas below the elevation of the category 1 storm surge line as established by a Sea, Lake and Overland Surges from Hurricanes (SLOSH) computerized storm surge model as defined in Section 163.3178(2)(h) and depicted on the Land Use Map 9." That Comprehensive Plan further states that one of the City's objectives (Objective 1.2) is to direct population concentrations away from the CHHA and to give priority to water-dependent uses. The Port's land use designation as industrial will preclude residential uses and will fulfill the preference for "water-dependent" use.



2.7.3 Hurricane Evacuation Planning

The Division of Emergency Management's Florida Statewide Regional Evacuation Studies map for Gulf County indicates that the Port Planning Area encompasses two hurricane evacuation zones. Those properties west of US 98 are located in evacuation Zone A and those properties east of US 98 are located in evacuation Zone B.

The Port will develop a hurricane contingency plan in accord with that Study that meets the approval of Gulf County's Director of Emergency Management. That plan will be kept updated and will be distributed to Port staff and users so as to provide an orderly method of shutting down and securing Port facilities and equipment and evacuating employees in the event of a hurricane. The plan will describe the procedures to follow in case of a hurricane watch or warning and will identify the persons responsible for carrying them out and securing the Port.

The plan will emphasize preparedness, organization, and communication and will address aspects of Port operations, for example:

- Moving vessels to a safe location out of the Port,
- Maintaining liaison with the Coast Guard,
- Shutting down and protecting warehouses, offices and other structures,
- Securing equipment,
- Removing objects from the wharf and other locations which could be moved by the wind, and
- Coordinating evacuation and return plans with tenants.

The plan will also address post-storm recovery efforts by anticipating personnel return, access to equipment, and adequate fuel and other supplies needed to resume operations. The plan will be reviewed at the beginning of the hurricane season as well as prior to each possible hurricane to ensure that everyone knows what their responsibilities are in case a hurricane materializes and that contact information for the Port's tenants and other key people is accurate.

2.7.4 Man-made Disasters

The Port of Port St. Joe will require that any tenant or shipper planning to import or export hazardous materials will be responsible for the handling, storage, and cleanup of these materials, comply with all applicable regulations pertaining to these materials, and provide insurance protecting the Port with coverage limits commensurate with the risk exposure. The Port will also prepare an emergency response plan in case of hazardous material spills or other occurrences requiring quick action.

2.8 PUBLIC ACCESS FACILITIES

With the exception of Jetty Park, the Port Planning Area is industrial in nature. As such, public access is inconsistent both with the anticipated Port operations and required security measures. Jetty Park is a public recreational park owned by the City of Port St. Joe and its access is unrestricted for both vehicular and pedestrian traffic. It is equipped with public restroom facilities, parking, and structures for fishing. The public roads that traverse the Port Planning Area will obviously remain unrestricted, as well.

2.9 HISTORIC RESOURCES

A review of the Florida Master Site File of the State Historic Preservation Office was completed for the 2003 Master Plan. This review indicated no historic or archeological resources exist within the Port Planning Area. Efforts to secure an updated letter were unsuccessful.

2.10 ENVIRONMENTAL AND ECOLOGICAL CONDITIONS

Appendix B contains results of the database search conducted by the Florida Natural Areas Inventory (FNAI) for the occurrences of natural resources within the Port Planning Area and its vicinity. The database maintained by FNAI is the single most comprehensive source of information available on the locations of rare species and other significant ecological resources.

Appendix C contains the results of a database search conducted by Environmental Data Resources, Inc. (EDR). EDR is a national provider of current and historical environmental risk management information. Their database search identified federal, state, and local government environmental records pertinent to the subject properties at the time of its drafting for the Port Authority in 2006 In order to provide a more complete record, site specific information for each of the various properties in the Port Planning Area is provided below with supporting documentation in the Appendices.

EDR's GeoCheck® Physical Setting Source Addendum also provides site-specific information related to topography, hydrologic and hydrogeologic information, soils characteristics, and groundwater levels characteristics which will be little changed from the date of the report.

2.10.1 Updated Site Specific Environmental Conditions

Since the drafting of the EDR report (Appendix C) in 2006, each of the large parcels within the Port Planning Area (Figure 1-2) has undergone environmental assessments and, where environmental conditions have been recognized, remediation has been completed. Each of the parcels is addressed below and is now available for Port development with no further action required in regard to environmental condition.

Former Paper Mill Site

The former paper mill site which is the site of existing port operations and the primary port development site was rehabilitated to non-residential standards and received a Conditional Site Rehabilitation Completion Order (SRCO) from FDEP dated July 10, 2010. The allowed surviving conditions are addressed in a Declaration of Restrictive Covenant recorded in the Public Records of Gulf County. Its Conditional SRCO with restrictive covenants is included in Appendix D along with a survey of the location of confined soils to which the restrictive covenants apply. That Conditional SRCO also states that The St. Joe Company has "satisfied the site rehabilitation requirements" and is "released from any further obligation to conduct site rehabilitation."

Former Arizona Chemical Site

The Former Arizona Chemical Site is a 32.5-acre property that was previously improved with an industrial plant that manufactured finished products from organic plant bases, specifically pine trees. Following

shutdown of the plant and demolition, the Port Authority acquired the property in early 2011. At the time of acquisition the site had one recognized environmental condition for which the previous owner retained responsibility; they subsequently completed the site rehabilitation and received from FDEP an Unconditional SRCO. The Unconditional SRCO is also included in Appendix D of this Port Master Plan 2021. There are no other known or suspected issues or environmental conditions on that site.

Parcel A

The Parcel A property included the northern portion of FDEP's Brownfield Site ID #BF230201001; the former paper mill site comprised the southern portion of that brownfield and is addressed below. The Parcel A site included a former wastewater impoundment site that was rehabilitated to non-residential standards and for which a Conditional SRCO was received from FDEP dated July 9, 2010. The allowed surviving conditions are addressed in a Declaration of Restrictive Covenant recorded in the Public Records of Gulf County. The Conditional SRCO with its restrictive covenants is included in Appendix D and states that The St. Joe Company has "satisfied the site rehabilitation requirements" and is "released from any further obligation to conduct site rehabilitation."

Parcel B Site

The Parcel B site is a privately owned Canal-front property with improved bulkhead and total area of approximately 68 acres. In 2006, Phase 1 and Phase 2 Environmental Site Assessments were conducted on each parcel and there were no recognized environmental conditions found; the properties received "clean" Phase 1 and 2 reports. These reports are available from the office of the Port Authority.

2.10.2 Flora and Fauna

Each of the properties that comprise the Port Planning Area has been previously developed or otherwise impacted by prior use, primarily industrial. The primary port development area was a 125-acre paper mill site, immediately south of it was a cargo warehouse with a petroleum storage tank, Jetty Park was the ship and barge berthing dock for a petroleum terminal and tank farm, the Arizona Chemical site hosted a chemical plant, and Parcels A and B were dredge material disposal areas with Parcel A also having been the site of the City's wastewater treatment lagoon in the days when "treatment" did not include the technical advancements with which we are familiar today. As such, there is little remaining biodiversity in the random re-growth that has occurred, some of which includes invasive species such as the Chinese tallow tree.

Since the various sites have been adversely impacted by prior use and by the infrastructure and activities that remain there today, habitat for animal species is somewhat limited. Having noted this, there is still the potential that certain rare, threatened, or endangered species may be present within the Port Planning Area. To assess this potential a Florida Natural Areas Inventory report was requested from the Florida Resources and Environmental Analysis Center of Florida State University. That report is included in Appendix B and identifies occurrences and potential habitat of Federally listed species in the vicinity of the Planning Area. As suggested in the report, site-specific surveys will be conducted to determine the actual presence (or absence) of rare, threatened, or endangered species before development plans are implemented.

2.10.3 Topography

Surface topography is reported in the EDR environmental report. According to the EDR report, the existing topography in the Port Planning Area is generally flat and level, and the general topographic gradient is downhill from east to west. That assessment remains unchanged since the drafting of that report.

2.10.4 Wetlands

Florida wetlands are defined as those areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soils. Each of the wetland areas within the Port Planning Area has been negatively impacted by previous activities and all are low quality wetlands. The wetlands on Parcel A, Parcel B, and the Former Mill Site have been jurisdictionally delineated; the wetland on the east end of the Arizona Chemical Site has not been delineated and is approximate.

In light of the land constraints that operational ports elsewhere are facing and the need to maximize available lands for future operations, the Port Authority proposes mitigating these wetlands off site if and when impacted. The final areas required for mitigation will be determined during the preparation of project specific environmental documents and permitting.

2.10.5 Estuarine Conditions

St. Joseph Bay Aquatic Preserve

St Joseph Bay was designated an Aquatic Preserve by Florida's Governor and Cabinet in October 1969 and is one of 42 such preserves in the state. The boundaries of the Aquatic Preserve encompass all tidal lands and islands, sandbars, shallow banks, submerged bottom, and lands waterward of mean high water to which the state holds title. Uplands and man-made canals are excluded. Other excluded areas include a linear band of privately owned submerged lands and marsh running along the eastern shore of St. Joseph Bay, six private in-holdings occurring along the southern and western shore, the Bay area located north of the Ship Channel, and the immediate area of the Channel designed to improve or maintain commerce and navigation, as authorized by the United States Congress.

The Port Planning Area and Ship Channel are not located within the Preserve boundary.

St. Joseph Bay State Buffer Preserve

The St. Joseph Bay State Buffer Preserve (SJBSBP) project was created to protect the water quality and productive seagrass beds of St. Joseph Bay. The project includes narrow strips of uplands and wetlands that front the St. Joseph Bay Aquatic Preserve, a portion of submerged bottoms in St. Joseph Bay, a small area of privately held bay bottom, and a contiguous natural system of great botanical significance all totaling in excess of 5,000 acres.

The Port Planning Area does not conflict with the SJBSBP.

Seagrasses

Data from the National Wetlands Research Center (USGS, 1998) and the St. Joseph Bay Aquatic Preserve Management Plan (FDEP, 2008-2018), indicate that seagrass beds are located mainly along the shore on the west, south and southeast portions of St. Joseph Bay. The portion of the Bay at the mouth of the Canal was transformed into a delta environment due to the increase of freshwater inflow and sediment when the Canal was originally dug. For many decades there were no seagrass beds in that area. In recent years seagrasses have been observed in the shallow water of the Canal delta on the south side of the Canal navigation channel and to a lesser extent on the north side of the channel.

Control of Invasive Species

In light of the effort to return ship traffic to the Port of Port St. Joe, the Port Authority is aware that shipping activity before the turn of the century involved a risk of the introduction of non-indigenous species into U.S. waters through the discharge of ship ballast water. To protect against those risks the United States

Coast Guard has since adopted Ballast Water Management Rules applicable to all vessels entering US waters and requiring them to conduct mid-ocean ballast water exchanges before entering U.S. waters, with some alternatives, and to submit a ballast water management report to verify this exchange.

The US Customs and Border Protection, with assistance from the USDA, is responsible for the control and prevention of the introduction of potentially harmful non-native species to the US. This is accomplished by the inspection of vessels and their cargo prior to being cleared for any activity at the Port.

Management of Dredged Materials

Maintenance dredging of the Canal is performed on an as-needed basis and is the responsibility of the USACE. Historically, dredging has not been needed in the Canal adjacent to the Port Planning Area. The water depths in this area are naturally maintained at the authorized depth of minus 12 feet as a result of the tidal and current flows out to St. Joseph Bay. Dredged material from the Canal is disposed of upland within the easement permitted for that purpose on the north side of the Canal.

Permits for the resumption of maintenance dredging of the Ship Channel have been received by the USACE from Florida's Department of Environmental Protection (FDEP permit number 23-0274349-007-EI) and permits for the construction of the dredge material disposal areas have been received by the Port Authority from FDEP (23-0274349-006-EI) and the USACE's regulatory division (SAJ-2007-0152 (SP-AAK)). The permitting process for each was quite thorough in its scope and reviewed from many perspectives by a broad range of agencies and stakeholders giving confidence that the each of the permitted tasks will be performed in a manner that will minimize environmental impacts. The approved disposal areas are located on the north side of the Canal inland from the Highland View community and adjacent to the permitted Canal dredge material disposal area.

Maintenance dredging of the berth areas between the Harbor Channel and bulkhead is the responsibility of each upland owner. It is anticipated that berth area dredging can be accomplished with a sub-contract or other agreement with the USACE or their contract dredging company when they are performing dredging of the Ship Channel.

Beach and Dune Systems

No beach or dune systems will be affected by the development of the Port as proposed in this Plan. Moreover, no beaches or dunes located outside the Port Planning Area are expected to be adversely affected by future Port development activities.

CHAPTER 3

MARKET ASSESSMENT

This chapter sets the table for the Port of Port St. Joe's development program by documenting the socioeconomic environment in which the Port functions and assessing market opportunities. It first describes the characteristics of the local and regional community surrounding the Port and then considers the competitive marketplace that influences the Port's development potential.

3.1 LOCAL AND REGIONAL SOCIOECONOMIC CHARACTERISTICS

Planning for the Port of Port St. Joe's future must consider the characteristics of not only the local community, but also the extended 16-county Northwest Florida region as well as the Port's more far-reaching hinterland.

3.1.1 Northwest Florida

As a region, Northwest Florida differs considerably from other areas of the state. It is the second least populated region in Florida and also the second least urban region, with only 81 percent of its population living in urban areas (as compared, for example, with Southeast Florida, where 97 percent live in the urban area). With the exception of Bay, Escambia, Okaloosa, and Santa Rosa, which are considered urban, most of the other counties in Northwest Florida are still quite rural.

Extended Northwest Florida Region

The manufacturing sector in Northwest Florida, which provides better paying jobs, has declined in recent decades with the closing of various industries and related industry suppliers. The most obvious example of that is the City of Port St. Joe's loss of a paper mill, chemical plants, and, consequently, the discontinuance of rail service. To replace the lost jobs, regionwide economic development agencies are promoting the area's assets and reputation, trying to attract new industries that can take advantage of the region's location, transportation systems, and labor force. The revitalization of the Port of Port St. Joe has been broadly recognized as representing the best opportunity for economic development and job creation, particularly in the heart of the region around the Apalachicola River.

3.1.2 Gulf County

From a planning perspective, Gulf County, where the City of Port St. Joe and the Port are located, is one of nine counties in the eastern half of the Northwest Florida region which fall under the jurisdiction of the Apalachee Regional Planning Council. The Apalachee Region contains 5,855 square miles, or 10.8 percent of the State's land area.

According to the US Census Bureau's 2019 estimate, Gulf County had a population of 13,639 making it one of the least populated of the State's 67 counties. Also by the Census Bureau's estimate, the County's per capita income for 2019 was $23,252 which is only 68% of the national level of $34,103. In stark contrast, the average salary of direct employment at the nations deepwater seaports is $62,800.

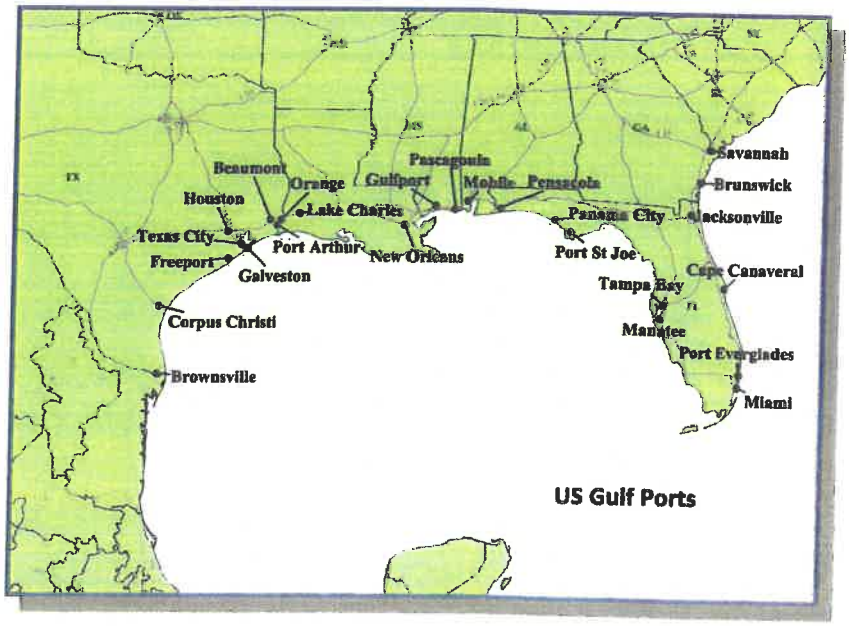
Given Gulf County's predominantly rural nature, industries such as forestry, fishing, and agriculture once were prominent in the County, along with its strong manufacturing base. However, since the loss of essentially that entire manufacturing base, now government and services sectors have taken the lead. Of note, in response to the loss of those manufacturing jobs, the State constructed two new prisons and an inmate work camp in Gulf County to provide alternative income, though certainly at lower levels than those of private industry.

Efforts to encourage economic development and recruit businesses to the County and region are crucial to preserving and enhancing the area's quality of life and the Port is seen as the best catalyst to accomplish that.

3.2 THE COMPETITIVE CARGO ARENA

The Port of Port St. Joe is one of more than two dozen US ports that line Gulf of Mexico shores. These ports vary substantially in terms of governance structure and financial resources as well as the size and composition of their cargo bases.

Many of these ports are among the top twenty-five in the nation in terms of total cargo tonnage. While traditional bulk cargos such as petroleum, grain, chemicals and fertilizer predominate at most of these ports, two of these significant bulk ports – Houston and New Orleans – also rank among the top twenty-five container ports in the country.



Florida's Gulf cargo ports include the Port of Pensacola and Port Panama City in the Panhandle and the Port of Tampa and Port Manatee in the Tampa Bay area. If inland transportation systems and other competitive factors prove cost-effective, cargo destined for US markets to the north and west can just as easily access those markets through a conveniently situated Gulf port as through a South Atlantic port.

Large ports typically have the competitive advantage of their locations in high population cities and regions because the local demand for consumer goods required by that population drives their cargo growth, everything from food and household goods to construction materials and even fuel for their vehicles. While the Port of Port St. Joe is in a rural area with a low-density population, it, too, has a competitive advantage and that is in the resources proximate to it. As noted below, the high-density forests proximate to the Port represent a carbon neutral energy source whether of raw biomass or further processed into liquid fuels.

The Port development area in general, as a result of its history of several major industrial facilities that completed their life cycles and have been demolished, has an impressive list of surviving assets and infrastructure, including: rail to several sites, up to 30 mW of electric capacity, 19,000 MCF per day of natural gas supply, significant excess water and wastewater treatment capacity, a surface water source that

previously supplied 50 million gallons per day to local industry, the Intracoastal Waterway, the Ship Channel, and large acreages of vacant land. These attributes are gradually being "discovered" as will be confirmed by the prospects discussed in the Market Assessment that follows.

3.3 MARKET ASSESSMENT

The growth in international trade and, consequently, the growth in demand for port facilities, is expected to continue a decades long trend; this has been particularly true in Florida and the state has made significant investments into its seaports in the last decade in response to that trade growth. As many larger ports along the Gulf Coast and South Atlantic mature and their cargo volumes increase, their growth potential is often constrained by a lack of land on which to build additional terminals or by increasingly congested highways on which to move the cargo. The prediction of continued strong trade growth means that some smaller ports, such as the Port of Port St. Joe, could take up the slack and expand their capacity to the extent possible to accommodate this growth.

Besides the growth in global trade, other international factors have influenced the Port opportunity at Port St. Joe. International concern that global warming could have significant negative impacts on humanity prompted action by the United Nations and its member countries. In 1997 the Kyoto Protocol, a UN climate change treaty, was ratified which committed most developed countries to the reduction of greenhouse gas emissions which are thought to contribute to global warming. In 2016 the Paris Climate Agreement was adopted to replace and improve upon the Kyoto Protocol and commitments were made, among others, to reduce dependence on fossil fuels. As a result, coal and petroleum related opportunities, which were prominent in the Port Master Plan 2013, have not been the subject of inquiries in recent years and are not included in this market assessment; in contrast, biomass and renewable fuels have been the subjects of the greatest number of inquiries.

The trade opportunities and the market sectors that are assessed in this Port Master Plan 2021 are either presently in operation at the Port or originated as specific inquiries or solicitations. Those listed below include inquiries received by the Port Authority from potential customers looking for new opportunities to ship their cargo, inquiries received by the Gulf County Economic Development Coalition from industries seeking new sites near a port, and referrals received from Florida's Department of Economic Opportunity from manufacturers and shippers performing site location studies. As such, these market opportunities are not speculative but are very specific to market demand:

- Biomass/Renewable Fuels
- Natural Gas (LNG and CNG)
- Aggregate
- Break Bulk Cargo
- Shipbuilding and Repair
- Secondary Port Opportunities

3.3.1 Biomass/Renewable Fuels

The transition away from fossil fuels has led to a growing reliance on biomass as raw material for the production of renewable fuels or used directly as a renewable fuel. This increase in demand for biomass as an energy source presents an opportunity for the Port of Port St. Joe. The southeast US in general is one of the largest producers of forest products and that availability of supply has drawn the interest of European Union utilities and fuel buyers. Because the "wood basket", or forest supply region, that is accessible to the Port via truck and the AN Railway has a relatively high density, the Port Authority and the Gulf County

Economic Development Coalition have received for many years and continuing to the present numerous inquiries and expressions of interest from a broad range of producers and shippers of biomass sourced products.

The earliest inquiries of several years ago were for the production and shipment of wood pellets. One missed opportunity did become a reality but unfortunately not in Port St. Joe. The developer came first to Port St. Joe but finding inadequate water depths due to lack of maintenance dredging, selected a site on the Bay Line Railroad instead of the AN Railway and continues to ship to this day through Port Panama City to Europe.

One biomass project that is in operation at the Port in early 2021 is the export of unprocessed wood chips to Honduras to fuel an electric generating plant. Subsequent to the construction of a biomass fueled power plant there, a pine beetle devastated the forests which were the source of their fuel thus endangering not only the electric supply to residents and businesses which relied upon it, but also threatening several garment factories which are major employers and economic drivers in the region.

To avert an economic disaster, fuel sources were sought elsewhere, the chipped and ground debris of downed trees from Hurricane Sally was proposed by Twin Rivers Land and Timber, and a shipping operation was intitiated through Port St. Joe to Honduras.

The preferred and most economical method of shipping would be to load a dry bulk ship at the dock directly from an adjacent wood chip stockpile, however in the absence of maintenance dredging, water depths are not sufficient to allow that arrangement as the ships cannot be loaded to their capacities and would be departing only partially loaded.

Instead, the solution required double handling the product and loading first into barges for movement initially to the Port of Tampa and there loaded into a ship. More recently a ship has come to the Port St. Joe Ship Channel where the barges are shuttled to its anchorage and off-loaded into the ship there. While the latter is less costly than going to Tampa, the extra cost of double handling the cargo plus barge and towboat leasing will be too costly for future shipments when the existing stockpile is depleted and chipping operations must be initiated for future supply. Twin Rivers' operations supported 56 full time direct eimployees. Maintenance dredging of the

Ship Channel will be required for this shipping opportunity to be viable for continuing, long-term operations.

Another opportunity for the shipment of forest products has been received by the Port Authority and the Economic Development Coalition from a party that has ongoing export operations at a US east coast port shipping logs to the Far East. Their proposal is to establish a terminal for the export of logs from the Port of Port St. Joe, however water depth is again a limiting factor that could prove prohibitive. While consideration has been given to initiating a land-to-barge-to-ship transloading operation as with the wood chips as noted above, such an arrangement is very costly, involves greater risk, and therefor makes the project less attractive from a financial perspective. A long term commitment for such an export operation could be made if there is a certainty of maintenance dredging to provide the required depths.

In addition to the opportunity to ship raw forest products for fuel, the Port Authority has received several inquiries over the years regarding the opportunity for the production and/or shipment of carbon neutral renewable fuels. These have included various scenarios ranging from the importation of cane ethanol from Brazil to the local production and distribution of cellulosic ethanol, biodiesel, and other fuels using plant based raw materials. While the prospect of cane ethanol from Brazil has passed, there are at the time of this writing three projects under consideration by investors and developers for (1) the production of bio-fuel from algae, (2) the production of biomethanol from woody biomass, and (3) the production of biodiesel from woody biomass.

The production of biofuel from algae is a recent inquiry in its early stages and its shipping requirements are not defined at this point. The production of biodiesel is planned for domestic use and would benefit the local economy but its plans to ship by rail would not involve the port so it is not further addressed here.

As for the production of biomethanol from woody biomass, the developer is well advanced with his project planning and development. The raw material for that process will be the woody biomass that is not presently utilized in timber harvesting including the limbs, tops, debris, and underbrush that is left in the forests to decay or be burned in controlled burns; lawn debris that is received from or collected by municipalities from their residents; trees and brush resulting from land clearing operations which is often burned on site; and storm debris from hurricanes, tornadoes, and other severe weather events. The last source will likely be their largest source, particularly in light of the millions of tons of debris disposed of in the region following Hurricane Michael, most of which was buried at great expense and adversely affecting the future land use of the disposal sites.

The project developer is planning a facility to produce 875,000 metric tons (965,000 US short tons) of the biomethanol, has an off-take agreement with a global shipping line to purchase 100% of that production (and which has requested that production be doubled) to be shipped to the Port of Rotterdam in the Netherlands, and has advanced with his finance group to the point of exchanging term sheets; an agreement for funding is expected to be reached. In order for this project and shipping opportunity to be realized at Port St. Joe, maintenance dredging of the Ship Channel to full authorized depths must be performed.

The biomethanol project will also require the refurbishment and reactivation of the AN Railway as the developer's plans include a site in Liberty County to be a delivery point for the biomass, thus providing a specific regional impact while minimizing storage requirements at its Port St. Joe site. Further, the developer has identified with CSX, a major Class 1 railroad, numerous rail sidings in the southeast US at which biomass can be loaded for delivery to the production facility via the AN Railway.

The biomethanol plant would be located on a now vacant industrial site inland from the Port in the City's and County's industrial area. It would be a major direct employer with very high wage rates and have a

high multiplier for the creation of indirect and induced jobs. Further, with production and shipments totaling nearly a million tons per year and the prospect of doubling that, the Port of Port St. Joe would become the economic driver that the region's citizens have hoped it would become for many years now.

3.3.2 Natural Gas (LNG and CNG)

New methods of recovering natural gas and new discoveries in the last decade have dramatically increased its supply and decreased its cost. Countries such as Japan, the world's largest importer of liquid natural gas (LNG), who are energy dependent are increasing their purchases to take advantage of the savings. This has prompted the LNG industry to pursue the development of numerous new export terminals and the availability of vacant land at the Port, both on the Harbor Channel and inland, has drawn the attention of some in the natural gas industry. While the present natural gas capacity at Port St. Joe of 19,000 MCF/day is insufficient for an export LNG facility, those in the industry are aware of the means and methods to increase that supply through purchasing additional capacity on the delivery system, therefore the Port has not been precluded from consideration. The Port has received various inquiries in recent years into the opportunity for the shipment of natural gas in its compressed form, either to its liquid state as LNG or still in its gaseous state as compressed natural gas or CNG.

Most recently Florida's Department of Economic Opportunity issued a statewide solicitation under the code name "Project Daly" in support of a search by Global Location Strategies of Greenville, South Carolina, for communities to submit information on prospective LNG sites. The Gulf County Economic Development Coalition prepared a submittal package proposing a site inland from the Port and including detailed information on the area's infrastructure and attributes, including the Port. The package was reviewed along with many from around the State and Port St. Joe was selected as one of three locations for detailed review and consideration. While the ultimate resolution of that effort is unknown, being "short-listed" is evidence that the Port is considered to be a viable candidate site.

There has also been research by prospective Port tenants into the development of a CNG facility at Port St. Joe. The compression of the natural gas to approximately 3,000 psi is done to reduce its volume for transport either for delivery in high volumes by ship to an end user or as a fuel for the vessel itself. The potential for a CNG production and shipping facility at the Port is indeterminate at this time.

3.3.3 Aggregate

In conjunction` with the export of wood chips and other dry bulk products, the importation of aggregate has been proposed by shippers. Aggregate is essentially rock of various sizes and grades which is used in asphalt mixes for paving and in concrete for a wide range of construction and other uses. There are numerous sources of aggregate in Central America which make it a prime candidate for "backhaul". For example, the shipper delivering wood chips to Honduras has plans to return with an income generating cargo of aggregate instead of returning empty.

The demand for aggregate is dependent to a great degree on the construction industry which, at the time of this writing, is booming within the region. The losses experienced in the region from Hurricane Michael in 2018 include not only the destruction of a high percentage of housing but also massive destruction of buildings, hangars, and infrastructure at Tyndall Air Force Base. Construction of replacement housing in all communities and the rebuilding and upgrading of Tyndall Air Force Base, which is only 24 miles from

the Port, is underway and will continue for several years. This will result in high demand for aggregate for an extended period of time.

Aggregate is obviously a heavy, high density cargo and thus requires maximum available depths for efficient and cost effective delivery. Its importation contributes to the justification of maintenance dredging the Ship Channel to authorized depths.

3.3.4 Shipbuilding and Repair: In the absence of any cargo operations, Eastern Shipbuilding Group, Inc., has for many years leased a 20-acre parcel on the southwest corner of the Port development site from landowner The St. Joe Company. Eastern is one of the largest private employers in northwest Florida with two shipyards in Bay County engaged in new construction and repair of all types of steel and aluminum vessels. Those yards being limited generally to inland waterway depths of twelve feet prompted their presence at Port St. Joe where in early 2021 they placed at dock two new build vessels of the Staten Island Ferry group for final stage construction and sea trials with a third one to be delivered soon. This work supports the employment of, as an example, between 75 - 115 Eastern employees on any given day and an additional 40-75 employees of sub-contractors.

Among Eastern's many other new-build vessels, they have initiated construction at one of their Bay County shipyards of the first of five US Coast Guard Offshore Patrol Cutters which will soon be moved to Port St. Joe for the final stages of construction and subsequent testing and sea trials. The Coast Guard plans the construction of 25 of the new cutters which suggests an opportunity for Eastern to secure more than the initial five. This work supports the prospect at the Port for long term, stable employment in shipbuilding for a significant number of jobs.

In addition to the above, Eastern plans for and is preparing for the outfitting and repair of deep draft ships at their yard at the Port which is their only location where this work can be accommodated. Mr. Joey D'Isernia, President of Eastern Shipbuilding, has advised the Port Authority Chairman that this work will require the maintenance dredging of the Ship Channel to 35'.

3.3.5 Break Bulk Cargo

Break bulk cargo is cargo that is generally handled individually and is not containerized, often due to size, shape, and weight limitations of standard containers. All of the cargo that was loaded at the Port docks through much of the last century was breakbulk and consisted of rolls of paper, barrels of resin, bagged products, fabricated steel, and others. Examples of break bulk cargo from nearby ports include machinery such as windmill components at the Port of Pensacola and copper plates received at Port Panama City.

Break bulk cargo is not expected to be at sufficient levels in the early days of port reactivation to support the resumption of maintenance dredging, however it is expected to be a good opportunity for the port once dredging is accomplished and break bulk vessels can access waterfront facilities on the bulkhead.

3.3.6 Secondary Port Opportunities

In addition to the high tonnage/high volume, base load cargo opportunities addressed in the previous sections, there are other opportunities that the Port Authority recognizes as beneficial and that will contribute to the accomplishment of its and the community's generalized goals of economic development

and job creation. Two specific examples are manufacturing sites and Jetty Park docking of educational, historic, and recreational vessels each of which is further addressed below.

Manufacturing Sites

The Arizona Chemical Site, owned by the Port Authority, is suitable for manufacturing and industry. It is located in the center of the industrial area infrastructure and served as a plant site for over 50 years before Arizona Chemical's shutdown in 2009. The site is well positioned within the Port area to be attractive to those who manufacture a product for export or need imported raw materials or components. The site is rail served with a coupled-in-motion rail scale at its entrance, electric capacity to its property line of 10 mW, has two high volume water supply wells, a fire suppression system with a million gallon supply tank and pumps, and is immediately across from the Port development site with grade separation access under US 98.

Jetty Park Vessel Docking

The City's Jetty Park is located at the south end of the Harbor Channel and forms the outer peninsula enclosing the Marina basin. Its bulkhead and west side water depth on the Harbor Channel enable it to receive a variety of non-cargo vessels that fit with the City's intended recreational use. These can include historic and educational vessels such as replica or restored sailing ships, marine research vessels, and others. It can also include small, "boutique" cruise ships with very limited passenger capacity. Past opportunities have included an inquiry from one cruise line that planned a one day stop at Port St. Joe for its 130 guests to tour historic sites and St. Vincent Island. These vessel types and their visits represent tourism opportunities more suited to other community development organizations than to the Port Authority; however there may be a place for the Authority to assist with the provision or improvement of infrastructure to accommodate such vessels if it does not detract from their primary function of port development.

3.4 SUMMARY OF MARKET OPPORTUNITIES

Biomass/Renewable Fuels. Biomass in its various forms and the renewable fuels that are derived from it offer the greatest near-term market opportunities for the Port of Port St. Joe. Burgeoning global demand for carbon neutral sources of energy, available raw material supply within the region or within reasonable transport distance of the Port, available land area proximate to the Port for processing and manufacturing plants, and, in particular well advanced plans by prospective shippers and producers contribute to the feasibility of this cargo opportunity.

Natural Gas (LNG and CNG). An abundant and increasing US supply of natural gas and the resultant reduction in price in the global marketplace have increased the demand for compression and export shipping facilities. These facts in conjunction with the natural gas infrastructure and availability of vacant land near the Port of Port St. Joe have drawn the attention of some in the natural gas industry looking for prospective sites. Various inquiries have been received in the past and at present the Port has been shortlisted by a site location firm for an LNG facility being planned by its confidential clients.

Aggregate. A housing and construction boom in the region has greatly increased the demand for aggregate. The low-cost supply in Central America and the opportunity of its transport to the Port as a backhaul cargo enhance this opportunity considerably. However, the present necessity of barging dry bulk cargoes to load or unload ships at anchorage in sufficient water depths distant from the Port will limit its prospects until such time as dredging is performed.

Shipbuilding and Repair: Eastern Shipbuilding has established a shipyard on the port development site and has become a major private employer. While not cargo related, their operations are water-dependent

for both current and future work, particularly with the construction of US Coast Guard Offshore Patrol Cutters. This will have a significant positive economic impact on the community and region. Importantly, their plans for deep draft ship outfitting and repair requires the maintenance dredging of the Ship Channel to 35'.

Break Bulk Cargo. Break bulk cargo is not expected to be at sufficient levels in the early days of port reactivation to support the resumption of maintenance dredging, however it is expected to be a good opportunity for the port once dredging is accomplished and break bulk vessels can access waterfront facilities on the bulkhead.

Secondary Port Opportunities. In addition to deep draft shipping, there are other opportunities that the Port Authority recognizes as beneficial and that will contribute to the accomplishment of its and the community's generalized goals of economic development and job creation. Two specific examples of which are manufacturing sites and Jetty Park docking of educational, historic, and small cruise vessels.

3.5 IN CONCLUSION

It has long been anticipated that once a commitment is received from a Port customer or shipper, the resumption of maintenance dredging will become a matter of highest urgency but could still take two to three years to complete. Unfortunately for the community and regional beneficiaries of port development, private industry and investors do not have the luxury of waiting years to initiate operations and cash flow, the prospect of which typically causes them to look elsewhere. This dilemma of a "chicken or egg" situation, whether to sign the prospect first or dredge first, has thusfar resulted in the lack of success at port reactivation at Port St. Joe. This market assessment should provide some insights into the many missed opportunities in the past and the ones that are presently at hand and perhaps provide some impetus for investment in the dredging first approach.

.CHAPTER 4

FIVE- AND TEN- YEAR DEVELOPMENT AND EXPANSION PLAN

As noted in the opening pages of this Port Master Plan 2021, the term "the Port" refers to the port development at Port St. Joe and includes both the public and private properties within the Port Planning Area. Representing the public interests in the Port development is the Port Authority whose overriding goal is to facilitate the reactivation of waterborne commerce, the result of which will be to bring to the area the shippers, manufacturers, and support industries that will create the well-paying jobs sought by the community and region. To accomplish this goal, particularly in light of the Port Authority's limited resources, it is important that investments be well planned and made wisely.

The objective of this Chapter 4 and the remaining Chapters 5 and 6 is to anticipate and plan for the investment of public funds that will be necessary to accomplish development of the Port and ensure its continuing vitality. The Port Authority's specific areas of responsibility in regard to infrastructure improvements at the Port are the property it owns or may acquire by purchase or lease and, of paramount importance, the restoration of the Ship Channel to authorized depths. The remaining properties and transportation connections are under the responsibility and control of others: USACE over the Canal, Genesee & Wyoming as operator and The St. Joe Company as owner of the AN Railway, The St. Joe Company as owner of the largest portion of the Port development area with upwards of 200 acres on the Harbor Channel with deepwater access, and Port St. Joe Holdings, LLC, with ownership of Parcel B with its bulkhead on the Canal. However, as a public body charged with port development, the Port Authority can be a supporter and a valuable ally in the efforts of others as they strive toward the common goal of port reactivation and development.

Each of the Authority's areas of interest will be further addressed in this Chapter 4 as the Port development plans are presented for both the short term (years 1 to 5) and the longer term (years 6 to 10).

4.1 PORT DEVELOPMENT FOR TARGET MARKETS

The cargo-based market opportunities addressed in the previous chapter can be grouped into two general categories: those that require deep draft and those that can operate at shallower drafts. A third category, manufacturing sites, is noted but its infrastructure requirements are not driven by cargo type.

Deep Draft Cargoes

Bulk cargo is cargo that is shipped unpackaged and generally in large quantities; when shipping bulk, whether liquid or dry, the larger the vessel the lower the unit cost and the deeper its draft requirement. The following cargo opportunities identified in the market assessment fit into this bulk category: biomass, renewable fuels, aggregate, liquified natural gas, compressed natural gas, and break-bulk products (with some exceptions). This group includes the cargoes that are considered to be the highest probability opportunities, primarily biomass and renewable fuels.

Shallow Draft Cargoes

The following cargo opportunities that were identified in the market assessment of Chapter 3 can generally operate at far less than the Ship Channel authorized depths: inland barge operations on the Canal and the historic, educational and small cruise vessels identified for Jetty Park.

Manufacturing Sites

Within the Port Planning Area, the Port's Arizona Chemical site is suitable for a manufacturing site as it has available at its property lines most of the infrastructure that a new industry would need. Improvements to Kenny Mill Road will be required to serve any industries utilizing that site that also need to move cargo to the Port site for shipping or receive from ship materials for their process; this will be further addressed in this and the remaining chapters.

4.1.1 Short Term Development Plan: Years 1 to 5

Dredging

The number one priority for the Port St. Joe Port Authority is the accomplishment of maintenance dredging as expeditiously as possible. The highest probability cargo opportunities, as noted above, are biomass and renewable fuels with the possibility of an aggregate backhaul.

In order for the higher volume, higher value cargo opportunities such as the biomethanol or other renewable fuels projects to be successfully realized, the Port's Ship Channel must be restored to its authorized depths of 35' inside the Bay and 37' outside the Bay. With a current limiting depth of approximately 25', prospective producers and shippers who have inquired of the Port Authority the last several years have been unwilling to commit to ship through Port St. Joe unless there is a certainty that the authorized depth of 35' will be restored in a timely manner.

Further, it is unlikely that any commitment will be received if the completion of the dredging is projected to take two to three years or longer as they generally cannot delay for such extended periods of time the fulfillment of their obligations to their customers. This creates a dilemma, the proverbial "chicken or egg" situation mentioned in Chapter 3. To date, the Authority has been in the position of having to await the customer commitment and then secure funding for maintenance dredging. But if the funding for the maintenance dredging cannot be received until there is committed customer demand, the customer commitments may never come.

The one exception to this is the recent move of wood chips to Honduras in which the shallow depths necessitated that the cargo be shuttled in barges out to the ship in deeper water to be loaded. The project principal of that effort, Mr. Crosby, CEO of Twin Rivers Land and Timber, has advised that the additional cost of barging the cargo makes the process unsustainable for long term operations after his supply of woodchips is depleted. He has, however, advised that a Channel depth of 30' will enable him to load the ship to capacity and continue operations.

In light of this the Port Authority has initiated efforts to secure funding for less than authorized depths to accommodate the opportunity at hand with 33' and to continue to pursue the higher value cargoes and funding for deepening to meet their depth requirements when justified. While this does not fully resolve the dilemma described above, it does move the Port closer to the goal. Also, going from 30' depth to 35' plus allowable overdredge (2') and advanced maintenance dredging (2') is much less of a hurdle than going from 25' to 30'.

Infrastructure for Port Tenant Sites

The development of infrastructure on prospective Port tenant sites is the second highest priority task which the Authority plans to undertake within the five-year planning horizon. Because different tenants may have different site requirements, the investment in that task is not planned to be initiated until there is a customer commitment that will sufficiently justify the investment, whether in revenue or in jobs created. Landside site improvements can be implemented in a far shorter time frame and at much lower cost than a maintenance dredging project.

The Arizona Chemical site was operational as a chemical plant until 2009 at which time it was shut down. Demolition was completed in 2010 but much of the infrastructure was left in place including: 10 mW electric capacity, potable water and City sewer, high capacity wells on site for process water, natural gas, fencing, fire suppression system with a half million gallon water tank, some buildings, truck scale, adjacent coupled-in-motion railroad track scale, stormwater drainage and collection system, and on site rail. The site needs no improvements until it is leased to a tenant with specific needs not already available. One off-site project is required and that is Kenny Mill Road that will require major repair or re-building and its extension under the Overpass. This will be addressed in the Capital Improvement Plan (CIP) in Chapter 6.

Infrastructure for Private Port Development Sites

As noted elsewhere in this Port Master Plan 2021, the primary port development site, which is the location of current shipbuilding/repair and wood chip loading operations, will continue to be the focus of deepwater port activity because it is the only property at present with deepwater access. That site is owned by The St. Joe Company, a publicly traded corporation with responsibility to serve the interests of its stockholders. In regard to port development for economic prosperity and job creation, The St. Joe Company's actions thus far have aligned with the community's and region's goals, first in leasing property to Eastern Shipbuilding and to Twin Rivers Land and Timber for the aforementioned operations and also in having committed to date $12.3 million cash and land value for the permitting and construction of the dredge material disposal areas.

Eastern Shipbuilding, having leased their site for several years, occupies the largest portion of bulkheaded waterfront on the Harbor Channel at 1,000 feet. Twin Rivers, a recent tenant, is located on the northernmost 500' of the bulkhead and is beyond the limits of the Harbor Channel with water depths at their south boundary of 24' and becoming shallower to dry land on the north end of its water frontage.

Twin Rivers CEO Mr. Clay Crosby has advised the Port Authority Chairman that for his ongoing cargo operations handling biomass and the various other commodities that he anticipates shipping, it will be necessary to extend the Harbor Channel and Turning Basin to the north and to construct a retaining bulkhead alongside of which to berth ships.

The pending opportunities for the shipment of renewable fuels will also require a ship berth for the loading of liquid bulk products should one or more become a reality. It has long been anticipated that upon the resumption of shipping operations at the Port that additional ship berths will be required.

The Parcel B site on the Canal is private property whose ownership is affiliated with Eastern Shipbuilding; as such, they have indicated it will likely be utilized by Eastern as a support site to their new vessel building and ship repair operations on the Harbor Channel.

While the expenditure of public funds on the dredging of the Congressionally authorized Ship Channel in a public water body to accommodate multiple industries and the jobs and economic activity they bring is

appropriate and allowable, it is not legal or appropriate to expend public funds on private property for the needed improvements described above. Unless there is some future opportunity for the Port Authority to acquire property rights through purchase, long term lease, or perhaps through a public-private partnership in cooperation with the landowner, any improvements, if implemented, would have to be privately funded.

As documented in Chapter 5, it is the policy (Policy 1.1.3) of the Port Authority to "...acquire land through purchase, lease, easement, or other as needed to support Port development and economic growth." Should the Authority be successful in acquiring additional properties, the infrastructure requirements of those properties will be considered and addressed in the annual update of the Capital Improvement Plan (CIP).

4.1.2 Long-Term Development Plan: Years 6 to 10

Upon completion of the first five years of this planning term, the Port is expected to have completed the construction of the dredge material disposal areas, the dredging to have been completed to a target water depth of 30' inside the Bay and 31' outside with an allowable overdredge of 2', and, consequently, to be in operation with annual throughput of one half to one million tons. It is anticipated that by year six, if not before, there will be demand from shippers and tenants for additional water depth in the Ship Channel. If the anticipated benefits justify it, the Authority will pursue the next phase of maintenance dredging to maximum authorized depth of 35' inside the Bay and 37' outside plus an additional two feet for advanced maintenance dredging and up to two more feet of allowed overdredge. This will further improve the efficiency of the Port by increasing the maximum drafts to which ships can be loaded and will increase the profitability of port tenants and operators dependent on maximizing their cargo throughputs. This in turn attracts increased tonnage and other cargo opportunities which bring additional well-paying jobs to the community, region, and state.

The Authority's long-term development plan will include as a priority task the transfer back to the USACE of the responsibility for maintenance dredging which, subject to their budget constraints, is limited to ports with annual cargo volumes well in excess of a million tons per year. In the absence of any Port operations for many years, the task of accomplishing the initial resumption of maintenance dredging has fallen to the local community via the Port Authority.

As in the previous section, the long-term plans of the Port Authority are limited to the properties which it owns or to which it may acquire property rights and the prospect of the latter is indeterminate at this time. As the development of the port evolves, the Authority, within the limits of its authority as a public body, will be proactive in supporting its growth and the needs of its private tenants and shippers, the costs of which will be addressed with the annual update of its CIP.

DEVELOPMENT COSTS AND IMPACTS

4.2.1 Dredging Costs

The estimated costs for the first phase of dredging addressed in Section 4.1.1 Short Term Development Plan is $42.5 million. This initial phase of maintenance dredging is approximately twice as high as would normally be expected since it must also include the cost of construction of disposal areas to receive the material dredged from the channel. These are necessary since in-water disposal is no longer allowed as it was prior to the last maintenance dredging in 1985-86. It is believed that this budget goal will fund the restoration of 30' of water depth in the channel, a depth which will accomplish the restoration of shipping activity at the Port. This cost is reflected in the CIP in Chapter 6.

4.2.2 Infrastructure Costs for Manufacturing Site

The projected cost for the repair and extension to the Overpass of Kenny Mill Road which is adjacent to the Arizona Chemical Site is $1.1 million. This cost is reflected in the CIP in Chapter 6.

4.2.3 Economic Impacts

Waterborne activity at the Port of Port St. Joe will contribute to the local and regional economies by generating business revenue to local and national firms providing vessel and cargo handling services. These firms, in turn, provide employment and income to individuals, and pay taxes to state and local governments. The economic impacts they bring are numerous and varied.

Business Revenue Impacts. At the outset, activity at the Port will generate business revenue for firms that provide cargo-handling services. This business revenue impact will be dispersed throughout the economy in several ways. It will be used to hire people to provide the services, to purchase goods and services, and to make federal, state and local tax payments. The remainder will be used to pay stockholders, retire debt, and make investments, or will be held as retained earnings.

Employment Impacts. The employment impact of the Port will consist of three levels of job impacts.

- Direct employment impact - jobs directly generated by the movement of cargo through the Port and by non-cargo, water dependent Port tenants. Direct jobs at present include 56 employees of Twin Rivers Land and Timber and for Eastern Shipbuilding approximately 75-115 on any given day plus another 40-75 for their sub-contractors. Other examples of direct employment include jobs with trucking companies moving cargo between inland origins and destinations and at the Port, longshoremen, steamship agents, freight forwarders, stevedores, etc.
- Induced employment impact - jobs that will be created throughout the local economy because individuals directly employed because of the Port will spend their wages locally on goods and services such as food, housing and clothing. These jobs are held by residents located throughout the region, since they are estimated based on local and regional purchases.
- Indirect jobs - jobs that will be created locally due to purchases of goods and services by firms, not individuals. These jobs include jobs with local office supply firms, maintenance and repair firms, parts and equipment suppliers, etc. Also, the indirect impacts associated with marine construction activity are included.

Personal Earnings Impacts. The personal earnings impact refers to wages and salaries received by individuals directly employed due to handling the cargo at the Port. Re-spending of these earnings throughout the regional economy for purchases of goods and services is an important secondary benefit. This, in turn, generates additional jobs – the induced employment impact.

Tax Impacts. Federal, state and local tax impacts are tax payments to the state and local governments by firms and by individuals whose jobs would be directly dependent upon and supported by (induced jobs) activity at the Port.

Construction Impacts. In addition to the beneficial impacts that result from the movement of cargo and vessels through the Port, the construction of facilities to accommodate that cargo results in similar beneficial economic impacts in the community and region. This will be particularly important to the local economy

as the movement of cargo will be delayed until such facility improvements are completed and the construction will provide near term employment and commercial beneficial impacts.

IMPACT ASSESSMENT

Chapter 2 provides detailed information about the land uses adjacent to the Port, environmental resources, utilities, the external transportation network, and other potential areas of impact. The paragraphs below summarize the anticipated impacts of the five- and ten-year development plan presented in this chapter.

4.3.1 Land Use

The designated land use in both the County's and the City's Comprehensive Plans is currently "industrial". The planned Port development is compatible with this designation.

4.3.2 Public Access

Port operations will consist primarily of heavy industrial activities; therefore, public access is not considered safe or desirable. In addition, security mandates will require most of the Port, particularly the waterfront, to be designated as a restricted area and public access must be strictly controlled. Of note, the public has not had access to these properties since they were developed as industrial sites.

4.3.3 Historic Resources

As noted in Chapter 2, a review of the Florida Master Site File of the State Historic Preservation Office was completed and indicated no historic or archeological resources exist within the Port Planning Area. The Port Authority is committed to protect and preserve any historic and archeological resources, should any be found.

4.3.4 Environmental Resources

Port development will be on land that is currently zoned for industrial use and that was previously impacted by industrial operations and dredge spoil disposal; therefore, potential environmental impacts are expected to be minimal.

Stormwater

Port development will increase the area of paved, impervious surface and storm-water runoff in the Port Planning Area. When the properties are developed, drainage systems will be designed to meet NPDES, FDEP, and Northwest Florida Water Management District water quality standards.

Wetlands

Each of the wetland areas within the Port Planning Area has been negatively impacted by previous activities and all are low quality wetlands. The wetlands on the primary port development site with existing operations and the wetlands on Parcels A and B have been jurisdictionally delineated; the wetland on the east end of the Arizona Chemical Site has not been delineated and is approximate.

In light of the land constraints that operational ports elsewhere are facing and the need to maximize available lands for future operations, the Port Authority proposes mitigating these wetlands off site if and when impacted. The final areas required for mitigation will be determined during the preparation of project specific environmental documents and permitting.

Dredging and Disposal

The primary impacts from dredging include: turbidity, vessel traffic impacts during dredging operations, endangered species impacts, and impacts to benthic communities associated with inter-tidal, soft-bottom

and shallow-water habits. The impacts related to disposal include wetlands impacts and control of return water back into the waterway. These potential impacts were identified in the applications for environmental permits for the dredging and disposal areas, were sufficiently addressed to the satisfaction of the regulatory agencies, and permits received. Compliance with the permit conditions will be enforced on the contractors performing the work on the projects.

4.3.5 Utilities

Sanitary Sewer

The Port will not have a significant impact on sanitary sewer services in the area. Sanitary sewage is treated at the City of Port St. Joe's WWTP, which is adjacent to the proposed Port development, and has significant excess capacity above current users' sanitary sewer needs of 1 MGD.

Potable Water

As with the sanitary sewer, the City's water treatment plant capacity is 6 MGD and demand is only 1 MGD. The potable water supply is sufficient for the development of the Port.

Energy

The Port will not have a significant impact on the electrical power and natural gas service in the area. The electrical power grid and natural gas pipelines were constructed to serve the paper mill and other industries which have been closed and demolished; in their absence, there is considerable excess capacity in both systems to serve the projected needs of the Port.

Solid Waste

The Port anticipates no capacity problems in disposing of the additional waste that will be generated by Port development and operation.

4.3.6 External Transportation Network

Roads

According to the latest information contained in the Transportation Element of the City of Port St. Joe's Comprehensive Plan, all roads serving the subject parcel are currently operating at an acceptable level of service and are expected to continue to do so. The anticipated cargo will not add significant traffic volumes to local roads for the duration of the planning horizons.

Rail

There is presently no rail service in the Port Planning Area, but rail is readily available. Projected Port activities are not expected to exceed the capacities of the local or regional rail lines.

4.3.7 Operational Impacts

In additional to potential impacts to roads and rail from operations, impacts from Port operations may include air quality, noise and odor. These impacts are not anticipated to be significant. Dust from wood chips is minimal and from aggregate operations is controllable and the Port will secure and abide by all necessary operating permits, including air quality permits. The Port will control noise and odor emanating from its facilities and will abide

CHAPTER 5

GOALS, OBJECTIVES AND POLICIES

Chapter 163, Florida Statutes, requires that comprehensive plans, including this Port Master Plan 2021, "...shall provide the principles, guidelines, standards, and strategies for the orderly and balanced future economic, social, physical, environmental, and fiscal development of the area that reflects community commitments to implement the plan and its elements." It further recognizes that these principles and strategies are generally provided as goals, objectives, and policies within the plans. This chapter presents the goals, objectives and policies the Port St. Joe Port Authority has selected to implement this Plan and guide its development activities over the planning period. Underlying these goals, objectives, and policies is the Port's mission statement:

> *"The mission of the Port St. Joe Port Authority is to enhance the economic vitality and quality of life in the Gulf County area and the Northwest Florida region by fostering the growth of domestic and foreign commerce, thereby providing jobs and economic opportunity to the region and the state of Florida."*

To accomplish the vision expressed in the above mission statement, and comply with state requirements, the Port St. Joe Port Authority has identified six goals, accompanying objectives, and implementation policies that it intends to carry out during the planning period. These goals, objectives, and policies reflect the Port St. Joe Port Authority's commitment not only to local and regional economic growth, but also to the environmental health and well-being of the surrounding ecosystems. Their implementation will be a function of the timeliness with which the Port can proceed with the planned development program, based on market demand, permitting, and funding.

Port Goals, Objectives, and Policies

Goal 1: Economic Growth. The Port of Port St. Joe is located within the municipal jurisdiction of the City of Port St. Joe, the county seat of Gulf County in Northwest Florida. As such, the Port St. Joe Port Authority intends to plan and develop the identified Port Planning Area in accordance with market forecasts, in response to business inquiries seeking sites, in accord with the community's commercial and industrial resources, and in cooperation with its public and private partners to create jobs and stimulate local and regional economic development. To achieve this goal, the Port St. Joe Port Authority shall implement a phased program of infrastructure development and targeted marketing to create a Port environment that provides the maximum economic, environmental, and social benefits to the community. This goal is consistent with Goal 21 of the *State Comprehensive Plan*, which addresses economic stability, job opportunities, and increased per capita income for the state's residents.

Objective 1.1: **Port Planning Area Development**. The Port St. Joe Port Authority shall pursue the phased planning and development, consistent with this Port Master Plan 2021, of the Port Planning Area, including both Port and private properties, to provide appropriate support facilities that will accommodate projected waterborne commerce demand. Consistent with Goal 3, this development shall address environmental concerns, such as estuarine water quality and wetland mitigation, while still providing an economically sound site development plan conducive to attracting the desired tenant and user base.

Policy 1.1.1: **Market Opportunities.** The Port St. Joe Port Authority shall be supportive of the efforts of economic development organizations as well as private industries to identify and secure sites for the location of maritime related industries who intend to use the Port. This shall apply to both on-Port and

off-Port properties, including sites within the Gulf to Gadsden Freight Logistics Zone Strategic Plan (see Appendix E).

Policy 1.1.2: **Market Assessment.** When financially feasible, the Port St. Joe Port Authority shall complete a market assessment or utilization of that information prepared by others that identifies potential waterborne commerce activities for short-term growth (5-year planning period) and longer-term expansion (10-year planning horizon).

Policy 1.1.3: **Land Acquisition**. The Port St. Joe Port Authority shall acquire land through purchase, lease, easement, or other as needed to support Port development and economic growth.

Policy 1.1.4: **Waterfront and Upland Development**. The Port St. Joe Port Authority shall plan, develop, and support the private development of waterfront and supporting upland infrastructure to accommodate (a) the maritime related industries and tenants committed to ship through the Port and (b) the demand projections in the Port's market assessment and subsequent user commitments. The anticipated development includes berth and apron construction, site improvements, storage areas, cargo-handling equipment, and other infrastructure needed for tenant and user service.

Policy 1.1.5: **St. Joseph Bay Ship Channel and Gulf County Canal Dredging**. The Port St. Joe Port Authority, having previously secured permits, shall coordinate with the U.S. Army Corps of Engineers (USACE) and other applicable local, regional, state, and federal agencies and stakeholders for the resumption of maintenance dredging as needed to accommodate the identified waterborne commerce operations (see Goal 2, Objectives 2.1 and 2.2).

Policy 1.1.6: **On-Port Road Network.** The Port St. Joe Port Authority shall develop an efficient road network within the Port Planning Area (see Goal 2, Objective 2.3).

Policy 1.1.7: **Rail Infrastructure.** The Port St. Joe Port Authority shall support the rehabilitation and repair of the AN Railway in order to restore rail service to the Port and industrial area. Further, the Authority shall explore opportunities to develop internal rail spurs to support operations, as needed (see Goal 2, Objective 2.4).

Policy 1.1.8: **Facility Maintenance.** The Port St. Joe Port Authority shall provide adequate maintenance and upkeep of its in-water and upland facilities to derive the best use from its infrastructure.

Objective 1.2: **Economic Diversification.** The Port St. Joe Port Authority shall explore opportunities to develop synergies between its waterborne commerce operations and other economic resources in the area.

Policy 1.2.1: **Facility Utilization**. The Port St. Joe Port Authority shall seek potential tenants and other users to achieve maximum site utilization and pursue expansion and development when new facilities will support job creation and economic growth.

Policy 1.2.2: **Complementary Upland Development**. The Port St. Joe Port Authority shall, in a phased approach, allow for and encourage upland development in the Port Planning Area and inland development that complements its waterborne commerce operations.

Policy 1.2.3: **Local Cooperation.** The Port St. Joe Port Authority shall work with the City of Port St. Joe and with the Gulf County Economic Development Coalition in their efforts to attract maritime related industries to Gulf County.

Policy 1.2.4: **Foreign Trade Zone Designation.** The Port St. Joe Port Authority shall periodically explore the establishment of a foreign trade zone to achieve the economic benefits such zones can

generate. If appropriate, the Port Authority shall pursue the option of becoming a subzone or a licensee of another Foreign Trade Zone, such as the one at Port Panama City.

Goal 2: Transportation Efficiencies. Seaports depend on efficient intermodal access to provide cost-effective and competitive services. Consequently, the Port St. Joe Port Authority shall collaborate with city, county, state, and federal agencies and with private entities responsible for water, highway, and rail connectivity to ensure that the intermodal transportation infrastructure and connectivity essential to Port operations are in place.

Objective 2.1: **Ship Channel and Gulf County Canal Access.** The Port St. Joe Port Authority shall pursue maintenance dredging of the Ship Channel (defined as all ranges plus Harbor Channel and Turning Basin) and Gulf County Canal to provide the water depths needed to serve the vessels anticipated to call at the Port.

Policy 2.1.1: **Ship Channel Maintenance Dredging Funding:** The Port St. Joe Port Authority shall pursue through all available avenues the funding for the dredging of the Ship Channel.

Policy 2.1.2: **Ship Channel Maintenance Dredging.** When adequate funds have been secured, the Port St. Joe Port Authority shall, through a contributed funds agreement with the (USACE), implement the maintenance dredging of the Ship Channel to provide the water depths needed and to ensure safe navigational conditions for the vessels anticipated to call at the Port.

Policy 2.1.3: **Gulf County Canal Dredging.** The Port St. Joe Port Authority shall cooperate with the maintenance dredging activities and efforts of the USACE in the Gulf County Canal to maintain the water depths and width needed to serve the shallow draft vessels that are anticipated to traverse the Canal.

Policy 2.1.4: **Maintenance Dredging of Berths.** The Port St. Joe Port Authority shall undertake or shall support the efforts of owners of private dock facilities to accomplish maintenance dredging of ship berthing and docking areas, as required and which are excluded from the larger Channel dredging projects.

Policy 2.1.5: **Dredge Material Disposal Areas.** The Port St. Joe Port Authority shall construct, in accordance with the regulatory permits it has secured and within the limits of its responsibility and funding resources, the dredge material disposal areas required to support the resumption of maintenance dredging.

Objective 2.2: **Intracoastal Connections.** To take better advantage of its proximity to the Intracoastal Waterway, the Port St. Joe Port Authority shall support initiatives to improve Intracoastal connections, including shallow-water barge facilities, if appropriate to meet the requirements of Port users or to serve complementary industrial facility development in the region.

Policy 2.2.1: **Gulf Intracoastal Waterway.** The Port St. Joe Port Authority shall cooperate with entities seeking to improve conditions along the Gulf Intracoastal Waterway, of which the Gulf County Canal is a component, and promote more barge traffic.

Policy 2.2.2: **Shallow-water Barge Facilities.** The Port St. Joe Port Authority shall consider synergies with industrial users that can be served by barge as well as by road and rail.

Objective 2.3: **Highway Access and Connectivity.** The Port St. Joe Port Authority shall collaborate with local and state agencies to develop the intermodal connections needed for the efficient movement of goods to and from its facilities.

Policy 2.3.1: **On-Port Road Improvements.** The Port St. Joe Port Authority shall develop internal roads to serve Port Planning Area users which provide efficient access to the proximate off-Port city, county, and state highway network and shall coordinate the development of its on-Port roads with the City, County, and Florida Department of Transportation.

Policy 2.3.2: **Off-Port Highway Improvements.** The Port St. Joe Port Authority shall work with the Florida Department of Transportation to gain funding for any needed improvements to roads over which Port truck traffic must travel. Such roads include US 98 (SR 30), SR 71, CR 382, and the Gulf Coast Parkway.

Objective 2.4: **Rail Service and Connectivity.** The Port St. Joe Port Authority shall implement rail service when user demand so warrants and collaborate with the AN Railway to obtain the best possible service and interchanges.

Policy 2.4.1: **On-Port Rail Improvements – Port Property.** The Port St. Joe Port Authority shall develop rail access from the AN Railway to properties it owns or shall secure if required to serve Port Planning Area users.

Policy 2.4.2: **On-Port Rail Improvements – Private Property.** The Port St. Joe Port Authority shall cooperate with private property owners within the Port Planning Area to provide rail access to those properties when their planned improvements are in compliance with this Port Master Plan 2021 and determined to be beneficial to the public good.

Policy 2.4.3: **Off-Port Rail Connections.** Affirming Policy 1.1.7 above, upon the successful restoration of rail service to the Port, the Port St. Joe Port Authority shall work with the AN Railway to identify and pursue improvements to off-Port rail infrastructure which will facilitate goods movement to and from the Port. This shall include not only on properties proximate to the Port Planning Area but also to the Intermodal Logistics Centers and other industrial sites identified in the Gulf to Gadsden Freight Logistics Zone Strategic Plan.

Goal 3: Environmental Stewardship. As a responsible citizen of the region concerned with the health and well-being of its citizenry as expressed in the *State Comprehensive Plan*, Goal 5 (b) 1, the Port St. Joe Port Authority is committed to preserving and protecting the quality of the environmental resources within its community. It shall conserve and protect those resources, consistent with Port development and expansion needs.

Objective 3.1: **Natural Resource Preservation and Protection.** In carrying out its development activities and day-to-day operations, the Port St. Joe Port Authority shall conserve and protect natural resources and shall cooperate with federal, state, regional and local agencies in developing sound environmental policies and measures to minimize the environmental impacts of Port development and operations. The Port Authority recognizes the intent of Goal 9, Policies 1 and 7 in the *State Comprehensive Plan*, to protect natural systems and will do so to the extent consistent with Port development and expansion needs.

Policy 3.1.1: **Coastal Resources.** The Port St. Joe Port Authority shall evaluate the specific and cumulative impacts of its plans on coastal resources before undertaking development and expansion activities and shall take measures to minimize negative impacts where possible, or to mitigate for damage that cannot be avoided. This policy is consistent with Goal 8, Policies 4, 6, and 7 of the *State Comprehensive Plan*. It is understood that as yet unformulated plans by private landowners for the long-term development of their waterfront property on the Bay may impact coastal resources in the future. The Port of Port St. Joe, a proactive public entity, whose mission is to help the community by

creating jobs and development synergies, has no involvement with or control over the plans of these private landowners and, consequently, is not in a position to address the eventual impacts of these plans. To the contrary, these future plans by private entities will need to address their cumulative impacts with Port development, which is leading the way in this area.

Policy 3.1.2: **Estuarine and Surface Water Quality.** The Port St. Joe Port Authority shall limit specific and cumulative impacts on water quality to maintain the integrity of the St. Joseph Bay Aquatic Preserve and maintain the applicable water standards. In so doing, the Port St. Joe Port Authority shall design the drainage system on its property to meet NPDES, Florida Department of Environmental Protection, and Northwest Florida Water Management District water quality standards and shall coordinate its efforts with federal, state, regional, county and city governmental agencies. This policy is consistent with Goal 7, Policies 10 and 12 as well as Goal 15, Policy 6 in the *State Comprehensive Plan*.

Policy 3.1.3: **Wetlands and Wildlife Habitat.** The Port St. Joe Port Authority shall limit specific and cumulative impacts on identified wetlands and wildlife habitat by providing mitigation measures or, if possible, by avoiding projects that destroy or significantly degrade such habitat. Due to the industrial nature of the prior uses of the properties in the Port Planning Area, the wetlands and habitat therein have been previously impacted and are of very low quality.

Objective 3.2: **Plan Implementation Coordination.** The Port St. Joe Port Authority shall be proactive in coordinating its development efforts with local, state, and federal permitting agencies and with private stakeholders to ensure that its development and operations are carried out in accordance with the public interest and regulatory requirements.

Policy 3.2.1: **Sensitivity to Local Concerns.** The Port St. Joe Port Authority shall give consideration to the concerns of local interests, both for job creation/economic activity as well as for environmental protection, in implementing its development program and shall seek out the best possible solutions to controversial issues.

Policy 3.2.2: **Permit Compliance.** The Port St. Joe Port Authority shall comply with the provisions of the eventual permits governing its in-water and upland development program, and shall work with local, state, and federal agencies to achieve a sound balance between its expansion requirements and the need to protect the surrounding environment.

Goal 4: Safety and Security. The Port St. Joe Port Authority shall reduce exposure of human life and property to destruction by natural hazards through hazard mitigation and hurricane evacuation measures and shall protect human life and property from manmade disasters through safety and security programs.

Objective 4.1: **Protection from Natural Hazards.** The Port St. Joe Port Authority shall implement the measures required by the City of Port St. Joe, Gulf County, and other agencies to protect human life and property from natural hazards.

Policy 4.1.1: **Flood Zone Compliance.** The Port St. Joe Port Authority shall see that any habitable, non-residential buildings in special flood hazard areas are designed and constructed to reduce the potential for flooding and wind damage. This policy is consistent with Florida's State Comprehensive Plan Goal 15, Policy 6, with respect to the potential for flooding.

Policy 4.1.2: **Building Code Compliance.** The Port St. Joe Port Authority shall see that all buildings are designed and constructed in accordance with the Unified Florida Building Code or as adopted by the City of Port St. Joe.

Policy 4.1.3: **Hurricane-Preparedness.** The Port St. Joe Port Authority shall prepare a hurricane evacuation contingency plan and keep its plan up to date, ensuring that it is consistent with city and county emergency plans.

Policy 4.1.4: **Post-Disaster Redevelopment.** The Port St. Joe Port Authority shall implement post-disaster redevelopment procedures to reduce or eliminate exposure of human life and property to natural hazards. These procedures shall include the structural modification or removal of facilities that have experienced repeated storm damage.

Objective 4.2: **Protection from Manmade Disasters.** The Port St. Joe Port Authority shall reduce exposure of human life and property to harm from manmade disasters by implementing sound safety and security programs.

Policy 4.2.1: **Safe Operating Environment.** To provide a safe operating environment, the Port St. Joe Port Authority shall require that its personnel, tenants, facility operators, stevedores, etc. comply with the safety requirements of all federal, state, and local government and regulatory entities.

Policy 4.2.2: **Security Plan.** The Port St. Joe Port Authority shall prepare and implement the security plan mandated and approved under federal and state guidelines, consistent with funding availability.

Goal 5: Intergovernmental Coordination and Regional Collaboration. The Port St. Joe Port Authority shall coordinate its efforts with state and local governmental and private sector entities and shall collaborate with initiatives to enhance economic development opportunities in Northwest Florida. This Goal is consistent with Goal 25, Policy 7 of the *State Comprehensive Plan,* which addresses the integration of systematic planning capabilities at all levels of government, with an emphasis on the coordination of regional problems, issues, and conditions.

Objective 5.1: **Compatibility with City's Comprehensive Plan.** The Port St. Joe Port Authority shall work with the City of Port St. Joe to see that Port maintenance and expansion activities are compatible with and support the programs and policies contained in the City's Comprehensive Plan.

Policy 5.1.1: **Plan Coordination.** The Port St. Joe Port Authority shall coordinate its planning and development efforts with the City of Port St. Joe to ensure that the Port's planned projects and land uses (see Objectives 1.1 and 1.2) are consistent with the City's Comprehensive Plan. It shall also evaluate proposed amendments to the City's Comprehensive Plan, particularly the Coastal Management Element, as to potential impacts on Port activities.

Policy 5.1.2: **Infrastructure and Utility Capacity.** The Port St. Joe Port Authority shall coordinate with the City to ensure the provision of adequate infrastructure and utilities for Port operations.

Objective 5.2: **Governmental and Agency Coordination.** The Port St. Joe Port Authority shall coordinate its development and expansion program with applicable agencies to promote sound planning and economic growth.

Policy 5.2.1: **Gulf County.** The Port St. Joe Port Authority shall support the economic development initiatives of Gulf County, by pursuing activities that expand opportunities in trade, industry, and manufacturing.

Policy 5.2.2: **Local, Regional, State, and Federal Agencies.** In addition to city and county governments, the Port St. Joe Port Authority shall cooperate with the Apalachee Regional Planning Council; the Northwest Florida Water Management District; the Florida Departments of Transportation, Economic Opportunity, and Environmental Protection; the USACE, Florida's *State*

Comprehensive Plan, and other applicable agencies in implementing the goals, objectives and policies of this Port Master Plan 2021.

Objective 5.3: **Collaboration with Local and Regional Maritime, Commercial, and Industrial Interests.** To help achieve its primary goal of economic development, the Port St. Joe Port Authority shall cooperate with other Northwest Florida interests as they seek to expand the region's commercial and industrial base.

Policy 5.3.1: **Economic Development Groups.** The Port St. Joe Port Authority shall participate in the efforts of local and regional groups pursuing area wide economic development.

Policy 5.3.2: **Gulf to Gadsden Freight Logistics Zone.** The Port St. Joe Port Authority shall support the implementation of the Gulf to Gadsden Freight Logistics Zone plan prepared by the Apalachee Regional Planning Council.

Policy 5.3.3: **Northwest Florida Seaports.** The Port St. Joe Port Authority shall cooperate with the Port of Panama City and the Port of Pensacola when opportunities arise to pursue areas of common interest, such as cargo-handling synergies, regional promotional campaigns, special funding opportunities, and dredging issues.

Goal 6: Financial Stability. The Port St. Joe Port Authority shall implement measures to secure its financial health as it proceeds with its development and expansion program.

Objective 6.1: **Budgetary Process.** The Port St. Joe Port Authority shall implement a budgetary process that balances Port revenues, operating expenses, and capital expenditures needed to satisfy the anticipated market demand and capture new market share.

Policy 6.1.1: **Port Revenues.** The Port St. Joe Port Authority shall endeavor to acquire property for port development upon which it can generate revenues for cargo movements.

Policy 6.1.2: **Port Tariffs.** The Port St. Joe Port Authority shall monitor tariffs and fees charged by Gulf Ports Association members and shall implement a competitive fee structure within an adopted tariff.

Policy 6.1.3: **Annual Capital Improvement Plan Updates.** The Port St. Joe Port Authority shall update its capital improvement plan annually to reflect budgetary and market changes, prioritizing its project implementation to obtain the best return on facility investments.

Objective 6.2: **Funding Opportunities.** The Port St. Joe Port Authority shall pursue diverse funding opportunities to accelerate the rate at which it can implement its capital improvement program.

Policy 6.2.1: **Legislative Contacts.** The Port St. Joe Port Authority shall prepare a briefing for area legislators in the fall of each year to reacquaint them with the Port's existing and potential economic impact on the region and the importance of its needs being addressed in the state's budget process.

Policy 6.2.2: **Florida Seaport Transportation Economic Development (FSTED) Council.** The Port St. Joe Port Authority shall participate as an active member of the FSTED Council through which most of state budgeted funds for Florida's seaports are disbursed.

Policy 6.2.2: **Grants/Loans.** The Port St. Joe Port Authority shall actively seek grant funds from state, regional, and federal sources and shall supplement funding needs not met by grants with loans from commercial lending institutions and/or governmental entities. A specific example is Triumph Gulf Coast, Inc., a nonprofit corporation organized to oversee the expenditure of funds recovered by the

State of Florida for economic damages resulting from the 2010 Deepwater Horizon oil spill. The Port development qualifies under their criteria of "public infrastructure projects for construction, expansion, or maintenance which are shown to enhance economic recovery, diversification, and enhancement."

Policy 6.2.3: **Public/Private Partnerships.** The Port St. Joe Port Authority shall explore opportunities for public/private partnerships in the development of maritime and industrial facilities.

Table 5-1 on the next page summarizes the above goals, policies, and objectives for easy reference.

Table 5-1 Summary of Port of Port St. Joe Goals, Objectives and Policies

Goal	*Objective*	*Policy*
1. Economic Growth	1.1: Port Planning Area Development	1.1.1: Market Opportunities 1.1.2: Market Assessment 1.1.3: Land Acquisition 1.1.4: Waterfront and Upland Development 1.1.5: St. Joseph Bay Ship Channel and Gulf County Canal Dredging 1.1.6: On-Port Road Network 1.1.7: Rail Infrastructure 1.1.8: Facility Maintenance
	1.2: Economic Diversification	1.2.1: Facility Utilization 1.2.2: Complementary Upland Development 1.2.3: Foreign Trade Zone Designation
2. Transportation Efficiencies	2.1: Ship Channel and Gulf County Canal Access	2.1.1: Ship Channel Maintenance Dredging 2.1.2: Funding for Ship Channel Maintenance Dredging 2.1.3: Gulf County Canal Dredging 2.1.4: Maintenance Dredging of Berths 2.1.5: Dredge Material Disposal Areas
	2.2: Intracoastal Connections	2.2.1: Gulf Intracoastal Waterway 2.2.2: Shallow-Water Barge Facilities
	2.3: Highway Access and Connectivity	2.3.1: On-Port Road Improvements 2.3.2: Off-Port Highway Improvements
	2.4: Rail Service and Connectivity	2.4.1: On-Port Rail Improvements – Port Property 2.4.2: On-Port Rail Improvements – Private Property 2.4.3: Off-Port Rail Connections
3. Environmental Stewardship	3.1: Natural Resource Preservation and Protection	3.1.1: Coastal Resources 3.1.2: Estuarine and Surface Water Quality 3.1.3: Wetlands and Wildlife Habitat
	3.2: Plan Implementation Coordination	3.2.1: Sensitivity to Local Concerns 3.2.2: Permit Compliance

Table 5-1 Summary of Port of Port St. Joe Goals, Objectives and Policies

Goal	*Objective*	*Policy*
4. Safety and Security	4.1: Protection from Natural Hazards	4.1.1: Flood Zone Compliance 4.1.2: Building Code Compliance 4.1.3: Hurricane-Preparedness 4.1.4: Post-Disaster Redevelopment
	4.2: Protection from Manmade Hazards	4.2.1: Safe Operating Environment 4.2.2: Security Plan
5. Intergovernmental Coordination and Regional Collaboration	5.1: Compatibility with City's Comprehensive Plan	5.1.1: Plan Coordination 5.1.2: Infrastructure and Utility Capacity
	5.2: Governmental and Agency Coordination	5.2.1: Gulf County 5.2.2: Local, Regional, State and Federal Agencies
	5.3: Collaboration with Regional Maritime, Commercial and Industrial Interests	5.3.1: Economic Development Groups 5.3.2: Gulf to Gadsden Freight Logistics Zone 5.3.3: Northwest Florida Seaports
6. Financial Stability	6.1: Budgetary Process	6.1.1: Port Revenues 6.1.2: Port Tariffs 6.1.3: Annual Capital Improvement Plan Updates
	6.2: Funding Opportunities	6.2.1: Legislative Contacts 6.2.2: Florida Seaport Transportation Economic Development Council 6.2.3: Grants/Loans 6.2.4: Public/Private Partnerships

CHAPTER 6

CAPITAL IMPROVEMENT PLAN

FIVE-YEAR CAPITAL IMPROVEMENT PLAN

To implement the five-year port development planning program presented in this Port Master Plan 2021 and achieve its goals and objectives, the Port Authority has developed the phased five-year Capital Improvement Plan (CIP) summarized in Table 6-1 below. This approximately $43.6 million plan includes the Port improvements presented in Chapter 4. The Port will update its CIP yearly to reflect changes in priorities and new industry demands and opportunities.

Table 6-1 Port of Port St. Joe Capital Improvement Program FY 21/22 - FY25/26

Project Description	FY21/22	FY22/23	FY23/24	FY24/25	FY25/26	TOTALS
Dredging						
Construction of Dredge Disposal Areas	$12,000,000	$5,500,000				$17,500,000
Dredging to 30' Inside Bay and 31' Outside Bay		$12,500,000	$12,500,000			$25,000,000
Dredging Sub-Total	$12,000,000	$18,000,000	$12,500,000	$0	$0	$42,500,000
Other Improvements						
Rehab & Extension of Kenny Mill Road			$1,100,000			$1,100,000
TOTALS	**$12,000,000**	**$18,000,000**	**$13,600,000**	**$0**	**$0**	**$43,600,000**

FUNDING AND FINANCING OPPORTUNITIES

The highest priority project for the Port St. Joe Port Authority is the resumption of maintenance dredging to restore the Ship Channel to 30' of depth inside St. Joseph Bay and 31' outside in an initial phase and subsequently in a second phase – in response to demand and subject to funding – to full authorized depths of 35' inside the Bay and 37' outside. The projected cost for the first phase of the dredging including the construction of the dredge material disposal area is $42.5 million as noted in Chapter 4. Also proposed in Chapter 4 is the rehabilitation and extension of Kenny Mill Road to the Overpass to provide direct access to the Port below US98 which is projected to cost $1.1 million. The Authority is in the process of securing the funds for these projects from a variety of sources, including:

- Local funds. The Gulf County Commission has committed $7.5 million for the resumption of maintenance dredging of the Ship Channel. These funds are Community Development Block Grant – Disaster Relief (CDBG-DR) funds provided to the County for recovery from Hurricane Michael.
- Triumph Gulf Coast, Inc., is a nonprofit corporation organized to oversee the expenditure of 75 percent of all funds recovered by the Florida attorney general for economic damages to the state that resulted from the 2010 Deepwater Horizon oil spill. The Port Authority has applied for $17.5 million in funds from Triumph for the construction of the dredge disposal areas and subsequently dredging to 33' to accommodate current demand.
- The Florida Department of Transportation (FDOT) had previously budgeted $20 million for the dredging of the Ship Channel subject to justification by customer commitments. When the customer commitments were not realized over a period of time, the funds were reallocated and a verbal commitment given by the then Secretary to restore those funds when justified. The Port Authority has appealed to FDOT reallocate that $20 million in light of the current customer demand

and the prospects at hand so that there will be no more missed opportunities due to insufficient water depths.

- The Florida Seaport Transportation and Economic Development (FSTED) Council is a public entity created within FDOT by statute and charged with carrying out the state's economic development mission through implementation of seaport capital improvement projects at the local level. The Port Authority is a member of the Council and has received funding support from it for various projects in the past and it is a likely source for a portion of the funding for the Port's priority projects.
- Other State benefits and incentives. The Governor and Legislature have established several programs for which the Port Authority or local government will qualify and which are potential sources of funding and other benefits. These include, among others, the establishment of Rural Areas of Opportunity (RAO). RAOs are defined as rural communities, or a region composed of rural communities, that have been adversely affected by extraordinary economic events or natural disasters. Besides benefits for job creation, training, and tax incentives, the funding of transportation projects for job creation is a benefit for which the dredging would qualify. Gulf County is in the Northwest RAO.
- Federal funds. The Biden administration, with indications of support from Congress, is planning a $2 trillion package to fund infrastructure improvements across the nation; included in that plan is $17 billion for waterways and ports of entry. The Port Authority will monitor the progress of that proposal and, if passed, will apply for funds for dredging the Ship Channel.
- Private funds. In addition to the above, The St. Joe Company has already committed to date $12.3 million cash and land value for the permitting and construction of the dredge material disposal areas.

Table 6-2 summarizes the various potential funding and financing programs that are available to the Port Authority for the development of the Port.

Table 6-2 Potential Funding and Financing Programs

Funding Source /Program Name	Description
Regional/Local	
Apalachee Regional Planning Council	Revolving loan program for businesses that cannot access private sector financing with capital to create, retain, or expand businesses and employment.
Special Assessment	The Port Authority is empowered in its enabling legislation to levy special assessments on real property for public works purposes.
General Obligation Bonds	To raise capital, the Port Authority can seek capital financing through the sale of general obligation bonds. The state, county, or municipality, acting as the legislative parent of the Port Authority, and as issuer of general obligation bonds, provides collateral security by pledging its full faith and credit.
Revenue Bonds	If they can lease or operate facilities at a level generating sufficient revenues to pay the principal and interest, the Port Authority may choose revenue bonds to raise capital financing. Revenues accruing from the facility are pledged as security for the outstanding bonds.
Gulf County Second Gas Tax	Gulf County is authorized to pledge the second gas tax for the benefit of the Port
Gulf County Ad Valorem Tax	Gulf County is authorized to levy a millage to finance the Port.

Table 6-2 Potential Funding and Financing Programs

Funding Source /Program Name	Description
City of Port St. Joe Ad Valorem Tax	The City of Port St. Joe is authorized to levy a millage to finance the Port.
State	
State-Funded State Infrastructure Bank (SIB)	Florida's SIB is a revolving loan and credit enhancement program consisting of a Federal-funded SIB account and a state-funded SIB account. The Federal-funded SIB is capitalized with Federal money matched with state money as authorized under Section 1511 of TEA-21, while the state-funded SIB is capitalized with state money only.
FDOT Intermodal Development Program	Program initiated in FY 1990/91 under Section 341.053 of the Florida Statutes for projects that include rail, highway, and interchange access to airports, seaports, and multimodal facilities.
FDOT Strategic Intermodal System (SIS)/Growth Management Program	Program dedicated to funding high priority transportation projects on the identified SIS. The Port of Port St. Joe is a component of the Strategic Intermodal System.
FDOT Transportation Regional Incentive Program (TRIP)	Created as part of the Growth Management legislation enacted during the 2005 Legislative Session (SB 360), TRIP's purpose is to encourage regional planning by providing state matching funds for improvements to regionally significant transportation facilities. Partners must form a regional transportation area, pursuant to an interlocal agreement, and develop a regional transportation plan that identifies and prioritizes regionally significant facilities.
FDOT District 3 Discretionary Funds	Requires coordination with the District Secretary to identify/ earmark funds for Port projects.
Florida Seaport Transportation and Economic Development Program (FSTED)	Chapter 311 program providing matching grants to Florida's 15 seaports for projects consistent with adopted port master plans. Also, the Small County Dredging Program could be a mechanism for funding the Port.
Department of Economic Opportunity (DEO) / Enterprise Florida	Programs and incentives to assist in financing and expansion. Also, programs and funding to attract manufacturers and tenants.
Federal	
U.S. Department of Commerce Economic Development Administration	Fuels funding through local and regional economic development districts for revolving loan funds, public works, planning, post-disaster economic recovery, and local technical assistance.
Foreign Trade Zone Corporation	Up-front assistance for feasibility studies and cost-benefit analyses.
Transportation Infrastructure Finance and Innovation Act (TIFIA)	Multi-year funding passed by U.S. Congress in 1998 for bridges, border crossings, and intermodal facilities that require investment of $100 million or more.
U.S. Army Corps of Engineers	Maintenance dredging.
Rebuilding America Infrastructure with Sustainability and Equity (RAISE) Grant Program	U.S. Department of Transportation grant program awarded on a competitive basis for projects that will have significant regional or local impact.

Appendix A

Public Participation Workshops

PORT ST. JOE PORT AUTHORITY
PUBLIC MEETING MINUTES
WEDNESDAY, May 19, 2021

The mission of the Port St. Joe Port Authority is to enhance the economic vitality and quality of life in the Gulf County area and the Northwest Florida region by fostering the growth of domestic and foreign commerce, thereby providing jobs and economic opportunity to the region and the state of Florida.

Members of the public present:

Tommy Pitts
Al McCambry
Tom Gibson

Port Authority Commissioners Present:

Guerry Magidson
Michael Mize
Jera Horton

Call to order at 10:06 am by Chairman – Guerry Magidson, Sr.

Chairman Magidson opened the meeting to the public for any comments or questions regarding the Port Master Plan.

No comments or discussions from the public.

Motion to adjourn by Michael Mize and seconded by Jera Horton. Meeting was adjourned at 10:10 am.

Jera L. Horton
Jera L Horton, Secretary

Guerry Magidson, Chairman

AFFIDAVIT OF
PROOF OF PUBLICATION
(S.50.051, FS)

THE STAR

Published Weekly
Port St Joe, Gulf County Florida
STATE OF FLORIDA
COUNTY OF GULF

Before the undersigned authority personally appeared Marilynn Gabbard, who on oath says that he/she is Advertising Sales Rep of the The Star, a weekly newspaper published at 149 W. Hwy 98 Gulf County, Florida; that the attached copy of advertisement, being in the matter of

SEE ATTACHED

was published in said newspaper in the

Issue(s) of May 13 2021

Affiant further says *The Star* is a newspaper published at 149 W. Hwy 98, in said Gulf County Florida and that said newspaper has heretofore been Continuously published in said Gulf County, Florida, And each Thursday and has been entered as second class mail matter at the post office in Port St Joe, Gulf County, for a period of 1 year next preceding the first Publication of the attached copy of advertisement; and Affiant further says that he or she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

Sworn to and subscribed before me this

13th day of May, 2021

By Marilynn Gabbard, who is

X personally known to me or ____ who has produced

_____ (type of identification),

As Identification.

Gail Brannan
Signature of Notary

GAIL BRANNAN
MY COMMISSION # GG 141331
EXPIRES: September 23, 2021
Bonded Thru Notary Public Underwriters

Print, Type, or Stamp Commissioned
Name of Notary Public

PUBLIC NOTICE

A public hearing of the Port St. Joe Port Authority is scheduled for Wednesday, May 19, 2021, at 10:00 o'clock a.m., EST, at the Gulf County Commission meeting room, 1000 Cecil G. Costin Boulevard, Port St. Joe, Florida.

The meeting will be open to the public and is a public hearing on the Port St. Joe Port Authority Port Master Plan Update and any other matters that may come before the meeting.

Any person who wishes to attend and requires assistance may call the Port Authority Office at (850) 229-5240.

If any person decides to appeal any decision made with respect to any matter considered at the meeting, he or she will need a record of the proceedings, and, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Placeholder for minutes of second public meeting.

Placeholder for ad for second public meeting.

Appendix B

Florida Natural Areas Inventory Data Base Search of Natural Resources

FLORIDA
Natural Areas
INVENTORY

1018 Thomasville Road
Suite 200-C
Tallahassee, FL 32303
850-224-8207
fax 850-681-9364
www.fnai.org

May 5, 2021

Tommy Pitts
Mott MacDonald
1022 West 23rd Street
Panama City, FL 32405

Dear Mr. Pitts,

Thank you for requesting information from the Florida Natural Areas Inventory (FNAI). At your request we have produced the following report for your project area.

The purpose of this Standard Data Report is to provide objective scientific information on natural resources located in the vicinity of a site of interest, in order to inform those involved in project planning and evaluation. This Report makes no determination of the suitability of a proposed project for this location, or the potential impacts of the project on natural resources in the area.

Project: Port of Port St. Joe

Date Received: 5/3/2021

Location: Gulf County

Element Occurrences

A search of our maps and database indicates that we currently have several element occurrences mapped in the vicinity of the study area (see enclosed map and element occurrence table). Please be advised that a lack of element occurrences in the FNAI database is not a sufficient indication of the absence of rare or endangered species on a site.

Federally Listed Species

Our data indicate federally listed species are present on or very near this site, specifically Leatherback Sea Turtle (*Dermochelys coriacea*) (see enclosed map and tables for details). This statement should not be interpreted as a legal determination of presence or absence of federally listed species on a property.

The element occurrences data layer includes occurrences of rare species and natural communities. The map legend indicates that some element occurrences occur in the general vicinity of the label point. This may be due to lack of precision of the source data, or an element that occurs over an extended area (such as a wide ranging species or large natural community). For animals and plants, element occurrences generally refer to more than a casual sighting; they usually indicate a viable population of the species. Note that some element occurrences represent historically documented observations which may no longer be extant. Extirpated element occurrences will be marked with an 'X' following the occurrence label on the enclosed map.

Several of the species and natural communities tracked by the Inventory are considered ***data sensitive****. Occurrence records for these elements contain information that we consider sensitive due to collection pressures, extreme rarity, or at the request of the source of the information. The Element Occurrence Record has been labeled "Data Sensitive." We request that you not publish or release specific locational*

Florida Resources
and Environmental
Analysis Center

Institute of Science
and Public Affairs

The Florida State University

data about these species or communities without consent from the Inventory. If you have any questions concerning this please do not hesitate to call.

Likely and Potential Rare Species

In addition to documented occurrences, other rare species and natural communities may be identified on or near the site based on habitat models and species range models (see enclosed Biodiversity Matrix Report). These species should be taken into consideration in field surveys, land management, and impact avoidance and mitigation.

FNAI habitat models indicate areas, which based on land cover type, offer suitable habitat for one or more rare species that is known to occur in the vicinity. Habitat models have been developed for approximately 300 of the rarest species tracked by the Inventory, including all federally listed species.

FNAI species range models indicate areas that are within the known or predicted range of a species, based on climate variables, soils, vegetation, and/or slope. Species range models have been developed for approximately 340 species, including all federally listed species.

The FNAI Biodiversity Matrix Geodatabase compiles Documented, Likely, and Potential species and natural communities for each square mile Matrix Unit statewide.

CLIP

The enclosed map shows natural resource conservation priorities based on the Critical Lands and Waters Identification Project. CLIP is based on many of the same natural resource data developed for the Florida Forever Conservation Needs Assessment, but provides an overall picture of conservation priorities across different resource categories, including biodiversity, landscapes, surface waters, and aggregated CLIP priorities (that combine the individual resource categories). CLIP is also based primarily on remote sensed data and is not intended to be the definitive authority on natural resources on a site.

For more information on CLIP, visit http://www.fnai.org/clip.cfm .

The Inventory always recommends that professionals familiar with Florida's flora and fauna conduct a site-specific survey to determine the current presence or absence of rare, threatened, or endangered species.

Please visit www.fnai.org/trackinglist.cfm for county or statewide element occurrence distributions and links to more element information.

The database maintained by the Florida Natural Areas Inventory is the single most comprehensive source of information available on the locations of rare species and other significant ecological resources. However, the data are not always based on comprehensive or site-specific field surveys. Therefore this information should not be regarded as a final statement on the biological resources of the site being considered, nor should it be substituted for on-site surveys. Inventory data are designed for the purposes of conservation planning and scientific research, and are not intended for use as the primary criteria for regulatory decisions.

Information provided by this database may not be published without prior written notification to the Florida Natural Areas Inventory, and the Inventory must be credited as an information source in these publications. **The maps contain sensitive environmental information, please do not distribute or publish without prior consent from FNAI.** FNAI data may not be resold for profit.

Thank you for your use of FNAI services. An invoice will be mailed separately. If I can be of further assistance, please contact me at (850) 224-8207 or at kbrinegar@fnai.fsu.edu.

Sincerely,

Kerri Brinegar

Kerri Brinegar
GIS / Data Services

Encl

1018 Thomasville Road
Suite 200-C
Tallahassee, FL 32303
(850) 224-8207
(850) 681-9364 Fax
www.fnai.org

FLORIDA Natural Areas INVENTORY

Port of Port St. Joe

Site boundaries are approximate.

Gulf County

Element Occurrences
- Animals
- Plants
- Communities
- Other
- Data Sensitive
- Point Indicates General Vicinity of Element
- U.S. Fish & Wildlife Service Scrub Jay Survey 1992-96

Conservation Lands
- Federal
- State
- Local
- Private
- State Aquatic Preserves

Land Acquisition Projects
- Florida Forever Board of Trustees Projects

- FNAI Rare Species Habitat
- FNAI Biodiversity Matrix Square Mile Units
- County Boundary
- Roads
- Water

NOTE
This map contains environmentally sensitive information. Please do not distribute or publish without prior consent from FNAI. Map should not be interpreted without accompanying documents.

COASGRAS*54
BEACDUNE*167
SCRUB****738
DERMCORI*16
BIRDROOK*157
CHARNIVO*45
STERANTI*65
CHARMELO*2
FALCCOLU*2
FALCPERE*6
CHELMYDA*23
BANOBITR*1
EUPHTELE*1
EUPHTELE*12
EUPHTELE*11
EURYSPIN*48
EURYSPIN*32
Gulf County Canal
Saint Joseph Bay
Constitution Convention Museum State Park
382
30
98
71
30A

0 0.5 1 2 Miles

Map produced by KAB
5/10/2021

1018 Thomasville Road
Suite 200-C
Tallahassee, FL 32303
(850) 224-8207
(850) 681-9364 Fax
www.fnai.org

FLORIDA Natural Areas INVENTORY

Port of Port St. Joe

Site boundaries are approximate.

Gulf County

CLIP v4.0 Resource Priorities

Biodiversity Resource Category
- Priority 1 - highest
- Priority 2
- Priority 3
- Priority 4
- Priority 5

Landscape Resource Category
- Priority 1 - highest
- Priority 2
- Priority 3
- Priority 4
- Priority 5

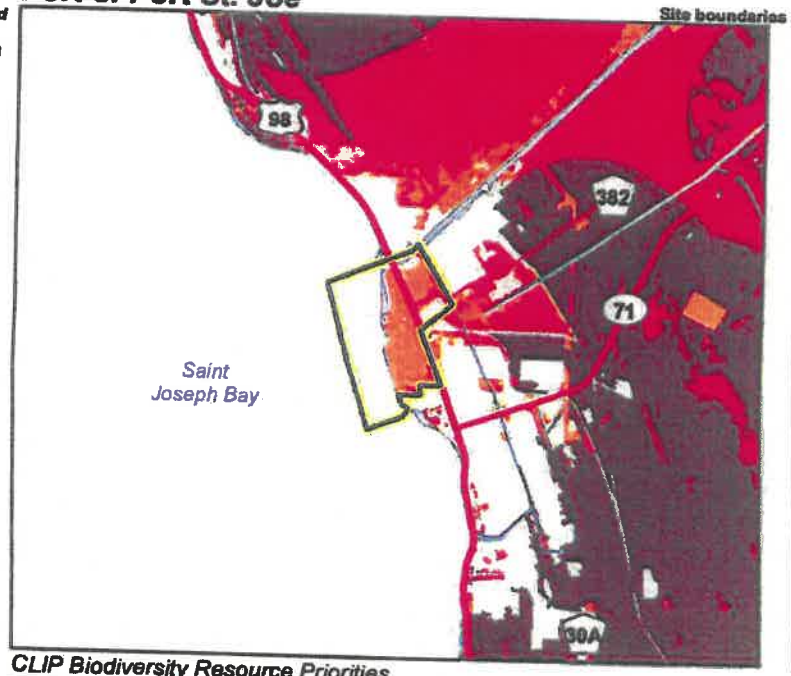
Surface Water Resource Category
- Priority 1 - highest
- Priority 2
- Priority 3
- Priority 4
- Priority 5

Aggregated CLIP Priorities
- Priority 1 - highest
- Priority 2
- Priority 3
- Priority 4
- Priority 5

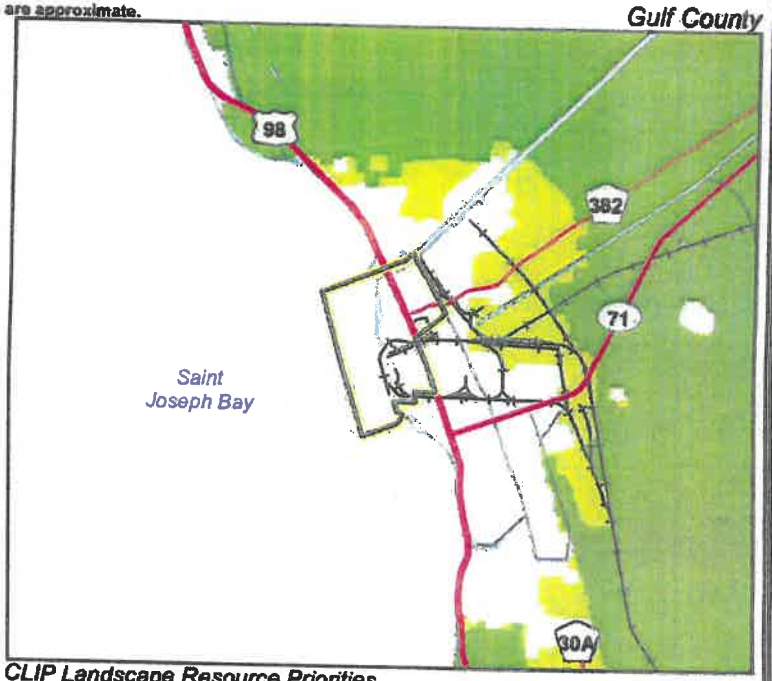
Site Boundary

Map should not be interpreted without accompanying documents.

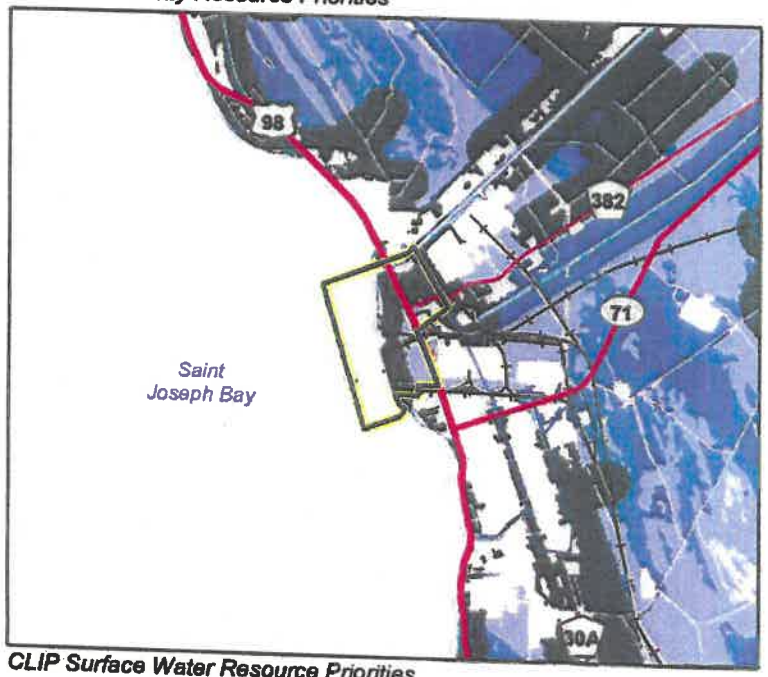
Critical Lands and Waters Identification Project (CLIP) is a cooperative effort between the FSU Florida Natural Areas Inventory, UF Center for Landscape Conservation Planning, and FL Fish & Wildlife Conservation Commission, with additional funding from FL Dept of Environmental Protection and US Fish & Wildlife Service.



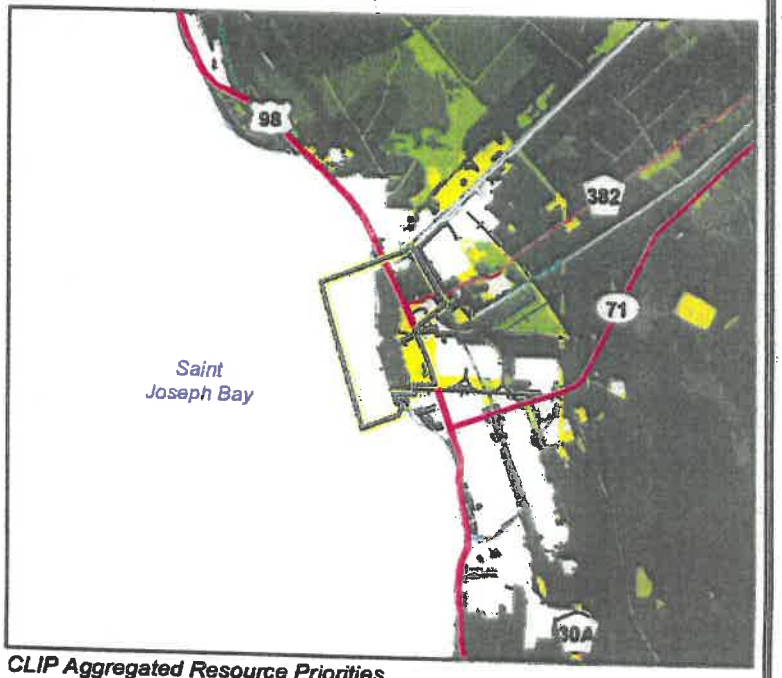
CLIP Biodiversity Resource Priorities



CLIP Landscape Resource Priorities



CLIP Surface Water Resource Priorities



CLIP Aggregated Resource Priorities

0 0.5 1 2 3 4 5 6 Miles

Map produced by KAB
5/5/2021

021

1018 Thomasville Road
Suite 200-C
Tallahassee, FL 32303
(850) 224-8207
(850) 681-9364 Fax
www.fnai.org

FLORIDA Natural Areas INVENTORY

FNAI ELEMENT OCCURRENCE REPORT on or near

Port Authority's 2021 Port Master Plan

Map Label	Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Listing	Observation Date	Description	EO Comments
BIRDROOK*157	Bird Rookery		G5	SNR	N	N	1990-06-01	DREDGE SPOIL.	1990: J.A. Gore observed small number of terns (15 adults, 8-10 territorial) a few scrapes and 1 nest with eggs, 1 pair of Wilson's plover, and a single Snowy plover (U97GFC02FLUS). 1987: LESS THAN 25 STERNA ANTILLARUM NESTS OBSERVED (U88GOR02FLUS).
CHARMELO*2	*Charadrius melodus*	Piping Plover	G3	S2	T	FT	1991-01-15	ALONG BEACHES.	WINTERING SITE: 1991 PIPING PLOVER WINTER CENSUS (U92FWS01FL) FOUND 17 BIRDS IN 14.0 MILES OF SURVEY. 1988: 12 OBSERVED FORAGING ALONG BEACH, 2 WERE BANDED (F88MAC02FL). 1988: 34 OBSERVED ALONG ENTIRE PENINSULA (U88NIC02FL).
CHARNIVO*45	*Charadrius nivosus*	Snowy Plover	G3	S1	N	ST	1990-06-01	Unconsolidated substrate	1990-06-01: J.A. Gore, GFC observed 1 territorial snowy but found no nests. Small colony of terns present; saw 3 terns on scrapes, but found only 1 nest (2 eggs). Birds scattered over wide area (roosting & feeding), but only 8-10 terns territorial. Pair of Wilson's plovers are territorial, but found no nests.
CHELMYDA*23	*Chelonia mydas*	Green Sea Turtle	G3	S2S3	T	FT	2010-01	2010-01: Gulf coastal marine embayment bordered by mainland and St. Joseph peninsula; opens to Gulf at northern end (ONDFWC01FLUS, PNDRUD04FLUS).	Developmental habitat. 2010-01: extreme cold weather produced a rare cold-stunning event that yielded >100 juvenile C. mydas within this bay; many rescued (PNDRUD02FLUS, PNDRUD04FLUS), many died; data should be available from Florida Fish and Wildlife Conservation Commission and Florida Department of Environmental Protection/St. Joe Bay Buffer Preserve.
DERMCORI*16	*Dermochelys coriacea*	Leatherback Sea Turtle	G2	S2	E	FE	2012	Gulf Coast beaches and dunes.	Observed and likely nesting beaches from Fort Walton Beach to Cape St. George. Between 2008-2012, the surveyed beaches had annual nesting densities ranging from 0.01 to 0.04 nests per kilometer.
DS*6079	*Data Sensitive Element*	Data Sensitive	G1	S1	E	E	1997-04-01	Data Sensitive	Data Sensitive
FALCCOLU*2	*Falco columbarius*	Merlin	G5	S2	N	N	ZZ	VARIOUS PLACES IN PARK.	FALL MIGRATORY ROUTE/STOPOVER.

1018 Thomasville Road
Suite 200-C
Tallahassee, FL 32303
(850) 224-8207
(850) 681-9364 Fax
www.fnai.org

FLORIDA Natural Areas INVENTORY

FNAI ELEMENT OCCURRENCE REPORT on or near

Port Authority's 2021 Port Master Plan

Map Label	Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Listing	Observation Date	Description	EO Comments
FALCPERE*6	*Falco peregrinus*	Peregrine Falcon	G4	S2	N	N	ZZ	VARIOUS PLACES IN PARK.	FALL MIGRATORY ROUTE/STOPOVER (FRANCIS TOLD BROCK).
PANOBITR*1	*Panopea bitruncata*	Atlantic Geoduck	G3G4	S2S3	N	N	1929	No general description given	1929-10-18: Occurrence on site (S29HYNSMFLUS).
STERANTI*65	*Sternula antillarum*	Least Tern	G4	S3	N	ST	1990-06-01	DREDGE SPOIL.	1990: 01 Jun - J. A. Gore reports 15 adults seen, 3 on scrapes and only 1 nest with 2 eggs; birds were scattered over wide area feeding and roosting, but only 8-10 terns territorial (U97GFC02FLUS). 1987: LESS THAN 25 NESTS OBSERVED (U88GOR02FLUS); 01 May, Gore observed terns just starting to nest - several scrapes made but no eggs seen; 40 adults (U97GFC02FLUS).

122

1018 Thomasville Road
Suite 200-C
Tallahassee, FL 32303
(850) 224-8207
(850) 681-9364 Fax

FLORIDA Natural Areas INVENTORY

Florida Natural Areas Inventory

Biodiversity Matrix Report

Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Listing
Matrix Unit ID: 7691					
Likely					
Bird Rookery		G5	SNR	N	N
Charadrius nivosus	Snowy Plover	G3	S1	N	ST
Chelonia mydas	Green Sea Turtle	G3	S2S3	T	FT
Sternula antillarum	Least Tern	G4	S3	N	ST
Ursus americanus floridanus	Florida Black Bear	G5T4	S4	N	N
Potential					
Acipenser oxyrinchus desotoi	Gulf Sturgeon	G3T2T3	S2?	T	FT
Ammospiza maritima peninsulae	Scott's Seaside Sparrow	G4T3Q	S3	N	ST
Cistothorus palustris marianae	Marian's Marsh Wren	G5T3	S3	N	ST
Drymarchon couperi	Eastern Indigo Snake	G3	S2?	T	FT
Falco columbarius	Merlin	G5	S2	N	N
Falco peregrinus	Peregrine Falcon	G4	S2	N	N
Leitneria floridana	corkwood	G3	S3	N	T
Lupinus westianus	Gulf Coast lupine	G3T3	S3	N	T
Nerodia clarkii clarkii	Gulf Salt Marsh Snake	G4T3	S2	N	N
Panopea bitruncata	Atlantic Geoduck	G3G4	S2S3	N	N
Peucaea aestivalis	Bachman's Sparrow	G3	S3	N	N
Rallus longirostris scottii	Florida Clapper Rail	G5T3?	S3?	N	N
Rhexia parviflora	small-flowered meadowbeauty	G2	S2	N	E
Ruellia noctiflora	nightflowering wild petunia	G3?	S2	N	E
Tiedemannia filiformis ssp. greenmanii	giant water cowbane	G3	S3	N	E
Matrix Unit ID: 7692					
Likely					
Bird Rookery		G5	SNR	N	N
Caretta caretta	Loggerhead Sea Turtle	G3	S3	T	FT
Charadrius nivosus	Snowy Plover	G3	S1	N	ST
Chelonia mydas	Green Sea Turtle	G3	S2S3	T	FT
Dermochelys coriacea	Leatherback Sea Turtle	G2	S2	E	FE
Sternula antillarum	Least Tern	G4	S3	N	ST
Ursus americanus floridanus	Florida Black Bear	G5T4	S4	N	N
Potential					
Acipenser oxyrinchus desotoi	Gulf Sturgeon	G3T2T3	S2?	T	FT
Ammospiza maritima peninsulae	Scott's Seaside Sparrow	G4T3Q	S3	N	ST
Andropogon arctatus	pinewoods bluestem	G3	S3	N	T
Asclepias viridula	southern milkweed	G2	S2	N	T
Calopogon multiflorus	many-flowered grass-pink	G2G3	S2S3	N	T
Charadrius melodus	Piping Plover	G3	S2	T	FT
Cistothorus palustris marianae	Marian's Marsh Wren	G5T3	S3	N	ST
Drymarchon couperi	Eastern Indigo Snake	G3	S2?	T	FT
Eurybia spinulosa	pinewoods aster	G1	S1	N	E
Justicia crassifolia	thick-leaved water-willow	G3	S3	N	E
Leitneria floridana	corkwood	G3	S3	N	T
Lupinus westianus	Gulf Coast lupine	G3T3	S3	N	T

Definitions: *Documented - Rare species and natural communities documented on or near this site.*
Documented-Historic - Rare species and natural communities documented, but not observed/reported within the last twenty years.
Likely - Rare species and natural communities likely to occur on this site based on suitable habitat and/or known occurrences in the vicinity.
Potential - This site lies within the known or predicted range of the species listed.

1018 Thomasville Road
Suite 200-C
Tallahassee, FL 32303
(850) 224-8207
(850) 681-9364 Fax

FLORIDA Natural Areas INVENTORY

Florida Natural Areas Inventory

Biodiversity Matrix Report

Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Listing
Nerodia clarkii clarkii	Gulf Salt Marsh Snake	G4T3	S2	N	N
Nyssa ursina	bog tupelo	G3	S3	N	N
Panopea bitruncata	Atlantic Geoduck	G3G4	S2S3	N	N
Peromyscus polionotus peninsularis	St. Andrews Beach Mouse	G5T1	S1	E	FE
Peucaea aestivalis	Bachman's Sparrow	G3	S3	N	N
Platanthera integra	yellow fringeless orchid	G3G4	S3	N	E
Polygonella macrophylla	large-leaved jointweed	G3	S3	N	T
Rallus longirostris scottii	Florida Clapper Rail	G5T3?	S3?	N	N
Rhexia parviflora	small-flowered meadowbeauty	G2	S2	N	E
Rhododendron chapmanii	Chapman's rhododendron	G1	S1	E	E
Ruellia noctiflora	nightflowering wild petunia	G3?	S2	N	E
Scutellaria floridana	Florida skullcap	G2	S2	T	E
Tiedemannia filiformis ssp. greenmanii	giant water cowbane	G3	S3	N	E
Xyris isoetifolia	quillwort yellow-eyed grass	G1	S1	N	E

Matrix Unit ID: 7790

Likely

Bird Rookery		G5	SNR	N	N
Charadrius nivosus	Snowy Plover	G3	S1	N	ST
Chelonia mydas	Green Sea Turtle	G3	S2S3	T	FT
Mesic flatwoods		G4	S4	N	N
Mycteria americana	Wood Stork	G4	S2	T	FT
Rhododendron chapmanii	Chapman's rhododendron	G1	S1	E	E
Sternula antillarum	Least Tern	G4	S3	N	ST
Ursus americanus floridanus	Florida Black Bear	G5T4	S4	N	N

Potential

Acipenser oxyrinchus desotoi	Gulf Sturgeon	G3T2T3	S2?	T	FT
Ammospiza maritima peninsulae	Scott's Seaside Sparrow	G4T3Q	S3	N	ST
Andropogon arctatus	pinewoods bluestem	G3	S3	N	T
Asclepias viridula	southern milkweed	G2	S2	N	T
Calopogon multiflorus	many-flowered grass-pink	G2G3	S2S3	N	T
Cistothorus palustris marianae	Marian's Marsh Wren	G5T3	S3	N	ST
Cuphea aspera	Florida waxweed	G2	S2	N	E
Dermochelys coriacea	Leatherback Sea Turtle	G2	S2	E	FE
Drymarchon couperi	Eastern Indigo Snake	G3	S2?	T	FT
Euphorbia telephioides	telephus spurge	G1	S1	T	E
Eurybia spinulosa	pinewoods aster	G1	S1	N	E
Gentiana pennelliana	wiregrass gentian	G3	S3	N	E
Gopherus polyphemus	Gopher Tortoise	G3	S3	C	ST
Justicia crassifolia	thick-leaved water-willow	G3	S3	N	E
Leitneria floridana	corkwood	G3	S3	N	T
Linum westii	West's flax	G1	S1	N	E
Lupinus westianus	Gulf Coast lupine	G3T3	S3	N	T
Macbridea alba	white birds-in-a-nest	G2	S2	T	E
Macranthera flammea	hummingbird flower	G3	S2	N	E
Nerodia clarkii clarkii	Gulf Salt Marsh Snake	G4T3	S2	N	N
Nolina atopocarpa	Florida beargrass	G3	S3	N	T
Nyssa ursina	bog tupelo	G3	S3	N	N

Definitions: *Documented - Rare species and natural communities documented on or near this site.*
Documented-Historic - Rare species and natural communities documented, but not observed/reported within the last twenty years.
Likely - Rare species and natural communities likely to occur on this site based on suitable habitat and/or known occurrences in the vicinity.
Potential - This site lies within the known or predicted range of the species listed.

1018 Thomasville Road
Suite 200-C
Tallahassee, FL 32303
(850) 224-8207
(850) 681-9364 Fax

FLORIDA Natural Areas INVENTORY

Florida Natural Areas Inventory

Biodiversity Matrix Report

Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Listing
Panopea bitruncata	Atlantic Geoduck	G3G4	S2S3	N	N
Peromyscus polionotus peninsularis	St. Andrews Beach Mouse	G5T1	S1	E	FE
Peucaea aestivalis	Bachman's Sparrow	G3	S3	N	N
Phoebanthus tenuifolius	narrow-leaved phoebanthus	G3	S3	N	T
Physostegia godfreyi	Apalachicola dragon-head	G3	S3	N	T
Pinguicula ionantha	Godfrey's butterwort	G2	S2	T	E
Platanthera integra	yellow fringeless orchid	G3G4	S3	N	E
Polygonella macrophylla	large-leaved jointweed	G3	S3	N	T
Rallus longirostris scottii	Florida Clapper Rail	G5T3?	S3?	N	N
Rhexia parviflora	small-flowered meadowbeauty	G2	S2	N	E
Ruellia noctiflora	nightflowering wild petunia	G3?	S2	N	E
Scutellaria floridana	Florida skullcap	G2	S2	T	E
Tiedemannia filiformis ssp. greenmanii	giant water cowbane	G3	S3	N	E
Xyris isoetifolia	quillwort yellow-eyed grass	G1	S1	N	E

Matrix Unit ID: 7791

Likely

Bird Rookery		G5	SNR	N	N
Caretta caretta	Loggerhead Sea Turtle	G3	S3	T	FT
Charadrius nivosus	Snowy Plover	G3	S1	N	ST
Dermochelys coriacea	Leatherback Sea Turtle	G2	S2	E	FE
Mesic flatwoods		G4	S4	N	N
Mycteria americana	Wood Stork	G4	S2	T	FT
Rhododendron chapmanii	Chapman's rhododendron	G1	S1	E	E
Sternula antillarum	Least Tern	G4	S3	N	ST
Ursus americanus floridanus	Florida Black Bear	G5T4	S4	N	N

Potential

Acipenser oxyrinchus desotoi	Gulf Sturgeon	G3T2T3	S2?	T	FT
Ammospiza maritima peninsulae	Scott's Seaside Sparrow	G4T3Q	S3	N	ST
Andropogon arctatus	pinewoods bluestem	G3	S3	N	T
Asclepias viridula	southern milkweed	G2	S2	N	T
Calopogon multiflorus	many-flowered grass-pink	G2G3	S2S3	N	T
Charadrius melodus	Piping Plover	G3	S2	T	FT
Chelonia mydas	Green Sea Turtle	G3	S2S3	T	FT
Cistothorus palustris marianae	Marian's Marsh Wren	G5T3	S3	N	ST
Cuphea aspera	Florida waxweed	G2	S2	N	E
Drymarchon couperi	Eastern Indigo Snake	G3	S2?	T	FT
Euphorbia telephioides	telephus spurge	G1	S1	T	E
Eurybia spinulosa	pinewoods aster	G1	S1	N	E
Gentiana pennelliana	wiregrass gentian	G3	S3	N	E
Gopherus polyphemus	Gopher Tortoise	G3	S3	C	ST
Justicia crassifolia	thick-leaved water-willow	G3	S3	N	E
Leitneria floridana	corkwood	G3	S3	N	T
Linum westii	West's flax	G1	S1	N	E
Lupinus westianus	Gulf Coast lupine	G3T3	S3	N	T
Macbridea alba	white birds-in-a-nest	G2	S2	T	E
Macranthera flammea	hummingbird flower	G3	S2	N	E
Nerodia clarkii clarkii	Gulf Salt Marsh Snake	G4T3	S2	N	N

Definitions: *Documented - Rare species and natural communities documented on or near this site.*
Documented-Historic - Rare species and natural communities documented, but not observed/reported within the last twenty years.
Likely - Rare species and natural communities likely to occur on this site based on suitable habitat and/or known occurrences in the vicinity.
Potential - This site lies within the known or predicted range of the species listed.

1018 Thomasville Road
Suite 200-C
Tallahassee, FL 32303
(850) 224-8207
(850) 681-9364 Fax

FLORIDA Natural Areas INVENTORY

Florida Natural Areas Inventory

Biodiversity Matrix Report

Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Listing
Nolina atopocarpa	Florida beargrass	G3	S3	N	T
Nyssa ursina	bog tupelo	G3	S3	N	N
Panopea bitruncata	Atlantic Geoduck	G3G4	S2S3	N	N
Peromyscus polionotus peninsularis	St. Andrews Beach Mouse	G5T1	S1	E	FE
Peucaea aestivalis	Bachman's Sparrow	G3	S3	N	N
Phoebanthus tenuifolius	narrow-leaved phoebanthus	G3	S3	N	T
Physostegia godfreyi	Apalachicola dragon-head	G3	S3	N	T
Pinguicula ionantha	Godfrey's butterwort	G2	S2	T	E
Platanthera integra	yellow fringeless orchid	G3G4	S3	N	E
Polygonella macrophylla	large-leaved jointweed	G3	S3	N	T
Rallus longirostris scottii	Florida Clapper Rail	G5T3?	S3?	N	N
Rhexia parviflora	small-flowered meadowbeauty	G2	S2	N	E
Ruellia noctiflora	nightflowering wild petunia	G3?	S2	N	E
Scutellaria floridana	Florida skullcap	G2	S2	T	E
Tiedemannia filiformis ssp. greenmanii	giant water cowbane	G3	S3	N	E
Xyris isoetifolia	quillwort yellow-eyed grass	G1	S1	N	E

Definitions: *Documented - Rare species and natural communities documented on or near this site.*
Documented-Historic - Rare species and natural communities documented, but not observed/reported within the last twenty years.
Likely - Rare species and natural communities likely to occur on this site based on suitable habitat and/or known occurrences in the vicinity.
Potential - This site lies within the known or predicted range of the species listed.

Elements and Element Occurrences

An **element** is any exemplary or rare component of the natural environment, such as a species, natural community, bird rookery, spring, sinkhole, cave, or other ecological feature.

An **element occurrence (EO)** is an area of land and/or water in which a species or natural community is, or was, present. An EO should have practical conservation value for the Element as evidenced by potential continued (or historical) presence and/or regular recurrence at a given location.

Element Ranking and Legal Status

Using a ranking system developed by NatureServe and the Natural Heritage Program Network, the Florida Natural Areas Inventory assigns two ranks for each element. The global rank is based on an element's worldwide status; the state rank is based on the status of the element in Florida. Element ranks are based on many factors, the most important ones being estimated number of Element Occurrences (EOs), estimated abundance (number of individuals for species; area for natural communities), geographic range, estimated number of adequately protected EOs, relative threat of destruction, and ecological fragility.

FNAI GLOBAL ELEMENT RANK

G1 = Critically imperiled globally because of extreme rarity (5 or fewer occurrences or less than 1000 individuals) or because of extreme vulnerability to extinction due to some natural or man-made factor.
G2 = Imperiled globally because of rarity (6 to 20 occurrences or less than 3000 individuals) or because of vulnerability to extinction due to some natural or man-made factor.
G3 = Either very rare and local throughout its range (21-100 occurrences or less than 10,000 individuals) or found locally in a restricted range or vulnerable to extinction from other factors.
G4 = Apparently secure globally (may be rare in parts of range).
G5 = Demonstrably secure globally.
GH = Of historical occurrence throughout its range, may be rediscovered (e.g., ivory-billed woodpecker).
GX = Believed to be extinct throughout range.
GXC = Extirpated from the wild but still known from captivity or cultivation.
G#? = Tentative rank (e.g., G2?).
G#G# = Range of rank; insufficient data to assign specific global rank (e.g., G2G3).
G#T# = Rank of a taxonomic subgroup such as a subspecies or variety; the G portion of the rank refers to the entire species and the T portion refers to the specific subgroup; numbers have same definition as above (e.g., G3T1).
G#Q = Rank of questionable species - ranked as species but questionable whether it is species or subspecies; numbers have same definition as above (e.g., G2Q).
G#T#Q = Same as above, but validity as subspecies or variety is questioned.
GU = Unrankable; due to a lack of information no rank or range can be assigned (e.g., GUT2).
GNA = Ranking is not applicable because the element is not a suitable target for conservation (e.g. a hybrid species).
GNR = Element not yet ranked (temporary).
GNRTNR = Neither the element nor the taxonomic subgroup has yet been ranked.

FNAI STATE ELEMENT RANK

S1 = Critically imperiled in Florida because of extreme rarity (5 or fewer occurrences or less than 1000 individuals) or because of extreme vulnerability to extinction due to some natural or man-made factor.
S2 = Imperiled in Florida because of rarity (6 to 20 occurrences or less than 3000 individuals) or because of vulnerability to extinction due to some natural or man-made factor.
S3 = Either very rare and local in Florida (21-100 occurrences or less than 10,000 individuals) or found locally in a restricted range or vulnerable to extinction from other factors.
S4 = Apparently secure in Florida (may be rare in parts of range).
S5 = Demonstrably secure in Florida.
SH = Of historical occurrence in Florida, possibly extirpated, but may be rediscovered (e.g., ivory-billed woodpecker).
SX = Believed to be extirpated throughout Florida.
SU = Unrankable; due to a lack of information no rank or range can be assigned.
SNA = State ranking is not applicable because the element is not a suitable target for conservation (e.g. a hybrid species).
SNR = Element not yet ranked (temporary).

FEDERAL LEGAL STATUS

Legal status information provided by FNAI for information only. For official definitions and lists of protected species, consult the relevant federal agency.

Definitions derived from U.S. Endangered Species Act of 1973, Sec. 3. Note that the federal status given by FNAI refers only to Florida populations and that federal status may differ elsewhere.

C = Candidate species for which federal listing agencies have sufficient information on biological vulnerability and threats to support proposing to list the species as Endangered or Threatened.
E = Endangered: species in danger of extinction throughout all or a significant portion of its range.
E, T = Species currently listed endangered in a portion of its range but only listed as threatened in other areas
E, PDL = Species currently listed endangered but has been proposed for delisting.
E, PT = Species currently listed endangered but has been proposed for listing as threatened.
E, XN = Species currently listed endangered but tracked population is a non-essential experimental population.
T = Threatened: species likely to become Endangered within the foreseeable future throughout all or a significant portion of its range.
PE = Species proposed for listing as endangered
PS = Partial status: some but not all of the species' infraspecific taxa have federal
PT = Species proposed for listing as threatened
SAT = Treated as threatened due to similarity of appearance to a species which is federally listed such that enforcement personnel have difficulty in attempting to differentiate between the listed and unlisted species.
SC = Not currently listed, but considered a "species of concern" to USFWS.

STATE LEGAL STATUS

Provided by FNAI for information only. For official definitions and lists of protected species, consult the relevant state agency.

Animals: Definitions derived from "Florida's Endangered Species and Species of Special Concern, Official Lists" published by Florida Fish and Wildlife Conservation Commission, 1 August 1997, and subsequent updates.

C = Candidate for listing at the Federal level by the U. S. Fish and Wildlife Service
FE = Listed as Endangered Species at the Federal level by the U. S. Fish and Wildlife Service
FT = Listed as Threatened Species at the Federal level by the U. S. Fish and Wildlife Service
FXN = Federal listed as an experimental population in Florida
FT(S/A) = Federal Threatened due to similarity of appearance
ST = State population listed as Threatened by the FFWCC. Defined as a species, subspecies, or isolated population which is acutely vulnerable to environmental alteration, declining in number at a rapid rate, or whose range or habitat is decreasing in area at a rapid rate and as a consequence is destined or very likely to become an endangered species within the foreseeable future.
SSC = Listed as Species of Special Concern by the FFWCC. Defined as a population which warrants special protection, recognition, or consideration because it has an inherent significant vulnerability to habitat modification, environmental alteration, human disturbance, or substantial human exploitation which, in the foreseeable future, may result in its becoming a threatened species. (SSC* for Pandion haliaetus (Osprey) indicates that this status applies in Monroe county only.)
N = Not currently listed, nor currently being considered for listing.

Plants: Definitions derived from Sections 581.011 and 581.185(2), Florida Statutes, and the Preservation of Native Flora of Florida Act, 5B-40.001. FNAI does not track all state-regulated plant species; for a complete list of state-regulated plant species, call Florida Division of Plant Industry, 352-372-3505 or see: http://www.doacs.state.fl.us/pi/.

E = Endangered: species of plants native to Florida that are in imminent danger of extinction within the state, the survival of which is unlikely if the causes of a decline in the number of plants continue; includes all species determined to be endangered or threatened pursuant to the U.S. Endangered Species Act.
T = Threatened: species native to the state that are in rapid decline in the number of plants within the state, but which have not so decreased in number as to cause them to be Endangered.
N = Not currently listed, nor currently being considered for listing.

Element Occurrence Ranking

FNAI ranks of quality of the element occurrence in terms of its viability (EORANK). Viability is estimated using a combination of factors that contribute to continued survival of the element at the location. Among these are the size of the EO, general condition of the EO at the site, and the conditions of the landscape surrounding the EO (e.g. an immediate threat to an EO by local development pressure could lower an EO rank).

A = Excellent estimated viability
A? = Possibly excellent estimated viability
AB = Excellent or good estimated viability
AC = Excellent, good, or fair estimated viability
B = Good estimated viability
B? = Possibly good estimated viability
BC = Good or fair estimated viability
BD = Good, fair, or poor estimated viability
C = Fair estimated viability
C? = Possibly fair estimated viability
CD = Fair or poor estimated viability
D = Poor estimated viability
D? = Possibly poor estimated viability
E = Verified extant (viability not assessed)
F = Failed to find
H = Historical
NR = Not ranked, a placeholder when an EO is not (yet) ranked.
U = Unrankable
X = Extirpated

*For additional detail on the above ranks see: http://www.natureserve.org/explorer/eorankguide.htm

FNAI also uses the following EO ranks:

H? = Possibly historical
F? = Possibly failed to find
X? = Possibly extirpated

The following offers further explanation of the H and X ranks as they are used by FNAI:

The rank of H is used when there is a lack of recent field information verifying the continued existence of an EO, such as (a) when an EO is based only on historical collections data; or (b) when an EO was ranked A, B, C, D, or E at one time and is later, without field survey work, considered to be possibly extirpated due to general habitat loss or degradation of the environment in the area. This definition of the H rank is dependent on an interpretation of what constitutes "recent" field information. Generally, if there is no known survey of an EO within the last 20 to 40 years, it should be assigned an H rank. While these time frames represent suggested maximum limits, the actual time period for historical EOs may vary according to the biology of the element and the specific landscape context of each occurrence (including anthropogenic alteration of the environment). Thus, an H rank may be assigned to an EO before the maximum time frames have lapsed. Occurrences that have not been surveyed for periods exceeding these time frames should not be ranked A, B, C, or D. The higher maximum limit for plants and communities (i.e., ranging from 20 to 40 years) is based upon the assumption that occurrences of these elements generally have the potential to persist at a given location for longer periods of time. This greater potential is a reflection of plant biology and community dynamics. However, landscape factors must also be considered. Thus, areas with more anthropogenic impacts on the environment (e.g., development) will be at the lower end of the range, and less-impacted areas will be at the higher end.

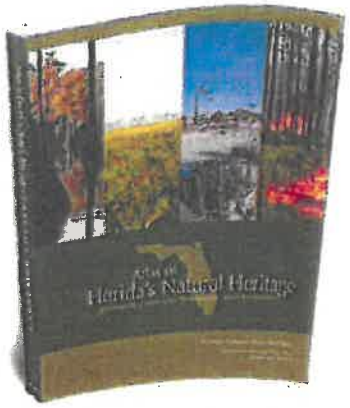
The rank of X is assigned to EOs for which there is documented destruction of habitat or environment, or persuasive evidence of eradication based on adequate survey (i.e., thorough or repeated survey efforts by one or more experienced observers at times and under conditions appropriate for the Element at that location).

ON SALE NOW

Atlas of Florida's Natural Heritage

Biodiversity, Landscapes, Stewardship, and Opportunities

The Florida Natural Areas Inventory is pleased to announce the publication of the ***Atlas of Florida's Natural Heritage: Biodiversity, Landscapes, Stewardship, and Opportunities***. This high-quality, full-color *Atlas* is sure to become a standard reference for anyone involved in the conservation, management, study, or enjoyment of Florida's rich natural resources. We hope the *Atlas* will inspire, educate, and raise awareness of and interest in biodiversity and conservation issues.



Learn more about the Atlas, view sample pages and order your copy today at:
https://www.fnai.org/atlas.cfm

Follow our blog – ***FNAI News & Notes:***

http://fnai.blogspot.com/

and

FOLLOW US ON facebook

Appendix C

Environmental Data Resources (EDR)
Environmental Risk Data Base Search

EDR® Environmental
Data Resources Inc

The EDR Radius Map
with GeoCheck®

Port St. Joe, Florida
521 Premier Drive
Port St. Joe, FL 32456

Inquiry Number: 1682339.2s

May 23, 2006

The Standard in Environmental Risk Management Information

440 Wheelers Farms Road
Milford, Connecticut 06461

Nationwide Customer Service

Telephone: 1-800-352-0050
Fax: 1-800-231-6802
Internet: www.edrnet.com

132

TABLE OF CONTENTS

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-05) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

521 PREMIER DRIVE
PORT ST. JOE, FL 32456

COORDINATES

Latitude (North):	29.831000 - 29° 49' 51.6"
Longitude (West):	85.310600 - 85° 18' 38.2"
Universal Tranverse Mercator:	Zone 16
UTM X (Meters):	663229.4
UTM Y (Meters):	3301077.0
Elevation:	15 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	29085-G3 PORT SAINT JOE, FL
Most Recent Revision:	1993

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

FEDERAL RECORDS

NPL	National Priority List
Proposed NPL	Proposed National Priority List Sites
Delisted NPL	National Priority List Deletions
NPL RECOVERY	Federal Superfund Liens
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CERC-NFRAP	CERCLIS No Further Remedial Action Planned
CORRACTS	Corrective Action Report
RCRA-TSDF	Resource Conservation and Recovery Act Information
RCRA-LQG	Resource Conservation and Recovery Act Information

EXECUTIVE SUMMARY

RCRA-SQG	Resource Conservation and Recovery Act Information
ERNS	Emergency Response Notification System
HMIRS	Hazardous Materials Information Reporting System
US ENG CONTROLS	Engineering Controls Sites List
US INST CONTROL	Sites with Institutional Controls
DOD	Department of Defense Sites
FUDS	Formerly Used Defense Sites
US BROWNFIELDS	A Listing of Brownfields Sites
CONSENT	Superfund (CERCLA) Consent Decrees
ROD	Records Of Decision
UMTRA	Uranium Mill Tailings Sites
ODI	Open Dump Inventory
TRIS	Toxic Chemical Release Inventory System
TSCA	Toxic Substances Control Act
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
SSTS	Section 7 Tracking Systems
ICIS	Integrated Compliance Information System
PADS	PCB Activity Database System
MLTS	Material Licensing Tracking System
MINES	Mines Master Index File
FINDS	Facility Index System/Facility Registry System
RAATS	RCRA Administrative Action Tracking System

STATE AND LOCAL RECORDS

SHWS	Florida's State-Funded Action Sites
SWF/LF	Solid Waste Facility Database
UST	STI02 - Facility/Owner/Tank Report
AST	STI02 - Facility/Owner/Tank Report
FI Sites	Sites List
SPILLS	Oil and Hazardous Materials Incidents
ENG CONTROLS	Institutional Controls Registry
Inst Control	Institutional Controls Registry
VCP	Voluntary Cleanup Sites
DRY CLEANERS	Drycleaning Facilities
PRIORITYCLEANERS	Priority Ranking List
DEDB	Ethylene Dibromide Database Results
WASTEWATER	Wastewater Facility Regulation Database
FL Cattle Dip. Vats	Cattle Dipping Vats

TRIBAL RECORDS

INDIAN RESERV	Indian Reservations
INDIAN LUST	Leaking Underground Storage Tanks on Indian Land
INDIAN UST	Underground Storage Tanks on Indian Land

EDR PROPRIETARY RECORDS

Manufactured Gas Plants	EDR Proprietary Manufactured Gas Plants
EDR Historical Auto Stations	EDR Proprietary Historic Gas Stations
EDR Historical Cleaners	EDR Proprietary Historic Dry Cleaners

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified.

EXECUTIVE SUMMARY

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STATE AND LOCAL RECORDS

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the Department of Environmental Protection's PCTO1--Petroleum Contamination Detail Report.

A review of the LUST list, as provided by EDR, and dated 02/06/2006 has revealed that there is 1 LUST site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Dist / Dir	Map ID	Page
PORT ST JOE CITY-WWTP	***P O BOX 278***	***1/4 - 1/2 ESE***	***1***	***6***
Discharge Cleanup Status: NFA - NFA COMPLETE				

BROWNFIELDS: Brownfield Areas.

A review of the BROWNFIELDS list, as provided by EDR, and dated 01/29/2006 has revealed that there is 1 BROWNFIELDS site within approximately 0.5 miles of the target property.

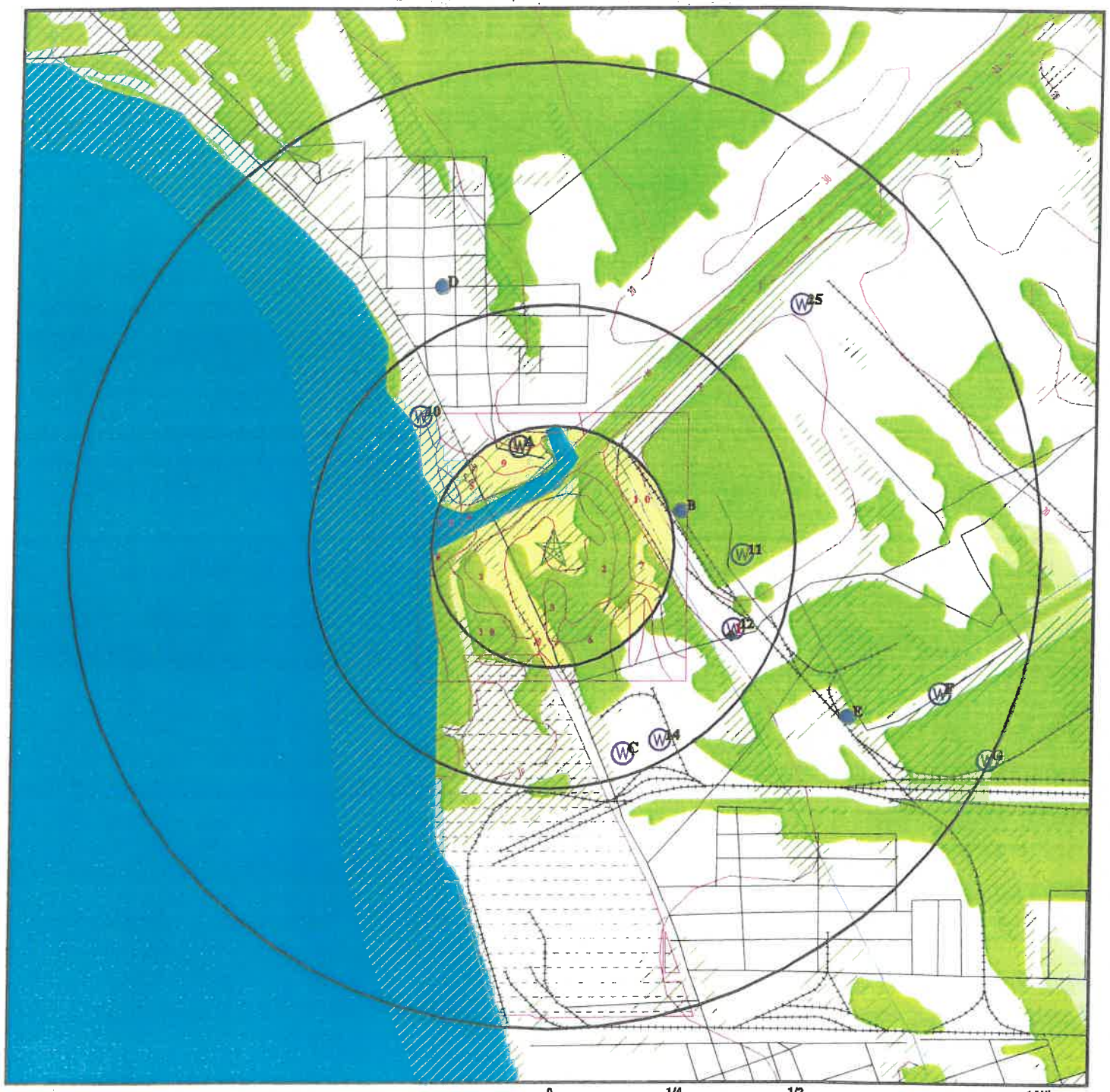
Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
PORT ST. JOE AREA		1/8 - 1/4 S	0	6

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped:

Site Name	Database(s)
PORT ST. JOE ELEMENTARY SCHOOL	FTTS
FORMER-PORT ST. JOE KRAFT PAPERMIL	VCP
FLORIDA COAST PAPER COMPANY L L C	PADS, CERCLIS, RCRA-SQG, FINDS
GENERAL CHEMICAL PORT ST JOE WORKS	CERCLIS, RCRA-SQG, FINDS
PORT ST. JOE MILLVIEW ADDITION	CERCLIS, FINDS
PORT SAINT JOE LANDFILL	CERC-NFRAP
APALACHICOLA NORTHERN RAILROAD	LUST, UST
RAINBOW FOODS	LUST
ST JOSEPH TELEPHONE & TELEGRAPH CO	UST
MATERIAL TRANSFER INDUSTRIES LLC	UST
GULF CNTY-FIVE POINTS LANDFILL	UST
MAPLES CONCRETE PRODUCTS	UST
LOUISIANA - PACIFIC SAWMILL	UST
DIVISION OF FORESTRY-ODENA	UST
PRESNELL'S CAMP	UST
CEMEX INC - POWER KLEEN-MIN ACID T	UST
PORT ST JOE CITY WATERFRONT PARK	UST
BELOSIC PROPERTY	UST
ST JOSEPH TELEPHONE & TELEGRAPH CO	AST
MATERIAL TRANSFER INDUSTRIES LLC	AST
GULF CNTY-FIVE POINTS LANDFILL	AST
MAPLES CONCRETE PRODUCTS	AST
CEMEX INC - POWER KLEEN-MIN ACID T	AST
RAFFIELD SHIPBUILDERS & DRY DOCK	RCRA-SQG, FINDS
5 STAR COLLISION CENTRE	RCRA-SQG, FINDS
ST JOE FOREST PROD CO	TSCA
JOE FOREST PROD CO	TSCA
ST JOE FOREST PRODUCTS CO	TSCA
PORT ST. JOE LANDFILL	ODI
ST JOE RENT-ALL INC	SSTS

OVERVIEW MAP - 1682339.2s



0 1/4 1/2 1 Miles

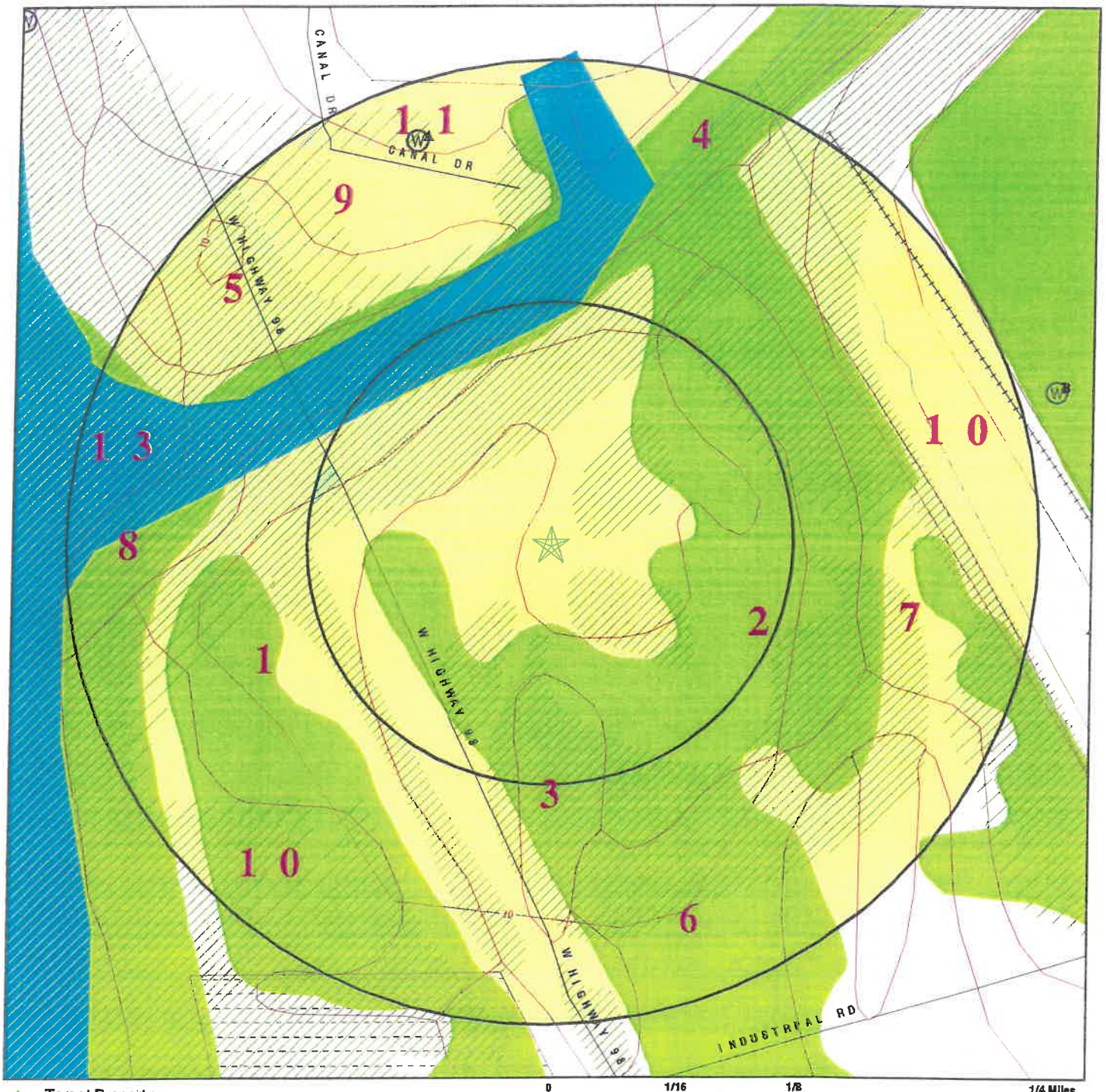
- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Landfill Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Oil & Gas pipelines
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory
- State Wetlands
- FL Brownfield

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	Port St. Joe, Florida	CLIENT:	TEC
ADDRESS:	521 Premier Drive Port St. Joe FL 32456	CONTACT:	Greg Douglas
LAT/LONG:	29.8310 / 85.3106	INQUIRY #:	1682339.2s
		DATE:	May 23, 2006

138

DETAIL MAP - 1682339.2s



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Landfill Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Oil & Gas pipelines
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory
- State Wetlands
- FL Brownfield

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Port St. Joe, Florida	CLIENT: TEC
ADDRESS: 521 Premier Drive Port St. Joe FL 32456	CONTACT: Greg Douglas
LAT/LONG: 29.8310 / 85.3106	INQUIRY #: 1682339.2s DATE: May 23, 2006

139

MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
FEDERAL RECORDS								
NPL		1.000	0	0	0	0	NR	0
Proposed NPL		1.000	0	0	0	0	NR	0
Delisted NPL		1.000	0	0	0	0	NR	0
NPL RECOVERY		TP	NR	NR	NR	NR	NR	0
CERCLIS		0.500	0	0	0	NR	NR	0
CERC-NFRAP		0.500	0	0	0	NR	NR	0
CORRACTS		1.000	0	0	0	0	NR	0
RCRA TSD		0.500	0	0	0	NR	NR	0
RCRA Lg. Quan. Gen.		0.250	0	0	NR	NR	NR	0
RCRA Sm. Quan. Gen.		0.250	0	0	NR	NR	NR	0
ERNS		TP	NR	NR	NR	NR	NR	0
HMIRS		TP	NR	NR	NR	NR	NR	0
US ENG CONTROLS		0.500	0	0	0	NR	NR	0
US INST CONTROL		0.500	0	0	0	NR	NR	0
DOD		1.000	0	0	0	0	NR	0
FUDS		1.000	0	0	0	0	NR	0
US BROWNFIELDS		0.500	0	0	0	NR	NR	0
CONSENT		1.000	0	0	0	0	NR	0
ROD		1.000	0	0	0	0	NR	0
UMTRA		0.500	0	0	0	NR	NR	0
ODI		0.500	0	0	0	NR	NR	0
TRIS		TP	NR	NR	NR	NR	NR	0
TSCA		TP	NR	NR	NR	NR	NR	0
FTTS		TP	NR	NR	NR	NR	NR	0
SSTS		TP	NR	NR	NR	NR	NR	0
ICIS		TP	NR	NR	NR	NR	NR	0
PADS		TP	NR	NR	NR	NR	NR	0
MLTS		TP	NR	NR	NR	NR	NR	0
MINES		0.250	0	0	NR	NR	NR	0
FINDS		TP	NR	NR	NR	NR	NR	0
RAATS		TP	NR	NR	NR	NR	NR	0
STATE AND LOCAL RECORDS								
State Haz. Waste		1.000	0	0	0	0	NR	0
State Landfill		0.500	0	0	0	NR	NR	0
LUST		0.500	0	0	1	NR	NR	1
UST		0.250	0	0	NR	NR	NR	0
AST		0.250	0	0	NR	NR	NR	0
FL Sites		1.000	0	0	0	0	NR	0
SPILLS		TP	NR	NR	NR	NR	NR	0
ENG CONTROLS		0.500	0	0	0	NR	NR	0
Inst Control		0.500	0	0	0	NR	NR	0
VCP		0.500	0	0	0	NR	NR	0
DRYCLEANERS		0.250	0	0	NR	NR	NR	0
PRIORITYCLEANERS		0.500	0	0	0	NR	NR	0
DEDB		0.500	0	0	0	NR	NR	0
BROWNFIELDS		0.500	0	1	0	NR	NR	1

MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
Wastewater		TP	NR	NR	NR	NR	NR	0
FL Cattle Dip. Vats		0.500	0	0	0	NR	NR	0
TRIBAL RECORDS								
INDIAN RESERV		1.000	0	0	0	0	NR	0
INDIAN LUST		0.500	0	0	0	NR	NR	0
INDIAN UST		0.250	0	0	NR	NR	NR	0
EDR PROPRIETARY RECORDS								
Manufactured Gas Plants		1.000	0	0	0	0	NR	0
EDR Historical Auto Stations		0.250	0	0	NR	NR	NR	0
EDR Historical Cleaners		0.250	0	0	NR	NR	NR	0

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

South
1/8-1/4
1181 ft.

PORT ST. JOE AREA
PORT ST. JOE, FL

BROWNFIELDS **S105710193**
N/A

FL BROWNFIELD:

Area ID:	BF230201000
PROC Time:	135
Acreage :	168
Resolution Date:	11/05/02
DEP District :	Northwest
Water Mgmt District :	NWFWMD
Federal Code :	045
User Name :	Clarke & Abron
Dt Graphics Finished :	04/03/03
Source:	Malcolm Pirnie
Method :	paper

BSRAS

Brownfield Area Id :	BF230201000
Brownfield Area Name :	Port St. Joe Area
Brownfield Program Site Id :	BF230201002
Brownfield Site Name :	Former-Port St. Joe Kraft Papermill
BSRA City :	Port St. Joe
BSRA County :	Gulf
FDEP District :	Northwest
Site Size In Acres :	125
Site Remediation Progress :	AWAITING CLEANUP
Contaminant Of Concern Found :	Vinyl chlorideMetals
Tech/Analyst Who Processed The Graphics :	Clarke & Abron
Date Graphics Finished For Each Feature :	04/03/03
Source Of Info And/or Data For Each Feature :	Malcolm Pirnie (Stone Container Property)
Processing Methodology :	Graphic was heads up digitized from paper maps
Time (Min) To Process Each Feature :	85
Brownfield Area Id :	BF230201000
Brownfield Area Name :	Port St. Joe Area
Brownfield Program Site Id :	BF230201001
Brownfield Site Name :	Former-St. Joe Site Surface Impoundment
BSRA City :	Port St. Joe
BSRA County :	Gulf
FDEP District :	Northwest
Site Size In Acres :	11
Site Remediation Progress :	AWAITING CLEANUP
Contaminant Of Concern Found :	NaphthaleneMetals
Tech/Analyst Who Processed The Graphics :	Clarke
Date Graphics Finished For Each Feature :	04/03/03
Source Of Info And/or Data For Each Feature :	Malcolm Pirnie (St. Joe Company)
Processing Methodology :	Graphic was heads up digitized from paper maps
Time (Min) To Process Each Feature :	25

1
ESE
1/4-1/2
2186 ft.

PORT ST JOE CITY-WWTP
P O BOX 278
PORT SAINT JOE, FL 32456

LUST **U001352618**
UST **N/A**

Relative:
Lower

Actual:
13 ft.

LUST:

Facility ID:	8629754	Region:	Not reported
Facility District:	Northwest District		
Section:	036	Township:	07S
Range:	11W	Lat/long:	29° 49′ 43″ / 85° 18′ 16″
Facility Status:	CLOSED	Facility Type:	H - Local Government -
Operator:	MCARDLE, LARRY		
Facility Phone:	(904) 229-6395		

PORT ST JOE CITY-WWTP (Continued) **U001352618**

Related Party: PORT ST JOE CITY
RP Addr: PO BOX 278
PORT SAINT JOE, FL 32456
RP Bad Address: No
Related Party ID: 17330 Related Party Role: ACCOUNT OWNER
RP Contact: DICK GRAVES
RP Phone: (904) 229-6395 RP Phone Ext: Not reported
RP Begin: 12-04-1986
Name Update: 09-24-2004 Address Update: Not reported
Facility Cleanup Score: 60
Facility Cleanup Rank: 0
Score Effective Date: 11-12-2001
Score When Ranked: 0
Feature: Not reported
Method: AGPS
Datum: 0

Discharge Date: 02-07-1992
Pct Discharge Combined With: Not reported
Information Source: D - DISCHARGE NOTIFICATION
Other Source Description: Not reported
Score Effective Date: 11-12-2001
Score: 60
Cleanup Required : R - CLEANUP REQUIRED
Discharge Cleanup Status : NFA - NFA COMPLETE
Disch Cleanup Status Dt : 10-26-1994
Cleanup Work Status : COMPLETED
Eligibility Indicator : E
Site Manager : Not reported
Site Mgr End Date : Not reported
Tank Office : -
Rank : 0

Facility Status : CLOSED
Facility Type : H - Local Government - Local Government
Discharge Date : 02-07-1992
Discharge Combined With : Not reported
Cleanup Required : R - CLEANUP REQUIRED
Discharge Cleanup Status : NFA - NFA COMPLETE
Disch Cleanup Status Dt : 10-26-1994
Cleanup Work Status : COMPLETED
Eligibility Indicator : E
Site Manager : Not reported
Site Mgr End Date : Not reported
Tank Office : -
RAP Task ID: 0
RAP Cleanup Responsible ID: -
RAP Funding Elig Type: -
RAP Last Order Approved: Not reported
RAP Actual Completion Date: Not reported
RAP Payment Date: Not reported
RAP Actual Cost: Not reported
RA Task ID: 68725
RA Actual Cost: Not reported
RA Cleanup Responsible: -
RA Funding Elig Type: -
Ra Years to Complete: 0
SRC Completion Status: A - APPROVED

PORT ST JOE CITY-WWTP (Continued) **U001352618**

SRC Completion Status Dt:	10-26-1994
SRC Action Type:	NFA - NO FURTHER ACTION
SRC Submit Date:	10-18-1994
SRC Review Date:	10-26-1994
SRC Issue Date:	10-26-1994
SRC Comment:	Not reported
SA ID:	0
SA Cleanup Responsible:	-
SA Actual Completion Date:	Not reported
SA Payment Date:	Not reported
SA Funding Elig Type:	-
SA Actual Cost:	Not reported
SR Task ID:	0
SR Cleanup Responsible:	-
SR Oral Date:	Not reported
SR Written Date:	Not reported
Free Product Removal:	Not reported
Soil Removal:	Not reported
Soil Tonnage Removed:	Not reported
Soil Treatment:	Not reported
Other Treatment:	Not reported
SR Actual Completion Date:	Not reported
SR Funding Elig Type:	-
SR Payment Date:	Not reported
SR Actual Cost:	Not reported
SR Alternate Procedure Comments:	Not reported
SR Alternate Procedure Status:	Not reported
SR Alternate Procedure Status Date:	Not reported
SR Alternate Procedure Recieved:	Not reported

Score :	Not reported
Score Ranked :	Not reported
Score Effective :	Not reported
Rank :	Not reported
Facility Status :	Not reported
Facility Type :	Not reported
Facility Phone :	Not reported
Operator :	Not reported
Name Update :	Not reported
Address Update :	Not reported
Primary Responsible Party Id :	Not reported
Primary Responsible Party Role :	Not reported
Responsible Party Begin Date :	Not reported
Responsible Party Name :	Not reported
District :	Not reported
Sec Facility Address :	Not reported
Lat / Long :	Not reported
Feature :	Not reported
Method :	Not reported
Datum :	Not reported
Section :	Not reported
Township :	Not reported
Range :	Not reported
Responsible Party Address:	Not reported
Responsible Party Phone :	Not reported
Responsible Party Extension :	Not reported
Contact :	Not reported
Responsible Party Bad Address :	Not reported

PORT ST JOE CITY-WWTP (Continued) **U001352618**

District :	NWD
Facility Id :	8629754
Discharge Date :	02-07-1992
Disc Combined With :	Not reported
Cleanup Required :	R - CLEANUP REQUIRED
Disch Cleanup Status :	NFA - NFA COMPLETE
Disch Cleanup Status Dt :	10-26-1994
Cleanup Work Status :	COMPLETED
Information Source :	D - DISCHARGE NOTIFICATION
Other Source :	Not reported
Elig Indicator :	E - ELIGIBLE
Site Manager :	Not reported
Site Manager End Date :	Not reported
Tank Office :	-
Score :	60
Score Effective Date :	11-12-2001
Rank :	0
Contaminated Drinking Wells :	0
Contaminated Monitoring Wells :	Y
Contaminated Soil :	N
Contaminated Surface Water :	N
Contaminated Ground Water :	Y
Pollutant :	A - LEADED GAS
Other Description :	Not reported
Gallons Discharged :	Not reported

District :	NWD
Facility Id :	8629754
Discharge Date :	02-07-1992
Disc Combined With :	Not reported
Cleanup Required :	R - CLEANUP REQUIRED
Disch Cleanup Status :	NFA - NFA COMPLETE
Disch Cleanup Status Dt :	10-26-1994
Cleanup Work Status :	COMPLETED
Information Source :	D - DISCHARGE NOTIFICATION
Other Source :	Not reported
Elig Indicator :	E - ELIGIBLE
Site Manager :	Not reported
Site Manager End Date :	Not reported
Tank Office :	-
Score :	60
Score Effective Date :	11-12-2001
Rank :	0
Contaminated Drinking Wells :	0
Contaminated Monitoring Wells :	Y
Contaminated Soil :	N
Contaminated Surface Water :	N
Contaminated Ground Water :	Y
Pollutant :	B - UNLEADED GAS
Other Description :	Not reported
Gallons Discharged :	Not reported

District :	NWD
Facility Id :	8629754
Discharge Date :	02-07-1992
Discharge Combined With :	Not reported
Cleanup Required :	R - CLEANUP REQUIRED
Discharge Cleanup Status :	NFA - NFA COMPLETE

PORT ST JOE CITY-WWTP (Continued) **U001352618**

Disc Cleanup Status Date :	10-26-1994
Cleanup Work Status :	COMPLETED
Information Source :	D - DISCHARGE NOTIFICATION
Other Source :	Not reported
Application Received Dt :	02-07-1992
Cleanup Program :	C - PETROLEUM CLEANUP PARTICIPATION PROGRAM
Eligibility Status :	E - ELIGIBLE
Elig Status Date :	08-01-2002
Letter Of Intent Dt :	Not reported
Elig Letter Sent :	08-06-2002
Redetermined :	N
Inspection Date :	02-07-1992
Site Manager :	Not reported
Site Manager End Date :	Not reported
Tank Office :	-
Score :	60
Score Effective Date :	11-12-2001
Rank :	Not reported
Deductible Amount :	Not reported
Deductible Paid To Date :	$0.00
Co-pay Amount :	$25.00
Co-pay Paid To Date :	$0.00
Cap Amount :	$300,000.00

UST:

Facility ID:	8629754	Facility Type:	Local Government
Facility Phone:	(904) 229-6395	Facility Status:	CLOSED
Owner Id:	17330		
Owner Name:	PORT ST JOE CITY		
Owner Address:	PO BOX 278		
	PORT SAINT JOE, FL 32456		
Owner Contact:	DICK GRAVES		
Owner Phone:	(904) 229-6395		
Tank Content Desc:	Local Government		
Type Description:	Local Government		
Tank Id:	2	Vessel Indicator:	TANK
Tank Location:	UNDERGROUND		
Substance:			
Description:	Vehicular diesel		
Gallons:	2000		
Category:	Vehicular Fuels		
Regulation Began:	1986-07-01		
Tank Status:	Removed	Tank Status Date:	31-DEC-1992
Install Date:	01-JUL-1973		
DEP Contractor Owned:	No		
Tank Construction:			
Tank Id:	Not reported		
Construction Desc	Not reported		
Category:	Not reported		
Description:	Not reported		
Petro Monitoring:			
Monitoring Desc:	Not reported		
Category:	Not reported		
Description:	Not reported		
Tank Piping:			
Piping Desc:	Not reported		
Category:	Not reported		
Description:	Not reported		

PORT ST JOE CITY-WWTP (Continued) **U001352618**

Facility ID:	8629754	Facility Type:	Local Government
Facility Phone:	(904) 229-6395	Facility Status:	CLOSED
Owner Id:	17330		
Owner Name:	PORT ST JOE CITY		
Owner Address:	PO BOX 278		
	PORT SAINT JOE, FL 32456		
Owner Contact:	DICK GRAVES		
Owner Phone:	(904) 229-6395		
Tank Content Desc:	Local Government		
Type Description:	Local Government		
Tank Id:	1	Vessel Indicator:	TANK
Tank Location:	UNDERGROUND		
Substance:			
Description:	Unleaded gas		
Gallons:	2000		
Category:	Vehicular Fuels		
Regulation Began:	1986-07-01		
Tank Status:	Removed	Tank Status Date:	31-DEC-1992
Install Date:	01-JUL-1973		
DEP Contractor Owned:	No		
Tank Construction:			
Tank Id:	Not reported		
Construction Desc	Not reported		
Category:	Not reported		
Description:	Not reported		
Petro Monitoring:			
Monitoring Desc:	Not reported		
Category:	Not reported		
Description:	Not reported		
Tank Piping:			
Piping Desc:	Not reported		
Category:	Not reported		
Description:	Not reported		

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
APALACHICOLA	U001352057	APALACHICOLA NORTHERN RAILROAD	5 MI FROM HWY 98 / BLUFF RD	32456	LUST, UST
PORT SAINT JOE	U004028556	ST JOSEPH TELEPHONE & TELEGRAPH CO	3RD ST & 1ST AVE	32456	UST
PORT SAINT JOE	U003110032	ST JOSEPH TELEPHONE & TELEGRAPH CO	3RD ST & 1ST AVE	32456	AST
PORT SAINT JOE	A100251255	MATERIAL TRANSFER INDUSTRIES LLC	HWY 382 N	32456	AST
PORT SAINT JOE	U004028565	MATERIAL TRANSFER INDUSTRIES LLC	HWY 382 N	32456	UST
PORT SAINT JOE	A100008059	GULF CNTY-FIVE POINTS LANDFILL	HWY 71 N	32456	AST
PORT SAINT JOE	A100148415	MAPLES CONCRETE PRODUCTS	HWY 71 S	32456	AST
PORT SAINT JOE	U004028552	GULF CNTY-FIVE POINTS LANDFILL	HWY 71 N	32456	UST
PORT SAINT JOE	U004028561	MAPLES CONCRETE PRODUCTS	HWY 71 S	32456	UST
PORT SAINT JOE	U004028563	LOUISIANA - PACIFIC SAWMILL	HWY 71 N	32456	UST
PORT SAINT JOE	S104981826	RAINBOW FOODS	210 HWY 98 N	32456	LUST
PORT SAINT JOE	U001352623	DIVISION OF FORESTRY-ODENA	HWY 98	32456	UST
PORT SAINT JOE	U004028564	PRESNELL'S CAMP	HWY C-30	32456	UST
PORT SAINT JOE	A100265706	CEMEX INC - POWER KLEEN-MIN ACID T	101 CG COSTINE SR BLVD (HWY 71	32456	AST
PORT SAINT JOE	U004028571	CEMEX INC - POWER KLEEN-MIN ACID T	101 CG COSTINE SR BLVD (HWY 71	32456	UST
PORT SAINT JOE	U004028553	PORT ST JOE CITY WATERFRONT PARK	340 W FIRST ST	32456	UST
PORT SAINT JOE	1000229228	RAFFIELD SHIPBUILDERS & DRY DOCK	US HIGHWAY 98	32456	RCRA-SQG, FINDS
PORT SAINT JOE	1003867674	PORT SAINT JOE LANDFILL	INDUSTRIAL RD CNTY RD 382	32456	CERC-NFRAP
PORT SAINT JOE	1000120986	FLORIDA COAST PAPER COMPANY L L C	600 WEST U.S. HIGHWAY 98	32456	PADS, CERCLIS, RCRA-SQG, FINDS
PORT ST JOE	1004458476	ST JOE RENT-ALL INC	706 FIRST ST	32456	SSTS
PORT ST JOE	1005932412	ST JOE FOREST PROD CO	US HWY 98	32456	TSCA
PORT ST JOE	1000248754	GENERAL CHEMICAL PORT ST JOE WORKS	US HWY 71	32456	CERCLIS, RCRA-SQG, FINDS
PORT ST JOE	1005442948	5 STAR COLLISION CENTRE	770 US HWY 98	32456	RCRA-SQG, FINDS
PORT ST JOE	1005929705	JOE FOREST PROD CO	U S HWY 98	32456	TSCA
PORT ST. JOE	1005932413	ST JOE FOREST PRODUCTS CO	U.S. HIGHWAY 98	32456	TSCA
PORT ST. JOE	1007443953	PORT ST. JOE LANDFILL	INDUSTRIAL ROAD		ODI
PORT ST. JOE	1007290577	PORT ST. JOE ELEMENTARY SCHOOL	LONG AVE	32456	FTTS
PORT ST. JOE	1003108910	PORT ST. JOE MILLVIEW ADDITION	SOUTH OF THE INTERSECTION OF A		CERCLIS, FINDS
PORT ST. JOE	S106440496	FORMER-PORT ST. JOE KRAFT PAPERMIL	600 WEST US 98	32456	VCP
WEWAHITCHKA	U003167254	BELOSIC PROPERTY	HWY 71 N	32456	UST

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

FEDERAL RECORDS

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 04/19/2006
Date Data Arrived at EDR: 05/05/2006
Date Made Active in Reports: 05/22/2006
Number of Days to Update: 17

Source: EPA
Telephone: N/A
Last EDR Contact: 05/05/2006
Next Scheduled EDR Contact: 07/31/2006
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 8
Telephone: 303-312-6774

EPA Region 4
Telephone 404-562-8033

Proposed NPL: Proposed National Priority List Sites

Date of Government Version: 04/19/2006
Date Data Arrived at EDR: 05/05/2006
Date Made Active in Reports: 05/22/2006
Number of Days to Update: 17

Source: EPA
Telephone: N/A
Last EDR Contact: 05/05/2006
Next Scheduled EDR Contact: 07/31/2006
Data Release Frequency: Quarterly

DELISTED NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 04/19/2006
Date Data Arrived at EDR: 05/05/2006
Date Made Active in Reports: 05/22/2006
Number of Days to Update: 17

Source: EPA
Telephone: N/A
Last EDR Contact: 05/05/2006
Next Scheduled EDR Contact: 07/31/2006
Data Release Frequency: Quarterly

NPL RECOVERY: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 05/23/2006
Next Scheduled EDR Contact: 08/21/2006
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 02/01/2006
Date Data Arrived at EDR: 03/21/2006
Date Made Active in Reports: 04/13/2006
Number of Days to Update: 23

Source: EPA
Telephone: 703-413-0223
Last EDR Contact: 03/21/2006
Next Scheduled EDR Contact: 06/19/2006
Data Release Frequency: Quarterly

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Date of Government Version: 02/01/2006
Date Data Arrived at EDR: 03/21/2006
Date Made Active in Reports: 04/13/2006
Number of Days to Update: 23

Source: EPA
Telephone: 703-413-0223
Last EDR Contact: 03/21/2006
Next Scheduled EDR Contact: 06/19/2006
Data Release Frequency: Quarterly

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 03/15/2006
Date Data Arrived at EDR: 03/17/2006
Date Made Active in Reports: 04/13/2006
Number of Days to Update: 27

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 03/06/2006
Next Scheduled EDR Contact: 06/05/2006
Data Release Frequency: Quarterly

RCRA: Resource Conservation and Recovery Act Information

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS). The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month. Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator off-site to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 02/21/2006
Date Data Arrived at EDR: 03/01/2006
Date Made Active in Reports: 03/31/2006
Number of Days to Update: 30

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 04/27/2006
Next Scheduled EDR Contact: 06/26/2006
Data Release Frequency: Quarterly

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 01/12/2006
Date Made Active in Reports: 02/21/2006
Number of Days to Update: 40

Source: National Response Center, United States Coast Guard
Telephone: 202-260-2342
Last EDR Contact: 04/26/2006
Next Scheduled EDR Contact: 07/24/2006
Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

HMIRS: Hazardous Materials Information Reporting System
Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 01/16/2006
Date Made Active in Reports: 02/21/2006
Number of Days to Update: 36

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 04/14/2006
Next Scheduled EDR Contact: 07/17/2006
Data Release Frequency: Annually

US ENG CONTROLS: Engineering Controls Sites List
A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 03/21/2006
Date Data Arrived at EDR: 03/27/2006
Date Made Active in Reports: 05/22/2006
Number of Days to Update: 56

Source: Environmental Protection Agency
Telephone: 703-603-8905
Last EDR Contact: 03/03/2006
Next Scheduled EDR Contact: 07/03/2006
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls
A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 03/21/2006
Date Data Arrived at EDR: 03/27/2006
Date Made Active in Reports: 05/22/2006
Number of Days to Update: 56

Source: Environmental Protection Agency
Telephone: 703-603-8905
Last EDR Contact: 03/03/2006
Next Scheduled EDR Contact: 07/03/2006
Data Release Frequency: Varies

DOD: Department of Defense Sites
This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2004
Date Data Arrived at EDR: 02/08/2005
Date Made Active in Reports: 08/04/2005
Number of Days to Update: 177

Source: USGS
Telephone: 703-692-8801
Last EDR Contact: 05/12/2006
Next Scheduled EDR Contact: 08/07/2006
Data Release Frequency: Semi-Annually

FUDS: Formerly Used Defense Sites
The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 12/05/2005
Date Data Arrived at EDR: 01/19/2006
Date Made Active in Reports: 02/21/2006
Number of Days to Update: 33

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 04/03/2006
Next Scheduled EDR Contact: 07/03/2006
Data Release Frequency: Varies

US BROWNFIELDS: A Listing of Brownfields Sites

Included in the listing are brownfields properties addresses by Cooperative Agreement Recipients and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities--especially those without EPA Brownfields Assessment Demonstration Pilots--minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments at brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients-States, political subdivisions, territories, and Indian tribes become Brownfields Cleanup Revolving Loan Fund (BCRLF) cooperative agreement recipients when they enter into BCRLF cooperative agreements with the U.S. EPA. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities.

Date of Government Version: 11/29/2005
Date Data Arrived at EDR: 12/05/2005
Date Made Active in Reports: 01/30/2006
Number of Days to Update: 56

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 03/13/2006
Next Scheduled EDR Contact: 06/12/2006
Data Release Frequency: Semi-Annually

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 12/14/2004
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 04/25/2005
Number of Days to Update: 69

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 03/13/2006
Next Scheduled EDR Contact: 07/24/2006
Data Release Frequency: Varies

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 12/07/2005
Date Data Arrived at EDR: 01/06/2006
Date Made Active in Reports: 02/21/2006
Number of Days to Update: 46

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 04/05/2006
Next Scheduled EDR Contact: 07/03/2006
Data Release Frequency: Annually

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 11/04/2005
Date Data Arrived at EDR: 11/28/2005
Date Made Active in Reports: 01/30/2006
Number of Days to Update: 63

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 03/20/2006
Next Scheduled EDR Contact: 06/19/2006
Data Release Frequency: Varies

ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2003
Date Data Arrived at EDR: 07/13/2005
Date Made Active in Reports: 08/17/2005
Number of Days to Update: 35

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 03/21/2006
Next Scheduled EDR Contact: 06/19/2006
Data Release Frequency: Annually

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2002
Date Data Arrived at EDR: 04/27/2004
Date Made Active in Reports: 05/21/2004
Number of Days to Update: 24

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 04/12/2006
Next Scheduled EDR Contact: 07/17/2006
Data Release Frequency: Every 4 Years

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 01/17/2006
Date Data Arrived at EDR: 01/24/2006
Date Made Active in Reports: 02/27/2006
Number of Days to Update: 34

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 03/20/2006
Next Scheduled EDR Contact: 06/19/2006
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

Date of Government Version: 01/17/2006
Date Data Arrived at EDR: 01/24/2006
Date Made Active in Reports: 02/27/2006
Number of Days to Update: 34

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 03/20/2006
Next Scheduled EDR Contact: 06/19/2006
Data Release Frequency: Quarterly

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2004
Date Data Arrived at EDR: 05/11/2006
Date Made Active in Reports: 05/22/2006
Number of Days to Update: 11

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 03/06/2006
Next Scheduled EDR Contact: 07/17/2006
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 02/13/2006
Date Data Arrived at EDR: 04/21/2006
Date Made Active in Reports: 05/11/2006
Number of Days to Update: 20

Source: Environmental Protection Agency
Telephone: 202-564-5088
Last EDR Contact: 04/11/2006
Next Scheduled EDR Contact: 07/17/2006
Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 12/27/2005
Date Data Arrived at EDR: 02/08/2006
Date Made Active in Reports: 02/27/2006
Number of Days to Update: 19

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 05/08/2006
Next Scheduled EDR Contact: 08/07/2006
Data Release Frequency: Annually

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 02/10/2006
Date Data Arrived at EDR: 02/16/2006
Date Made Active in Reports: 03/31/2006
Number of Days to Update: 43

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 04/03/2006
Next Scheduled EDR Contact: 07/03/2006
Data Release Frequency: Quarterly

MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 11/08/2005
Date Data Arrived at EDR: 12/27/2005
Date Made Active in Reports: 01/30/2006
Number of Days to Update: 34

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 03/29/2006
Next Scheduled EDR Contact: 06/26/2006
Data Release Frequency: Semi-Annually

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 01/09/2006
Date Data Arrived at EDR: 01/16/2006
Date Made Active in Reports: 02/21/2006
Number of Days to Update: 36

Source: EPA
Telephone: N/A
Last EDR Contact: 04/03/2006
Next Scheduled EDR Contact: 07/03/2006
Data Release Frequency: Quarterly

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 03/06/2006
Next Scheduled EDR Contact: 06/05/2006
Data Release Frequency: No Update Planned

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2003
Date Data Arrived at EDR: 06/17/2005
Date Made Active in Reports: 08/04/2005
Number of Days to Update: 48

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 03/17/2006
Next Scheduled EDR Contact: 06/12/2006
Data Release Frequency: Biennially

STATE AND LOCAL RECORDS

SHWS: Florida's State-Funded Action Sites

State Hazardous Waste Sites. State hazardous waste site records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with sites where cleanup will be paid for by potentially responsible parties. Available information varies by state.

Date of Government Version: 01/23/2006
Date Data Arrived at EDR: 03/21/2006
Date Made Active in Reports: 04/18/2006
Number of Days to Update: 28

Source: Department of Environmental Protection
Telephone: 850-488-0190
Last EDR Contact: 03/21/2006
Next Scheduled EDR Contact: 06/19/2006
Data Release Frequency: Semi-Annually

SWF/LF: Solid Waste Facility Database

Solid Waste Facilities/Landfill Sites. SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 02/13/2006
Date Data Arrived at EDR: 02/13/2006
Date Made Active in Reports: 02/24/2006
Number of Days to Update: 11

Source: Department of Environmental Protection
Telephone: 850-922-7121
Last EDR Contact: 05/16/2006
Next Scheduled EDR Contact: 08/14/2006
Data Release Frequency: Semi-Annually

LUST: PCT01 - Petroleum Contamination Detail Report

Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state.

Date of Government Version: 02/06/2006
Date Data Arrived at EDR: 03/01/2006
Date Made Active in Reports: 03/23/2006
Number of Days to Update: 22

Source: Department of Environmental Protection
Telephone: 850-245-8839
Last EDR Contact: 03/01/2006
Next Scheduled EDR Contact: 05/29/2006
Data Release Frequency: Quarterly

UST: STI02 - Facility/Owner/Tank Report

Registered Underground Storage Tanks. UST's are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with the state department responsible for administering the UST program. Available information varies by state program.

Date of Government Version: 04/03/2006
Date Data Arrived at EDR: 04/27/2006
Date Made Active in Reports: 05/03/2006
Number of Days to Update: 6

Source: Department of Environmental Protection
Telephone: 850-245-8839
Last EDR Contact: 04/27/2006
Next Scheduled EDR Contact: 05/29/2006
Data Release Frequency: Quarterly

AST: STI02 - Facility/Owner/Tank Report

Registered Aboveground Storage Tanks.

Date of Government Version: 04/03/2006
Date Data Arrived at EDR: 04/27/2006
Date Made Active in Reports: 05/03/2006
Number of Days to Update: 6

Source: Department of Environmental Protection
Telephone: 850-245-8839
Last EDR Contact: 04/27/2006
Next Scheduled EDR Contact: 05/29/2006
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

FL SITES: Sites List

Date of Government Version: 12/31/1989
Date Data Arrived at EDR: 05/09/1994
Date Made Active in Reports: 08/04/1994
Number of Days to Update: 87

Source: Department of Environmental Protection
Telephone: 850-245-8705
Last EDR Contact: 03/24/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SPILLS: Oil and Hazardous Materials Incidents

Statewide oil and hazardous materials inland incidents.

Date of Government Version: 03/05/2006
Date Data Arrived at EDR: 03/17/2006
Date Made Active in Reports: 04/18/2006
Number of Days to Update: 32

Source: Department of Environmental Protection
Telephone: 850-488-2974
Last EDR Contact: 05/23/2006
Next Scheduled EDR Contact: 08/07/2006
Data Release Frequency: Semi-Annually

ENG CONTROLS: Institutional Controls Registry

The registry is a database of all contaminated sites in the state of Florida which are subject to engineering controls. Engineering Controls encompass a variety of engineered remedies to contain and/or reduce contamination, and/or physical barriers intended to limit access to property. ECs include fences, signs, guards, landfill caps, provision of potable water, slurry walls, sheet pile (vertical caps), pumping and treatment of groundwater, monitoring wells, and vapor extraction systems.

Date of Government Version: 02/01/2006
Date Data Arrived at EDR: 02/24/2006
Date Made Active in Reports: 03/23/2006
Number of Days to Update: 27

Source: Department of Environmental Protection
Telephone: 850-245-8927
Last EDR Contact: 05/01/2006
Next Scheduled EDR Contact: 07/31/2006
Data Release Frequency: Semi-Annually

Inst Control: Institutional Controls Registry

The registry is a database of all contaminated sites in the state of Florida which are subject to institutional and engineering controls.

Date of Government Version: 02/01/2006
Date Data Arrived at EDR: 02/24/2006
Date Made Active in Reports: 03/23/2006
Number of Days to Update: 27

Source: Department of Environmental Protection
Telephone: 850-245-8927
Last EDR Contact: 05/01/2006
Next Scheduled EDR Contact: 07/31/2006
Data Release Frequency: Semi-Annually

VCP: Voluntary Cleanup Sites

Date of Government Version: 03/21/2006
Date Data Arrived at EDR: 03/22/2006
Date Made Active in Reports: 04/18/2006
Number of Days to Update: 27

Source: Department of Environmental Protection
Telephone: 850-245-8705
Last EDR Contact: 03/21/2006
Next Scheduled EDR Contact: 06/19/2006
Data Release Frequency: Varies

DRYCLEANERS: Drycleaning Facilities

Date of Government Version: 02/06/2006
Date Data Arrived at EDR: 02/20/2006
Date Made Active in Reports: 03/23/2006
Number of Days to Update: 31

Source: Department of Environmental Protection
Telephone: 850-245-8927
Last EDR Contact: 02/20/2006
Next Scheduled EDR Contact: 05/22/2006
Data Release Frequency: Semi-Annually

PRIORITYCLEANERS: Priority Ranking List

The Florida Legislature has established a state-funded program to cleanup properties that are contaminated as a result of the operations of a drycleaning facility.

Date of Government Version: 03/01/2006
Date Data Arrived at EDR: 03/15/2006
Date Made Active in Reports: 04/18/2006
Number of Days to Update: 34

Source: Department of Environmental Protection
Telephone: 850-245-8927
Last EDR Contact: 02/20/2006
Next Scheduled EDR Contact: 06/12/2006
Data Release Frequency: Varies

DEDB: Ethylene Dibromide Database Results

Ethylene dibromide (EDB), a soil fumigant, that has been detected in drinking water wells. The amount found exceeds the maximum contaminant level as stated in Chapter 62-550 or 520. It is a potential threat to public health when present in drinking water.

Date of Government Version: 01/17/2006
Date Data Arrived at EDR: 01/20/2006
Date Made Active in Reports: 02/24/2006
Number of Days to Update: 35

Source: Department of Environmental Protection
Telephone: 850-245-8335
Last EDR Contact: 04/11/2006
Next Scheduled EDR Contact: 07/17/2006
Data Release Frequency: Varies

BROWNFIELDS: Brownfield Areas

Brownfields are abandoned, idled, or underused industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination. Florida's Brownfields Redevelopment Acti primary goals are to reduce health and environmental hazards on existing commercial and industrial sites that are abandoned or underused due to these hazards and create financial and regulatory incentives to encourage voluntary cleanup and redevelopment of sites.

Date of Government Version: 01/29/2006
Date Data Arrived at EDR: 01/31/2006
Date Made Active in Reports: 02/24/2006
Number of Days to Update: 24

Source: Department of Environmental Protection
Telephone: 850-245-8927
Last EDR Contact: 05/08/2006
Next Scheduled EDR Contact: 07/31/2006
Data Release Frequency: Semi-Annually

WASTEWATER: Wastewater Facility Regulation Database

Domestic and industrial wastewater facilities.

Date of Government Version: 01/13/2006
Date Data Arrived at EDR: 03/07/2006
Date Made Active in Reports: 03/23/2006
Number of Days to Update: 16

Source: Department of Environmental Protection
Telephone: 850-921-9495
Last EDR Contact: 03/07/2006
Next Scheduled EDR Contact: 06/05/2006
Data Release Frequency: Quarterly

FL Cattle Dip. Vats: Cattle Dipping Vats

Date of Government Version: 05/01/1994
Date Data Arrived at EDR: 06/06/1994
Date Made Active in Reports: 08/17/1994
Number of Days to Update: 72

Source: Department of Environmental Protection
Telephone: 850-488-3601
Last EDR Contact: 05/08/2006
Next Scheduled EDR Contact: 08/07/2006
Data Release Frequency: No Update Planned

TRIBAL RECORDS

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2004
Date Data Arrived at EDR: 02/08/2005
Date Made Active in Reports: 08/04/2005
Number of Days to Update: 177

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 05/12/2006
Next Scheduled EDR Contact: 08/07/2006
Data Release Frequency: Semi-Annually

INDIAN LUST: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Florida, Minnesota, Mississippi and North Carolina.

Date of Government Version: 01/01/2006
Date Data Arrived at EDR: 02/27/2006
Date Made Active in Reports: 03/23/2006
Number of Days to Update: 24

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 05/23/2006
Next Scheduled EDR Contact: 08/21/2006
Data Release Frequency: Varies

INDIAN UST: Underground Storage Tanks on Indian Land

Date of Government Version: 01/01/2006
Date Data Arrived at EDR: 02/27/2006
Date Made Active in Reports: 03/23/2006
Number of Days to Update: 24

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 05/23/2006
Next Scheduled EDR Contact: 08/21/2006
Data Release Frequency: Varies

EDR PROPRIETARY RECORDS

Manufactured Gas Plants: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Historical Auto Stations: EDR Proprietary Historic Gas Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Historical Cleaners: EDR Proprietary Historic Dry Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

COUNTY RECORDS

ALACHUA COUNTY:

Facility List
List of all regulated facilities in Alachua County.

Date of Government Version: 02/08/2006
Date Data Arrived at EDR: 02/09/2006
Date Made Active in Reports: 02/24/2006
Number of Days to Update: 15

Source: Alachua County Environmental Protection Department
Telephone: 352-264-6800
Last EDR Contact: 03/20/2006
Next Scheduled EDR Contact: 06/19/2006
Data Release Frequency: Annually

BROWARD COUNTY:

BROWARD CO. AST

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: 0

Source: N/A
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

Semi-Annual Inventory Report on Contaminated Locations
Early Detection Incentive/Environmental Assessment Remediation. This report monitors the status and remediation progress of known contaminated locations within Broward County. Sites listed by the US EPA, the Florida Department of Environmental Protection, and sites licensed for contamination assessment and cleanup by the Division of Pollution Prevention and Remediation Programs of the Department.

Date of Government Version: 12/01/2005
Date Data Arrived at EDR: 03/29/2006
Date Made Active in Reports: 04/18/2006
Number of Days to Update: 20

Source: Broward County Environmental Protection Department
Telephone: 954-818-7509
Last EDR Contact: 03/29/2006
Next Scheduled EDR Contact: 06/26/2006
Data Release Frequency: Semi-Annually

Hazardous Material Sites
HM sites use or store greater than 25 gallons of hazardous materials per month.

Date of Government Version: 12/01/2002
Date Data Arrived at EDR: 01/31/2003
Date Made Active in Reports: 02/14/2003
Number of Days to Update: 14

Source: Broward County Environmental Protection Department
Telephone: 954-818-7509
Last EDR Contact: 05/01/2006
Next Scheduled EDR Contact: 06/26/2006
Data Release Frequency: Annually

Notice Of Violations Sites
NOV facilities have received a notice of violation letter under the Broward County Chapter 27 Code.

Date of Government Version: 12/01/2002
Date Data Arrived at EDR: 01/31/2003
Date Made Active in Reports: 02/14/2003
Number of Days to Update: 14

Source: Broward County Environmental Protection Department
Telephone: 954-818-7509
Last EDR Contact: 05/01/2006
Next Scheduled EDR Contact: 06/26/2006
Data Release Frequency: Annually

Underground Storage Tanks

Date of Government Version: 12/01/2002
Date Data Arrived at EDR: 01/31/2003
Date Made Active in Reports: 02/24/2003
Number of Days to Update: 24

Source: Broward County Environmental Protection Department
Telephone: 954-818-7509
Last EDR Contact: 05/01/2006
Next Scheduled EDR Contact: 06/26/2006
Data Release Frequency: Annually

MIAMI-DADE COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Air Permit Sites

Date of Government Version: 01/30/2006
Date Data Arrived at EDR: 02/15/2006
Date Made Active in Reports: 02/24/2006
Number of Days to Update: 9

Source: Department of Environmental Resources Management
Telephone: 305-372-6755
Last EDR Contact: 03/27/2006
Next Scheduled EDR Contact: 06/26/2006
Data Release Frequency: Semi-Annually

Grease Trap Sites

Any non-residential facility that discharges waste to a sanitary sewer.

Date of Government Version: 01/30/2006
Date Data Arrived at EDR: 02/15/2006
Date Made Active in Reports: 02/24/2006
Number of Days to Update: 9

Source: Dade County Dept. of Env. Resources Mgmt.
Telephone: 305-372-6508
Last EDR Contact: 03/27/2006
Next Scheduled EDR Contact: 06/26/2006
Data Release Frequency: Semi-Annually

Marine Facilities Operating Permit

What is this permit used for? Miami-Dade County Ordinance 89-104 and Section 24-18 of the Code of Miami-Dade County require the following types of marine facilities to obtain annual operating permits from DERM: All recreational boat docking facilities with ten (10) or more boat slips, moorings, davit spaces, and vessel tie-up spaces. All boat storage facilities contiguous to tidal waters in Miami-Dade County with ten (10) or more dry storage spaces including boatyards and boat manufacturing facilities.

Date of Government Version: 01/11/2006
Date Data Arrived at EDR: 02/15/2006
Date Made Active in Reports: 02/24/2006
Number of Days to Update: 9

Source: DERM
Telephone: 305-372-3576
Last EDR Contact: 03/27/2006
Next Scheduled EDR Contact: 06/26/2006
Data Release Frequency: Quarterly

Maimi River Enforcement

Date of Government Version: 01/11/2006
Date Data Arrived at EDR: 02/15/2006
Date Made Active in Reports: 02/24/2006
Number of Days to Update: 9

Source: DERM
Telephone: 305-372-3576
Last EDR Contact: 03/27/2006
Next Scheduled EDR Contact: 06/26/2006
Data Release Frequency: Quarterly

Hazardous Waste Sites

Sites with the potential to generate waste

Date of Government Version: 02/16/2006
Date Data Arrived at EDR: 02/28/2006
Date Made Active in Reports: 03/23/2006
Number of Days to Update: 23

Source: Dade County Department of Environmental Resources Management
Telephone: 305-372-6755
Last EDR Contact: 03/27/2006
Next Scheduled EDR Contact: 06/26/2006
Data Release Frequency: Semi-Annually

Industrial Waste Type 2-4 Sites

IW2s are facilities having reclaim or recycling systems with no discharges, aboveground holding tanks or spill prevention and countermeasure plans. IW4s are facilities that discharge an effluent to the ground.

Date of Government Version: 01/30/2006
Date Data Arrived at EDR: 02/28/2006
Date Made Active in Reports: 03/23/2006
Number of Days to Update: 23

Source: Department of Environmental Resources Management
Telephone: 305-372-6700
Last EDR Contact: 03/27/2006
Next Scheduled EDR Contact: 06/26/2006
Data Release Frequency: Semi-Annually

Industrial Waste Type 5 Sites

Generally these facilities fall under the category of "conditionally exempt small quantity generator" or "small quantity generator".

Date of Government Version: 01/30/2006
Date Data Arrived at EDR: 02/28/2006
Date Made Active in Reports: 03/23/2006
Number of Days to Update: 23

Source: Department of Environmental Resources Management
Telephone: 305-372-6700
Last EDR Contact: 03/27/2006
Next Scheduled EDR Contact: 06/26/2006
Data Release Frequency: Semi-Annually

Industrial Waste Type 6

Permits issued to those non-residential land uses located within the major drinking water wellfield protection areas that are not served by sanitary sewers. These facilities do not handle hazardous materials but are regulated because of the env. sensitivity of the areas where they are located.

Date of Government Version: 01/30/2006
Date Data Arrived at EDR: 02/28/2006
Date Made Active in Reports: 03/23/2006
Number of Days to Update: 23

Source: Department of Environmental Resources Management
Telephone: 305-372-6700
Last EDR Contact: 03/27/2006
Next Scheduled EDR Contact: 06/26/2006
Data Release Frequency: Semi-Annually

Industrial Waste Permit Sites

Facilities that either generate more than 25,000 of wastewater per day to sanitary sewers or are pre-defined by EPA.

Date of Government Version: 01/30/2006
Date Data Arrived at EDR: 02/15/2006
Date Made Active in Reports: 02/24/2006
Number of Days to Update: 9

Source: Department of Environmental Resources Management
Telephone: 305-372-6700
Last EDR Contact: 03/27/2006
Next Scheduled EDR Contact: 06/26/2006
Data Release Frequency: Semi-Annually

Enforcement Case Tracking System Sites

Date of Government Version: 02/15/2006
Date Data Arrived at EDR: 02/15/2006
Date Made Active in Reports: 02/24/2006
Number of Days to Update: 9

Source: Department of Environmental Resources Management
Telephone: 305-372-6755
Last EDR Contact: 12/27/2005
Next Scheduled EDR Contact: 03/27/2006
Data Release Frequency: Semi-Annually

Fuel Spills Cases

Date of Government Version: 02/17/2006
Date Data Arrived at EDR: 02/28/2006
Date Made Active in Reports: 03/23/2006
Number of Days to Update: 23

Source: Department of Environmental Resources Management
Telephone: 305-372-6755
Last EDR Contact: 12/27/2005
Next Scheduled EDR Contact: 03/27/2006
Data Release Frequency: Semi-Annually

Underground Storage Tanks

Date of Government Version: 01/30/2006
Date Data Arrived at EDR: 02/15/2006
Date Made Active in Reports: 03/09/2006
Number of Days to Update: 22

Source: Department of Environmental Resource Management
Telephone: 305-372-6700
Last EDR Contact: 03/27/2006
Next Scheduled EDR Contact: 06/26/2006
Data Release Frequency: Semi-Annually

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 12/31/2004
Date Data Arrived at EDR: 02/17/2006
Date Made Active in Reports: 04/07/2006
Number of Days to Update: 49

Source: Department of Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 03/13/2006
Next Scheduled EDR Contact: 06/12/2006
Data Release Frequency: Annually

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2004
Date Data Arrived at EDR: 04/24/2006
Date Made Active in Reports: 05/02/2006
Number of Days to Update: 8

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 03/17/2006
Next Scheduled EDR Contact: 07/03/2006
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data
Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 03/01/2006
Date Made Active in Reports: 04/20/2006
Number of Days to Update: 50

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 03/01/2006
Next Scheduled EDR Contact: 05/29/2006
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 03/17/2006
Date Made Active in Reports: 05/02/2006
Number of Days to Update: 46

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 03/17/2006
Next Scheduled EDR Contact: 07/10/2006
Data Release Frequency: Annually

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Electric Power Transmission Line Data
Source: PennWell Corporation
Telephone: (800) 823-6277
This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Department of Children & Families
Source: Provider Information
Telephone: 850-488-4900

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 1999 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetlands Inventory
Source: Department of Environmental Protection
Telephone: 850-245-8238

STREET AND ADDRESS INFORMATION

GEOCHECK®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

PORT ST. JOE, FLORIDA
521 PREMIER DRIVE
PORT ST. JOE, FL 32456

TARGET PROPERTY COORDINATES

Latitude (North):	29.83100 - 29° 49' 51.6"
Longitude (West):	85.3106 - 85° 18' 38.2"
Universal Tranverse Mercator:	Zone 16
UTM X (Meters):	663229.4
UTM Y (Meters):	3301077.0
Elevation:	15 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	29085-G3 PORT SAINT JOE, FL
Most Recent Revision:	1993

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

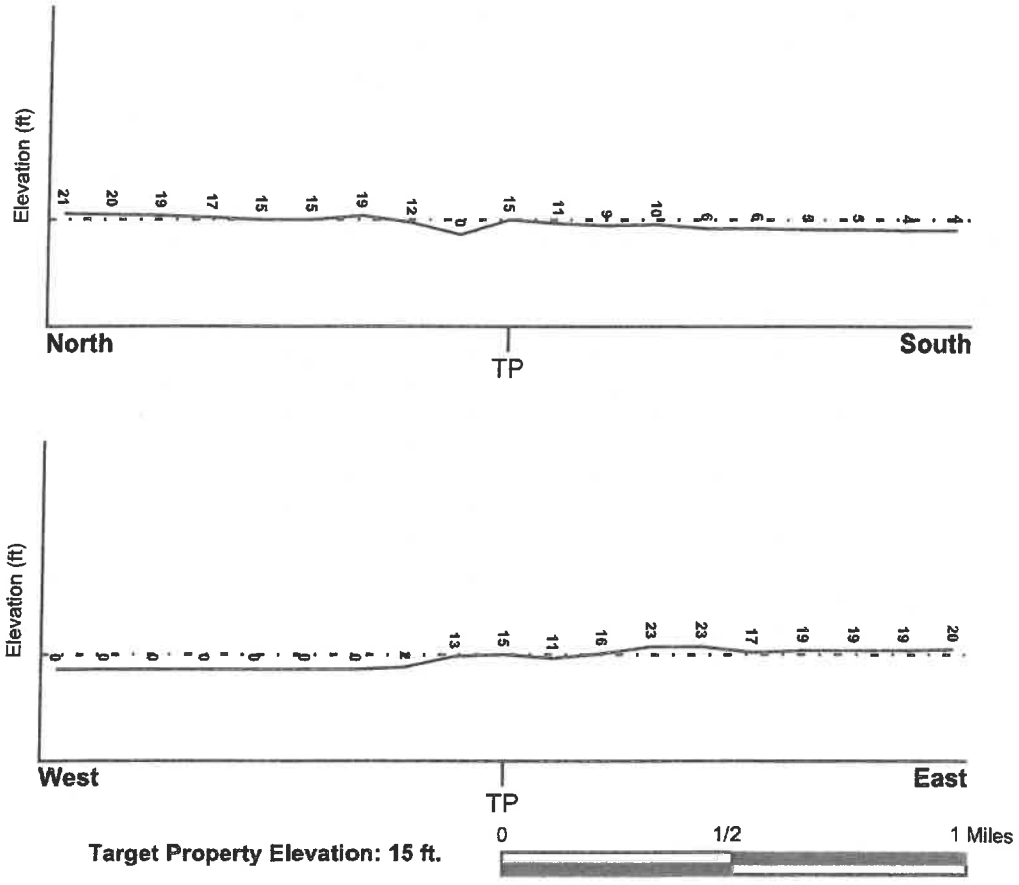
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General WSW

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Target Property Elevation: 15 ft.

Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Target Property County	FEMA Flood Electronic Data
GULF, FL	YES - refer to the Overview Map and Detail Map

Flood Plain Panel at Target Property:	1200980120C
Additional Panels in search area:	1200980115C 1200990001D

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
PORT SAINT JOE	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

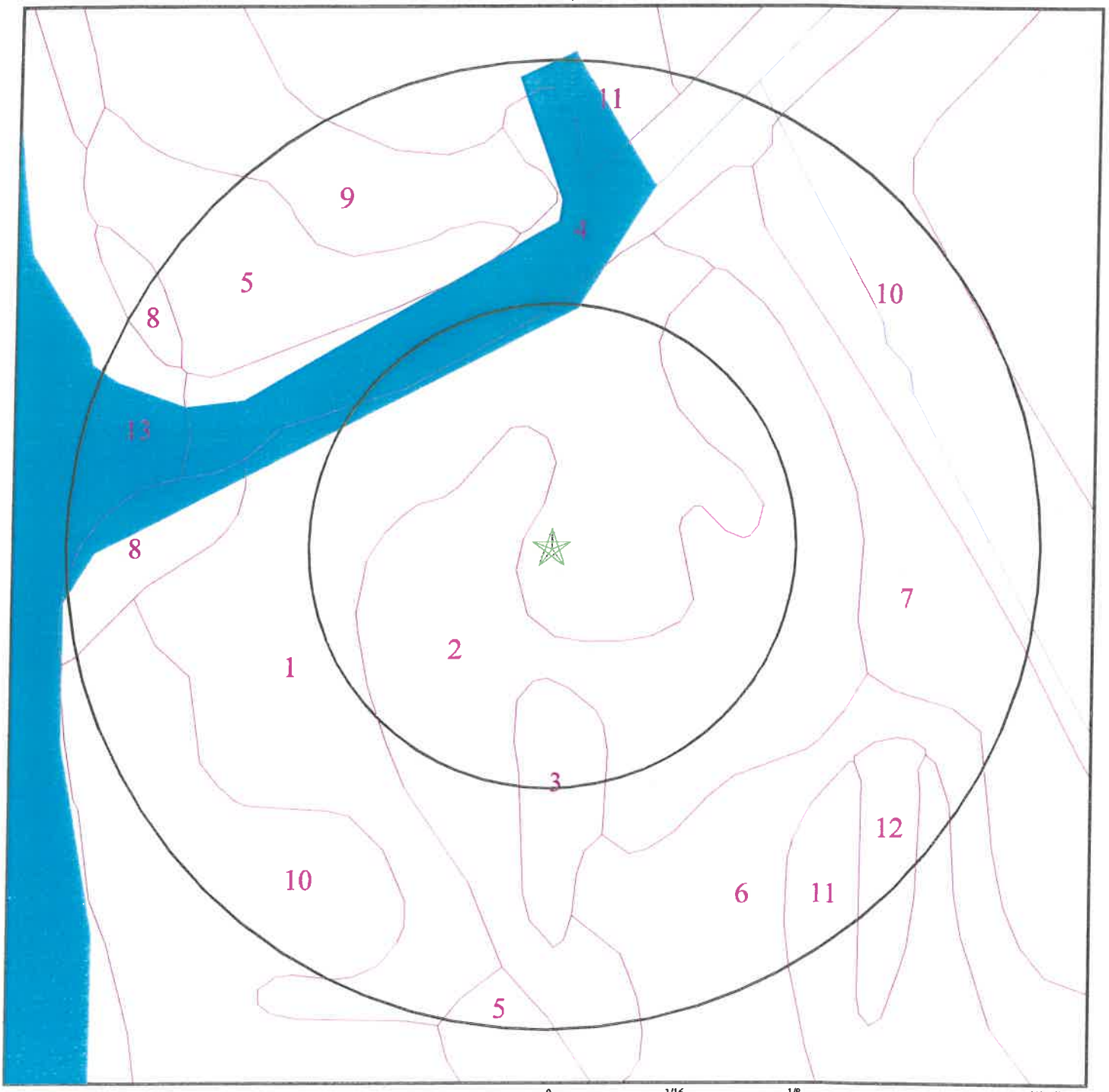
Era:	Cenozoic
System:	Quaternary
Series:	Holocene
Code:	Qh *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratifed Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

SSURGO SOIL MAP - 1682339.2s



Target Property
SSURGO Soil
Water

0 1/16 1/8 1/4 Miles

SITE NAME:	Port St. Joe, Florida	CLIENT:	TEC
ADDRESS:	521 Premier Drive Port St. Joe FL 32456	CONTACT:	Greg Douglas
LAT/LONG:	29.8310 / 85.3106	INQUIRY #:	1682339.2s
		DATE:	May 23, 2006

168

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

Soil Map ID: 1

Soil Component Name: QUARTZIPSAMMENTS

Soil Surface Texture: fine sand

Hydrologic Group: Class A - High infiltration rates. Soils are deep, well drained to excessively drained sands and gravels.

Soil Drainage Class: Not reported

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: LOW

Depth to Bedrock Min: > 60 inches

Depth to Bedrock Max: > 60 inches

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	80 inches	fine sand	Granular materials (35 pct. or less passing No. 200), Fine Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand.	Max: 20.00 Min: 20.00	Max: 6.00 Min: 4.50

Soil Map ID: 2

Soil Component Name: SCRANTON

Soil Surface Texture: fine sand

Hydrologic Group: Class A/D - Drained/undrained hydrology class of soils that can be drained and are classified.

Soil Drainage Class: Somewhat poorly. Soils commonly have a layer with low hydraulic conductivity, wet state high in profile, etc. Depth to water table is 1 to 3 feet.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: LOW

Depth to Bedrock Min: > 60 inches

Depth to Bedrock Max: > 60 inches

Soil Layer Information

	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	9 inches	fine sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand. COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 20.00 Min: 6.00	Max: 6.50 Min: 4.50
2	9 inches	80 inches	sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand. COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 20.00 Min: 6.00	Max: 6.00 Min: 4.50

Soil Map ID: 3

Soil Component Name: PICKNEY

Soil Surface Texture: fine sand

Hydrologic Group: Class A/D - Drained/undrained hydrology class of soils that can be drained and are classified.

Soil Drainage Class: Very poorly. Soils are wet to the surface most of the time. Depth to water table is less than 1 foot, or is ponded.

Hydric Status: Soil meets the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: HIGH

Depth to Bedrock Min: > 60 inches

Depth to Bedrock Max: > 60 inches

170

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	51 inches	fine sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 20.00 Min: 6.00	Max: 6.00 Min: 3.60
2	51 inches	80 inches	loamy fine sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand.	Max: 20.00 Min: 6.00	Max: 6.00 Min: 3.60

Soil Map ID: 4

Soil Component Name: WATER

Soil Surface Texture: Not reported

Hydrologic Group: Class A/D - Drained/undrained hydrology class of soils that can be drained and are classified.

Soil Drainage Class: Very poorly. Soils are wet to the surface most of the time. Depth to water table is less than 1 foot, or is ponded.

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: Not Reported

Depth to Bedrock Min: > 0 inches

Depth to Bedrock Max: > 0 inches

No Layer Information available.

Soil Map ID: 5

Soil Component Name: COROLLA

Soil Surface Texture: fine sand

Hydrologic Group: Class D - Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer.

Soil Drainage Class: Somewhat poorly. Soils commonly have a layer with low hydraulic conductivity, wet state high in profile, etc. Depth to water table is 1 to 3 feet.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: LOW

Depth to Bedrock Min: > 60 inches

Depth to Bedrock Max: > 60 inches

Soil Layer Information

	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	80 inches	fine sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Well-graded sand.	Max: 20.00 Min: 20.00	Max: 7.80 Min: 5.60

Soil Map ID: 6

Soil Component Name: LEON

Soil Surface Texture: fine sand

Hydrologic Group: Class B/D - Drained/undrained hydrology class of soils that can be drained and are classified.

Soil Drainage Class: Poorly. Soils may have a saturated zone, a layer of low hydraulic conductivity, or seepage. Depth to water table is less than 1 foot.

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: HIGH

Depth to Bedrock Min: > 60 inches

Depth to Bedrock Max: > 60 inches

Soil Layer Information

	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	3 inches	fine sand	Granular materials (35 pct. or less passing No. 200), Fine Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand.	Max: 20.00 Min: 6.00	Max: 6.50 Min: 3.50

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
2	3 inches	15 inches	sand	Granular materials (35 pct. or less passing No. 200), Fine Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand.	Max: 20.00 Min: 6.00	Max: 6.50 Min: 3.50
3	15 inches	30 inches	sand	Granular materials (35 pct. or less passing No. 200), Fine Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 6.00 Min: 0.60	Max: 6.50 Min: 3.50
4	30 inches	66 inches	sand	Granular materials (35 pct. or less passing No. 200), Fine Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand.	Max: 20.00 Min: 2.00	Max: 6.50 Min: 3.50
5	66 inches	80 inches	sand	Granular materials (35 pct. or less passing No. 200), Fine Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand.	Max: 2.00 Min: 0.20	Max: 6.50 Min: 3.50

Soil Map ID: 7

Soil Component Name: PICKNEY

Soil Surface Texture: fine sand

Hydrologic Group: Class A/D - Drained/undrained hydrology class of soils that can be drained and are classified.

Soil Drainage Class: Very poorly. Soils are wet to the surface most of the time. Depth to water table is less than 1 foot, or is ponded.

Hydric Status: Soil meets the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: HIGH

Depth to Bedrock Min: > 60 inches

Depth to Bedrock Max: > 60 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	51 inches	fine sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 20.00 Min: 6.00	Max: 6.00 Min: 3.60
2	51 inches	80 inches	loamy fine sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand.	Max: 20.00 Min: 6.00	Max: 6.00 Min: 3.60

Soil Map ID: 8

Soil Component Name: BEACHES

Soil Surface Texture: sand

Hydrologic Group: Class D - Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer.

Soil Drainage Class: Poorly. Soils may have a saturated zone, a layer of low hydraulic conductivity, or seepage. Depth to water table is less than 1 foot.

Hydric Status: Soil meets the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: HIGH

Depth to Bedrock Min: > 60 inches

Depth to Bedrock Max: > 60 inches

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	80 inches	sand	Granular materials (35 pct. or less passing No. 200), Stone Fragments, Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand.	Max: 20.00 Min: 6.00	Max: 7.80 Min: 5.10

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Map ID: 9

Soil Component Name: COROLLA

Soil Surface Texture: fine sand

Hydrologic Group: Class D - Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer.

Soil Drainage Class: Somewhat poorly. Soils commonly have a layer with low hydraulic conductivity, wet state high in profile, etc. Depth to water table is 1 to 3 feet.

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: LOW

Depth to Bedrock Min: > 60 inches

Depth to Bedrock Max: > 60 inches

Soil Layer Information

	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	80 inches	fine sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Well-graded sand.	Max: 20.00 Min: 20.00	Max: 7.80 Min: 5.60

Soil Map ID: 10

Soil Component Name: AQUENTS

Soil Surface Texture: sand

Hydrologic Group: Class B/D - Drained/undrained hydrology class of soils that can be drained and are classified.

Soil Drainage Class: Poorly. Soils may have a saturated zone, a layer of low hydraulic conductivity, or seepage. Depth to water table is less than 1 foot.

Hydric Status: Soil meets the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: HIGH

Depth to Bedrock Min: > 60 inches

Depth to Bedrock Max: > 60 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	80 inches	sand	Granular materials (35 pct. or less passing No. 200), Fine Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand.	Max: 20.00 Min: 6.00	Max: 6.00 Min: 3.60

Soil Map ID: 11

Soil Component Name: MANDARIN

Soil Surface Texture: fine sand

Hydrologic Group: Class C - Slow infiltration rates. Soils with layers impeding downward movement of water, or soils with moderately fine or fine textures.

Soil Drainage Class: Somewhat poorly. Soils commonly have a layer with low hydraulic conductivity, wet state high in profile, etc. Depth to water table is 1 to 3 feet.

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: MODERATE

Depth to Bedrock Min: > 60 inches

Depth to Bedrock Max: > 60 inches

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	13 inches	fine sand	Granular materials (35 pct. or less passing No. 200), Fine Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand.	Max: 20.00 Min: 6.00	Max: 6.00 Min: 3.60
2	13 inches	17 inches	fine sand	Granular materials (35 pct. or less passing No. 200), Fine Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand. COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 2.00 Min: 0.60	Max: 6.00 Min: 3.60

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
3	17 inches	80 inches	fine sand	Granular materials (35 pct. or less passing No. 200), Fine Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand.	Max: 20.00 Min: 6.00	Max: 7.30 Min: 3.60

Soil Map ID: 12

Soil Component Name: RESOTA

Soil Surface Texture: fine sand

Hydrologic Group: Class A - High infiltration rates. Soils are deep, well drained to excessively drained sands and gravels.

Soil Drainage Class: Moderately well drained. Soils have a layer of low hydraulic conductivity, wet state high in the profile. Depth to water table is 3 to 6 feet.

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: LOW

Depth to Bedrock Min: > 60 inches

Depth to Bedrock Max: > 60 inches

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	80 inches	fine sand	Granular materials (35 pct. or less passing No. 200), Fine Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand.	Max: 20.00 Min: 20.00	Max: 6.50 Min: 3.60

177

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Map ID: 13

Soil Component Name:	WATER OF THE GULF OF MEXICO
Soil Surface Texture:	Not reported
Hydrologic Group:	Class A - High infiltration rates. Soils are deep, well drained to excessively drained sands and gravels.
Soil Drainage Class:	Moderately well drained. Soils have a layer of low hydraulic conductivity, wet state high in the profile. Depth to water table is 3 to 6 feet.

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: Not Reported

Depth to Bedrock Min: > 0 inches

Depth to Bedrock Max: > 0 inches

No Layer Information available.

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
B9	USGS2319037	1/4 - 1/2 Mile ENE
D16	USGS2319038	1/2 - 1 Mile NNW
E18	USGS2319035	1/2 - 1 Mile ESE
G31	USGS2319034	1/2 - 1 Mile ESE
G32	USGS2319033	1/2 - 1 Mile ESE

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
D17	FL1230340	1/2 - 1 Mile NNW

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
A1	FLNW10000134850	1/8 - 1/4 Mile NNW
A2	FLNW10000127550	1/8 - 1/4 Mile NNW
A3	FLNW10000178438	1/8 - 1/4 Mile NNW
A4	FLNW10000008574	1/4 - 1/2 Mile North
B5	FLNW10000001399	1/4 - 1/2 Mile ENE
B6	FLNW10000001397	1/4 - 1/2 Mile ENE
B7	FLNW10000001398	1/4 - 1/2 Mile ENE
B8	FLNW10000001400	1/4 - 1/2 Mile ENE
10	FLNW10000129123	1/4 - 1/2 Mile NW
11	FLNW10000141528	1/4 - 1/2 Mile East
12	FLNW10000141527	1/4 - 1/2 Mile ESE
C13	FLNW10000144010	1/4 - 1/2 Mile SSE
14	FLNW10000035259	1/4 - 1/2 Mile SSE
C15	FLNW10000034284	1/4 - 1/2 Mile SSE
E19	FLSA10000033332	1/2 - 1 Mile ESE
E20	FLNW10000164376	1/2 - 1 Mile ESE
E21	FLNW10000164377	1/2 - 1 Mile ESE
E22	FLNW10000099519	1/2 - 1 Mile ESE
E23	FLSA10000033334	1/2 - 1 Mile ESE
E24	FLSA10000033333	1/2 - 1 Mile ESE
25	FLNW10000100371	1/2 - 1 Mile NE
E26	FLSA10000033331	1/2 - 1 Mile ESE
F27	FLSA10000033336	1/2 - 1 Mile ESE
F28	FLNW10000099518	1/2 - 1 Mile ESE
F29	FLSA10000033337	1/2 - 1 Mile ESE
F30	FLNW10000098301	1/2 - 1 Mile ESE

PHYSICAL SETTING SOURCE MAP - 1682339.2s

- County Boundary
- Major Roads
- Contour Lines
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons
- Groundwater Flow Direction
- Indeterminate Groundwater Flow at Location
- Groundwater Flow Varies at Location
- Closest Hydrogeological Data
- Sink holes

SITE NAME:	Port St. Joe, Florida	CLIENT:	TEC
ADDRESS:	521 Premier Drive Port St. Joe FL 32456	CONTACT:	Greg Douglas
LAT/LONG:	29.8310 / 85.3106	INQUIRY #:	1682339.2s
		DATE:	May 23, 2006

180

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

	Database	EDR ID Number
A1	**FL WELLS**	**FLNW10000134850**
NNW		
1/8 - 1/4 Mile		
Lower		

Source:	North West District		
Job type:	R	Permit number:	T198806899
Last name:	Raffields Fisheries	First name:	Not Reported
Street1:	P. O. Box 309	Street2:	Not Reported
City:	Port St.Joe	State:	FL
Zip:	32456	Diameter:	6
Well depth:	440	Casing depth:	130
Pump rate:	20	Water level:	15
Construction method:	RO	Latitude:	295001
Longitude:	851843	Loc accuracy:	Not Reported
Loc method:	2	Township:	07S
Range:	11W	Section:	35
Well county:	45	Well street:	Canal off Hwy 98
Well city:	Port St.Joe		
State id:	AAB1951	Water use:	OO
Agency site id:	######		

	Database	EDR ID Number
A2	**FL WELLS**	**FLNW10000127550**
NNW		
1/8 - 1/4 Mile		
Lower		

Source:	North West District		
Job type:	C	Permit number:	T198708461
Last name:	Raffields Fisheries	First name:	Not Reported
Street1:	P.O. Box 309	Street2:	Not Reported
City:	Pt. St. Joe	State:	FL
Zip:	32456	Diameter:	6
Well depth:	300	Casing depth:	130
Pump rate:	Not Reported	Water level:	15
Construction method:	RO	Latitude:	295001
Longitude:	851844	Loc accuracy:	Not Reported
Loc method:	2	Township:	07S
Range:	11W	Section:	35
Well county:	45	Well street:	Canal - off Hwy 98
Well city:	Pt. St. Joe		
State id:	AAB1951	Water use:	IN
Agency site id:	Not Reported		

	Database	EDR ID Number
A3	**FL WELLS**	**FLNW10000178438**
NNW		
1/8 - 1/4 Mile		
Lower		

Source:	North West District		
Job type:	C	Permit number:	T200401106
Last name:	Raffield Fisheries Inc.	First name:	Not Reported
Street1:	1624 Grouper Avenue	Street2:	Not Reported
City:	Port St. Joe	State:	FL
Zip:	32456	Diameter:	4
Well depth:	560	Casing depth:	423
Pump rate:	90	Water level:	25
Construction method:	RO	Latitude:	295001
Longitude:	851844	Loc accuracy:	Not Reported

Loc method:	2	Township:	07S
Range:	11W	Section:	35
Well county:	45	Well street:	1624 Grouper Avenue
Well city:	Port St. Joe		
State id:	AAI5384	Water use:	LP
Agency site id:	Not Reported		

A4
North
1/4 - 1/2 Mile
Lower

FL WELLS **FLNW10000008574**

Source:	North West District		
Job type:	C	Permit number:	M199401995
Last name:	Woods Fisheries	First name:	Not Reported
Street1:	PO BOX 425	Street2:	Not Reported
City:	Port St. Joe	State:	FL
Zip:	32456	Diameter:	4
Well depth:	260	Casing depth:	120
Pump rate:	70	Water level:	25
Construction method:	RO	Latitude:	295004
Longitude:	851840	Loc accuracy:	Not Reported
Loc method:	4	Township:	07S
Range:	11W	Section:	35
Well county:	45	Well street:	Hwy 98
Well city:	Highland View		
State id:	Not Reported	Water use:	IN
Agency site id:	Not Reported		

B5
ENE
1/4 - 1/2 Mile
Higher

FL WELLS **FLNW10000001399**

Source:	North West District		
Job type:	C	Permit number:	M199003476
Last name:	Phelps Pump Service	First name:	Not Reported
Street1:	2806 Highway 390	Street2:	Not Reported
City:	Lynn Haven	State:	FL
Zip:	32444	Diameter:	2
Well depth:	20	Casing depth:	15
Pump rate:	Not Reported	Water level:	Not Reported
Construction method:	JT	Latitude:	294955
Longitude:	851823	Loc accuracy:	Not Reported
Loc method:	4	Township:	08S
Range:	11W	Section:	2
Well county:	45	Well street:	216 Monument Street
Well city:	Port St. Joe		
State id:	Not Reported	Water use:	MO
Agency site id:	Not Reported		

B6
ENE
1/4 - 1/2 Mile
Higher

FL WELLS **FLNW10000001397**

Source:	North West District		
Job type:	C	Permit number:	M199003474
Last name:	Phelps Pump Service	First name:	Not Reported
Street1:	2806 Highway 390	Street2:	Not Reported
City:	Lynn Haven	State:	FL
Zip:	32444	Diameter:	2
Well depth:	20	Casing depth:	15
Pump rate:	Not Reported	Water level:	Not Reported
Construction method:	JT	Latitude:	294955
Longitude:	851823	Loc accuracy:	Not Reported
Loc method:	4	Township:	08S
Range:	11W	Section:	2
Well county:	45	Well street:	216 Monument Street
Well city:	Port St. Joe		
State id:	Not Reported	Water use:	MO
Agency site id:	Not Reported		

B7
ENE
1/4 - 1/2 Mile
Higher

FL WELLS **FLNW10000001398**

Source:	North West District		
Job type:	C	Permit number:	M199003475
Last name:	Phelps Pump Service	First name:	Not Reported
Street1:	2806 Highway 390	Street2:	Not Reported
City:	Lynn Haven	State:	FL
Zip:	32444	Diameter:	2
Well depth:	20	Casing depth:	15
Pump rate:	Not Reported	Water level:	Not Reported
Construction method:	JT	Latitude:	294955
Longitude:	851823	Loc accuracy:	Not Reported
Loc method:	4	Township:	07S
Range:	11W	Section:	35
Well county:	45	Well street:	216 Monument Street
Well city:	Port St. Joe		
State id:	Not Reported	Water use:	MO
Agency site id:	Not Reported		

B8
ENE
1/4 - 1/2 Mile
Higher

FL WELLS **FLNW10000001400**

Source:	North West District		
Job type:	C	Permit number:	M199003477
Last name:	Phelps Pump Service	First name:	Not Reported
Street1:	2806 Highway 390	Street2:	Not Reported
City:	Lynn Haven	State:	FL
Zip:	32444	Diameter:	2
Well depth:	20	Casing depth:	15
Pump rate:	Not Reported	Water level:	Not Reported
Construction method:	JT	Latitude:	294955
Longitude:	851823	Loc accuracy:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Loc method:	4	Township:	08S
Range:	11W	Section:	2
Well county:	45	Well street:	216 Monument Street
Well city:	Port St. Joe		
State id:	Not Reported	Water use:	MO
Agency site id:	Not Reported		

B9
ENE
1/4 - 1/2 Mile
Higher

FED USGS **USGS2319037**

Agency cd:	USGS	Site no:	294954085182101
Site name:	949518212		
Latitude:	294954		
Longitude:	0851821	Dec lat:	29.83187505
Dec lon:	-85.30575175	Coor meth:	M
Coor accr:	F	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	123
State:	12	County:	045
Country:	US	Land net:	SE/NW/NE S35 T07S R11W
Location map:	Not Reported	Map scale:	Not Reported
Altitude:	12.00	Altitude method:	M
Altitude accuracy:	10	Altitude datum:	NGVD29
Hydrologic:	St. AndrewSt. Joseph Bays, Florida. Area = 1350 sq.mi.		
Topographic:	Flat surface		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	Y		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	138	Hole depth:	Not Reported
Source of depth data:	Not Reported	Project number:	Not Reported
Real time data flag:	0	Daily flow data begin date:	0000-00-00
Daily flow data end date:	0000-00-00	Daily flow data count:	0
Peak flow data begin date:	0000-00-00	Peak flow data end date:	0000-00-00
Peak flow data count:	0	Water quality data begin date:	0000-00-00
Water quality data end date:	0000-00-00	Water quality data count:	0
Ground water data begin date:	1969-10-01	Ground water data end date:	1969-10-01
Ground water data count:	1		

Ground-water levels, Number of Measurements: 1

Date	Feet below Surface	Feet to Sealevel
1969-10-01	10.00	

10
NW
1/4 - 1/2 Mile
Lower

FL WELLS **FLNW10000129123**

Source:	North West District		
Job type:	C	Permit number:	T198801172
Last name:	Raffield Fisheries	First name:	Not Reported
Street1:	P. O. Box 309	Street2:	Not Reported
City:	Port St. Joe	State:	FL
Zip:	32456	Diameter:	2
Well depth:	200	Casing depth:	147
Pump rate:	Not Reported	Water level:	10
Construction method:	RO	Latitude:	295005
Longitude:	851855	Loc accuracy:	Not Reported
Loc method:	4	Township:	07S
Range:	11W	Section:	26
Well county:	45	Well street:	Off Hwy. 98
Well city:	Port St. Joe		
State id:	Not Reported	Water use:	TE
Agency site id:	Not Reported		

11
East
1/4 - 1/2 Mile
Higher

FL WELLS **FLNW10000141528**

Source:	North West District		
Job type:	A	Permit number:	T199000943
Last name:	City of Port St. Joe	First name:	Not Reported
Street1:	P. O. Box 278	Street2:	Not Reported
City:	Port St. Joe	State:	FL
Zip:	32456	Diameter:	8
Well depth:	600	Casing depth:	346
Pump rate:	Not Reported	Water level:	Not Reported
Construction method:	RO	Latitude:	294950
Longitude:	851815	Loc accuracy:	Not Reported
Loc method:	4	Township:	07S
Range:	11W	Section:	35
Well county:	45	Well street:	Hwy. 382, Waste Water Plant
Well city:	Port St. Joe		
State id:	Not Reported	Water use:	ES
Agency site id:	Not Reported		

12
ESE
1/4 - 1/2 Mile
Higher

FL WELLS **FLNW10000141527**

Source:	North West District		
Job type:	C	Permit number:	T199000942
Last name:	City of Port St. Joe	First name:	Not Reported
Street1:	P. O. Box 278	Street2:	Not Reported
City:	Port St. Joe	State:	FL
Zip:	32456	Diameter:	12
Well depth:	610	Casing depth:	410
Pump rate:	525	Water level:	42
Construction method:	RO	Latitude:	294942
Longitude:	851816	Loc accuracy:	Not Reported

Loc method:	2	Township:	07S
Range:	11W	Section:	35
Well county:	45	Well street:	Hwy. 382, Waste Water Plant
Well city:	Port St. Joe		
State id:	AAA2249	Water use:	ES
Agency site id:	######		

C13
SSE
1/4 - 1/2 Mile
Lower

FL WELLS **FLNW10000144010**

Source:	North West District		
Job type:	A	Permit number:	T199103010
Last name:	Arizona Chemical Co.	First name:	Not Reported
Street1:	PO BOX 947	Street2:	Not Reported
City:	Port St. Joe	State:	FL
Zip:	32456	Diameter:	12
Well depth:	430	Casing depth:	170
Pump rate:	Not Reported	Water level:	Not Reported
Construction method:	RO	Latitude:	294930
Longitude:	851830	Loc accuracy:	Not Reported
Loc method:	4	Township:	07S
Range:	11W	Section:	35
Well county:	45	Well street:	Off Hwy. 98
Well city:	Port St. Joe		
State id:	Not Reported	Water use:	IN
Agency site id:	Not Reported		

14
SSE
1/4 - 1/2 Mile
Lower

FL WELLS **FLNW10000035259**

Source:	North West District		
Job type:	R	Permit number:	P199102900
Last name:	Arizona Chemical Co.	First name:	Not Reported
Street1:	PO BOX 947	Street2:	Not Reported
City:	Port St. Joe	State:	FL
Zip:	32456	Diameter:	12
Well depth:	671	Casing depth:	415
Pump rate:	500	Water level:	59
Construction method:	RO	Latitude:	294930
Longitude:	851825	Loc accuracy:	Not Reported
Loc method:	2	Township:	07S
Range:	11W	Section:	36
Well county:	45	Well street:	Hwy. 98
Well city:	Port St. Joe		
State id:	AAA2247	Water use:	IN
Agency site id:	Not Reported		

C15
SSE
1/4 - 1/2 Mile
Lower

FL WELLS **FLNW10000034284**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Source:	North West District		
Job type:	C	Permit number:	P199100530
Last name:	Arizona Chem/Sylvachem #3 West	First name:	Not Reported
Street1:	PO Box 947	Street2:	Not Reported
City:	Port St. Joe	State:	FL
Zip:	32456	Diameter:	12
Well depth:	671	Casing depth:	400
Pump rate:	500	Water level:	70
Construction method:	RO	Latitude:	294927
Longitude:	851829	Loc accuracy:	Not Reported
Loc method:	2	Township:	07S
Range:	11W	Section:	35
Well county:	45	Well street:	Arizona Chem. Plant 98
Well city:	Port St. JOe		
State id:	AAB1330	Water use:	IN
Agency site id:	######		

D16
NNW
1/2 - 1 Mile
Lower

FED USGS **USGS2319038**

Agency cd:	USGS	Site no:	295018085185390
Site name:	HIGHLAND VIEW TREATED PUBLIC WATER SUPPLY		
Latitude:	295018		
Longitude:	0851853	Dec lat:	29.83854156
Dec lon:	-85.31464082	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	123
State:	12	County:	045
Country:	US	Land net:	Not Reported
Location map:	Not Reported	Map scale:	Not Reported
Altitude:	Not Reported	Altitude method:	Not Reported
Altitude accuracy:	Not Reported	Altitude datum:	Not Reported
Hydrologic:	St. AndrewSt. Joseph Bays. Florida. Area = 1350 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	Y		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	Not Reported	Hole depth:	Not Reported
Source of depth data:	Not Reported	Project number:	Not Reported
Real time data flag:	0	Daily flow data begin date:	0000-00-00
Daily flow data end date:	0000-00-00	Daily flow data count:	0
Peak flow data begin date:	0000-00-00	Peak flow data end date:	0000-00-00
Peak flow data count:	0	Water quality data begin date:	1979-03-05
Water quality data end date:	1979-03-05	Water quality data count:	1
Ground water data begin date:	0000-00-00	Ground water data end date:	0000-00-00
Ground water data count:	0		

Ground-water levels, Number of Measurements: 0

D17
NNW
1/2 - 1 Mile
Lower

FRDS PWS **FL1230340**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

PWS ID: FL1230340 PWS Status: Not Reported
Date Initiated: Not Reported Date Deactivated: Not Reported
PWS Name: HIGHLAND VIEW WTR.& SWR. DIST.
1000 FIFTH STREET
PORT ST. JOE, FL 32456

Source: Purchased ground water
Treatment Objective: DISINFECTION
Treatment Objective: PARTICULATE REMOVAL
Treatment Objective: PARTICULATE REMOVAL
Treatment Objective: PARTICULATE REMOVAL
Treatment Objective: TASTE / ODOR CONTROL

Process: GASEOUS CHLORINATION, POST
Process: COAGULATION
Process: FILTRATION, PRESSURE SAND
Process: SEDIMENTATION
Process: AERATION, SLAT TRAY

Addressee / Facility: System Owner/Responsible Party
GULF COUNTY COMMISSION
M. ADKISON/V. LIPFORD
1000 5TH STREET
PORT ST. JOE, FL 32456

Facility Latitude: 29 50 20
Facility Latitude: 29 50 20
City Served: Not Reported
Treatment Class: Treated

Facility Longitude 085 18 52
Facility Longitude 085 18 52
Population: 1000

PWS currently has or had major violation(s) or enforcement: Yes

Violations information not reported.

ENFORCEMENT INFORMATION:

System Name: HIGHLAND VIEW WTR.& SWR. D
Violation Type: Monitoring, Routine Minor (TCR)
Contaminant: COLIFORM (TCR)
Compliance Period: 1994-09-01 - 1994-09-30
Violation ID: 9400001V
Enforcement Date: Not Reported
Analytical Value: 00000000.00
Enforcement ID: Not Reported
Enf. Action: Not Reported

System Name: HIGHLAND VIEW WTR.& SWR. D
Violation Type: Initial Tap Sampling for Pb and Cu
Contaminant: LEAD & COPPER RULE
Compliance Period: 1993-07-01 - 2015-12-31
Violation ID: 95V0001
Enforcement Date: Not Reported
Analytical Value: 0000000.000000000
Enforcement ID: Not Reported
Enf. Action: Not Reported

System Name: HIGHLAND VIEW WTR.& SWR. DI
Violation Type: Initial Tap Sampling for Pb and Cu
Contaminant: LEAD & COPPER RULE
Compliance Period: 1993-07-01 - 2015-12-31
Violation ID: 95V0001
Enforcement Date: Not Reported
Analytical Value: 0
Enforcement ID: Not Reported
Enf. Action: Not Reported

System Name: HIGHLAND VIEW WTR.& SWR. DIST.
Violation Type: Initial Tap Sampling for Pb and Cu
Contaminant: LEAD & COPPER RULE
Compliance Period: 1993-07-01 - 2015-12-31
Violation ID: 95V0001
Enforcement Date: Not Reported
Analytical Value: 0
Enforcement ID: Not Reported
Enf. Action: Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

E18
ESE
1/2 - 1 Mile
Lower

FED USGS **USGS2319035**

Agency cd:	USGS	Site no:	294933085180302
Site name:	PORT ST JOE WATER PLANT WELL AT PORT ST JOE FL		
Latitude:	294933		
Longitude:	0851803	Dec lat:	29.82604187
Dec lon:	-85.30075165	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	123
State:	12	County:	045
Country:	US	Land net:	Not Reported
Location map:	Not Reported	Map scale:	Not Reported
Altitude:	12.00	Altitude method:	M
Altitude accuracy:	.1	Altitude datum:	NGVD29
Hydrologic:	Blackwater. Alabama, Florida. Area = 860 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	Y		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	FLORIDAN AQUIFER		
Well depth:	Not Reported	Hole depth:	Not Reported
Source of depth data:	Not Reported	Project number:	Not Reported
Real time data flag:	0	Daily flow data begin date:	0000-00-00
Daily flow data end date:	0000-00-00	Daily flow data count:	0
Peak flow data begin date:	0000-00-00	Peak flow data end date:	0000-00-00
Peak flow data count:	0	Water quality data begin date:	1981-05-27
Water quality data end date:	1989-09-20	Water quality data count:	32
Ground water data begin date:	0000-00-00	Ground water data end date:	0000-00-00
Ground water data count:	0		

Ground-water levels, Number of Measurements: 0

E19
ESE
1/2 - 1 Mile
Lower

FL WELLS **FLSA10000033332**

Source:	Super Active Wells		
Feature na:	WELL	Fluwid:	AAA2251
Gps time:	Not Reported	Gps status:	DGPS
Longitude:	-85.30063		
Latitude:	29.82588		
Albersx:	0		
Albersy:	0		
Hae:	0		
Facilty id:	0		
Permit num:	1230545	Well use:	40 Community Well

County:	23	Name:	PORT ST. JOE, CITY OF
Address:	WATER PLANT ROAD	City:	PORT ST. JOE
Zipcode:	32456	Case mater:	Not Reported
Diameter:	Not Reported		
Capacity g:	0		
Depth ft:	665		
Case lengt:	0		
Data sourc:	0		
Sanitary s:	Not Reported		
Method of :	0		
Type of li:	0		
Horse powe:	0		
Normal yie:	0		
Pump intak:	0		
Comments:	Population served: 4128 - DATUM 83		
Status:	ACTIVE	Project:	DEP
Resultstat:	Not Sampled Within Previous Year		
Solventsta:	Not Sampled Within Previous Year		
Purgeable :	0		
Action:	Not Reported	Wsrp id:	Not Reported

E20
ESE
1/2 - 1 Mile
Lower

FL WELLS **FLNW10000164376**

Source:	North West District		
Job type:	C	Permit number:	T200000126
Last name:	City of Port St. Joe	First name:	Not Reported
Street1:	PO Drawer A	Street2:	Not Reported
City:	Port St. Joe	State:	FL
Zip:	32456	Diameter:	8
Well depth:	152	Casing depth:	82
Pump rate:	200	Water level:	21
Construction method:	RO	Latitude:	294933
Longitude:	851802	Loc accuracy:	1
Loc method:	2	Township:	07S
Range:	11W	Section:	36
Well county:	45	Well street:	Off Hwy 382, No. 4A
Well city:	Port St. Joe		
State id:	AAD5500	Water use:	PS
Agency site id:	######		

E21
ESE
1/2 - 1 Mile
Lower

FL WELLS **FLNW10000164377**

Source:	North West District		
Job type:	A	Permit number:	T200000127
Last name:	City of Port St. Joe	First name:	Not Reported
Street1:	PO Drawer A	Street2:	Not Reported
City:	Port St. Joe	State:	FL
Zip:	32456	Diameter:	8
Well depth:	112	Casing depth:	112
Pump rate:	Not Reported	Water level:	Not Reported
Construction method:	RO	Latitude:	294933
Longitude:	851802	Loc accuracy:	1

Loc method:	2	Township:	07S
Range:	11W	Section:	36
Well county:	45	Well street:	Off Hwy 382, No. 4/T200000126
Well city:	Port St. Joe		
State id:	AAA2252	Water use:	PS
Agency site id:	######		

E22
ESE
1/2 - 1 Mile
Lower

FL WELLS **FLNW10000099519**

Source:	North West District		
Job type:	C	Permit number:	T198200203
Last name:	City of Port St. Joe	First name:	Not Reported
Street1:	P. O. Drawer A	Street2:	Not Reported
City:	Port St. Joe	State:	FL
Zip:	32456	Diameter:	8
Well depth:	165	Casing depth:	153
Pump rate:	200	Water level:	18
Construction method:	RO	Latitude:	294933
Longitude:	851802	Loc accuracy:	1
Loc method:	2	Township:	07S
Range:	11W	Section:	36
Well county:	45	Well street:	@ City Water Plant
Well city:	Port St. Joe		
State id:	AAA2252	Water use:	PS
Agency site id:	######		

E23
ESE
1/2 - 1 Mile
Lower

FL WELLS **FLSA10000033334**

Source:	Super Active Wells		
Feature na:	WELL	Fluwid:	AAA2252
Gps time:	Not Reported	Gps status:	Unknown
Longitude:	-85.3005		
Latitude:	29.826		
Albersx:	0		
Albersy:	0		
Hae:	0		
Facilty id:	0		
Permit num:	1230545	Well use:	40 Community Well
County:	23	Name:	PORT ST. JOE; CITY OF
Address:	Not Reported	City:	PORT ST. JOE
Zipcode:	Not Reported	Case mater:	Not Reported
Diameter:	Not Reported		
Capacity g:	0		
Depth ft:	0		
Case lengt:	0		
Data sourc:	0		
Sanitary s:	Not Reported		
Method of :	0		

Type of li:	0		
Horse powe:	0		
Normal yie:	0		
Pump intak:	0		
Comments:	Not Reported		
Status:	ACTIVE	Project:	SUPER
Resultstat:	Not Sampled Within Previous Year		
Solventsta:	Not Sampled Within Previous Year		
Purgeable :	0		
Action:	Not Reported	Wsrp id:	Not Reported

E24
ESE
1/2 - 1 Mile
Lower

FL WELLS **FLSA10000033333**

Source:	Super Active Wells		
Feature na:	WELL	Fluwid:	AAD5500
Gps time:	Not Reported	Gps status:	DGPS
Longitude:	-85.30048		
Latitude:	29.82598		
Albersx:	0		
Albersy:	0		
Hae:	0		
Facilty id:	0		
Permit num:	1230545	Well use:	40 Community Well
County:	23	Name:	PORT ST. JOE, CITY OF
Address:	WATER PLANT ROAD	City:	PORT ST. JOE
Zipcode:	32456	Case mater:	Not Reported
Diameter:	Not Reported		
Capacity g:	0		
Depth ft:	0		
Case lengt:	0		
Data sourc:	0		
Sanitary s:	Not Reported		
Method of :	0		
Type of li:	0		
Horse powe:	0		
Normal yie:	0		
Pump intak:	0		
Comments:	Population served: 4128 - DATUM 83		
Status:	ACTIVE	Project:	DEP
Resultstat:	Not Sampled Within Previous Year		
Solventsta:	Not Sampled Within Previous Year		
Purgeable :	0		
Action:	Not Reported	Wsrp id:	Not Reported

25
NE
1/2 - 1 Mile
Higher

FL WELLS **FLNW10000100371**

Source:	North West District		
Job type:	C	Permit number:	T198201056
Last name:	Material Transfer Co.	First name:	Not Reported
Street1:	P. O. Box 246	Street2:	Not Reported
City:	Port St. Joe	State:	FL
Zip:	32456	Diameter:	8
Well depth:	145	Casing depth:	85
Pump rate:	Not Reported	Water level:	21
Construction method:	RO	Latitude:	295017
Longitude:	851808	Loc accuracy:	Not Reported
Loc method:	2	Township:	07S
Range:	11W	Section:	25
Well county:	45	Well street:	Off Hwy 30
Well city:	Port St. Joe		
State id:	AAA1749	Water use:	IN
Agency site id:	Not Reported		

E26
ESE
1/2 - 1 Mile
Lower

FL WELLS **FLSA10000033331**

Source:	Super Active Wells		
Feature na:	WELL	Fluwid:	230000501
Gps time:	Not Reported	Gps status:	MMAP
Longitude:	-85.29984		
Latitude:	29.82541		
Albersx:	0		
Albersy:	0		
Hae:	0		
Facilty id:	0		
Permit num:	Not Reported	Well use:	40 Community Well
County:	23	Name:	Not Reported
Address:	502 EAST FOURTH STREET	City:	PORT ST. JOE
Zipcode:	Not Reported	Case mater:	Not Reported
Diameter:	0		
Capacity g:	0		
Depth ft:	0		
Case lengt:	0		
Data sourc:	0		
Sanitary s:	Not Reported		
Method of :	0		
Type of li:	0		
Horse powe:	0		
Normal yie:	0		
Pump intak:	0		
Comments:	Not Reported		
Status:	ACTIVE	Project:	ANDREW
Resultstat:	Not Sampled Within Previous Year		
Solventsta:	Not Sampled Within Previous Year		
Purgeable :	0		
Action:	Not Reported	Wsrp id:	Not Reported

F27
ESE
1/2 - 1 Mile
Higher

FL WELLS **FLSA10000033336**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Source:	Super Active Wells		
Feature na:	WELL	Fluwid:	AAA2253
Gps time:	Not Reported	Gps status:	DGPS
Longitude:	-85.29762		
Latitude:	29.82652		
Albersx:	0		
Albersy:	0		
Hae:	0		
Facilty id:	0		
Permit num:	1230545	Well use:	40 Community Well
County:	23	Name:	PORT ST. JOE, CITY OF
Address:	WATER PLANT ROAD	City:	PORT ST. JOE
Zipcode:	32456	Case mater:	Not Reported
Diameter:	Not Reported		
Capacity g:	0		
Depth ft:	145		
Case lengt:	0		
Data sourc:	0		
Sanitary s:	Not Reported		
Method of :	0		
Type of li:	0		
Horse powe:	0		
Normal yie:	0		
Pump intak:	0		
Comments:	Population served: 4128 - DATUM 83		
Status:	ACTIVE	Project:	DEP
Resultstat:	Not Sampled Within Previous Year		
Solventsta:	Not Sampled Within Previous Year		
Purgeable :	0		
Action:	Not Reported	Wsrp id:	Not Reported

F28
ESE
1/2 - 1 Mile
Higher

FL WELLS **FLNW10000099518**

Source:	North West District		
Job type:	C	Permit number:	T198200202
Last name:	City of Port St. Joe	First name:	Not Reported
Street1:	P. O. Drawer A	Street2:	Not Reported
City:	Port St. Joe	State:	FL
Zip:	32456	Diameter:	8
Well depth:	142	Casing depth:	70
Pump rate:	200	Water level:	Not Reported
Construction method:	RO	Latitude:	294935
Longitude:	851751	Loc accuracy:	Not Reported
Loc method:	2	Township:	07S
Range:	11W	Section:	36
Well county:	45	Well street:	@ City Water Plant
Well city:	Port St. Joe		
State id:	AAA2253	Water use:	PS
Agency site id:	Not Reported		

F29
ESE
1/2 - 1 Mile
Higher

FL WELLS **FLSA10000033337**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Source:	Super Active Wells		
Feature na:	WELL	Fluwid:	AAA2254
Gps time:	Not Reported	Gps status:	DGPS
Longitude:	-85.29738		
Latitude:	29.82658		
Albersx:	0		
Albersy:	0		
Hae:	0		
Facilty id:	0		
Permit num:	1230545	Well use:	40 Community Well
County:	23	Name:	PORT ST. JOE, CITY OF
Address:	WATER PLANT ROAD	City:	PORT ST. JOE
Zipcode:	32456	Case mater:	Not Reported
Diameter:	Not Reported		
Capacity g:	0		
Depth ft:	650		
Case lengt:	0		
Data sourc:	0		
Sanitary s:	Not Reported		
Method of :	0		
Type of li:	0		
Horse powe:	0		
Normal yie:	0		
Pump intak:	0		
Comments:	Population served: 4128 - DATUM 83		
Status:	ACTIVE	Project:	DEP
Resultstat:	Not Sampled Within Previous Year		
Solventsta:	Not Sampled Within Previous Year		
Purgeable :	0		
Action:	Not Reported	Wsrp id:	Not Reported

F30
ESE
1/2 - 1 Mile
Lower

FL WELLS **FLNW10000098301**

Source:	North West District		
Job type:	R	Permit number:	T198100828
Last name:	City of Port St. Joe	First name:	Not Reported
Street1:	P.O. Drawer A	Street2:	Not Reported
City:	Port St. Joe	State:	FL
Zip:	32456	Diameter:	12
Well depth:	656	Casing depth:	420
Pump rate:	Not Reported	Water level:	52
Construction method:	Not Reported	Latitude:	294936
Longitude:	851750	Loc accuracy:	Not Reported
Loc method:	2	Township:	07S
Range:	11W	Section:	36
Well county:	45	Well street:	At Water Plant/Well #3
Well city:	Port St. Joe		
State id:	AAA0419	Water use:	PS
Agency site id:	Not Reported		

G31
ESE
1/2 - 1 Mile
Higher

FED USGS **USGS2319034**

Agency cd:	USGS	Site no:	294928085174502
Site name:	PORT ST. JOE WELL NO. S-2 AT PORT ST. JOE, FL		
Latitude:	294928		
Longitude:	0851745	Dec lat:	29.824653
Dec lon:	-85.29575155	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	123
State:	12	County:	045
Country:	US	Land net:	Not Reported
Location map:	Not Reported	Map scale:	Not Reported
Altitude:	15.00	Altitude method:	M
Altitude accuracy:	.1	Altitude datum:	NGVD29
Hydrologic:	Blackwater. Alabama, Florida. Area = 860 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	Y		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	NONARTESIAN SAND AQUIFER		
Well depth:	98	Hole depth:	Not Reported
Source of depth data:	Not Reported	Project number:	Not Reported
Real time data flag:	0	Daily flow data begin date:	0000-00-00
Daily flow data end date:	0000-00-00	Daily flow data count:	0
Peak flow data begin date:	0000-00-00	Peak flow data end date:	0000-00-00
Peak flow data count:	0	Water quality data begin date:	1980-04-17
Water quality data end date:	1980-04-17	Water quality data count:	1
Ground water data begin date:	0000-00-00	Ground water data end date:	0000-00-00
Ground water data count:	0		

Ground-water levels, Number of Measurements: 0

G32
ESE
1/2 - 1 Mile
Higher

FED USGS **USGS2319033**

Agency cd:	USGS	Site no:	294928085174501
Site name:	PORT ST. JOE WELL NO. 2 AT PORT ST. JOE FLORIDA		
Latitude:	294928		
Longitude:	0851745	Dec lat:	29.824653
Dec lon:	-85.29575155	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	123
State:	12	County:	045
Country:	US	Land net:	Not Reported
Location map:	Not Reported	Map scale:	Not Reported
Altitude:	15.00	Altitude method:	M
Altitude accuracy:	.1	Altitude datum:	NGVD29
Hydrologic:	St. AndrewSt. Joseph Bays. Florida. Area = 1350 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	Y		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Confined single aquifer		
Aquifer:	FLORIDAN AQUIFER		
Well depth:	654	Hole depth:	Not Reported
Source of depth data:	Not Reported	Project number:	Not Reported
Real time data flag:	0	Daily flow data begin date:	0000-00-00
Daily flow data end date:	0000-00-00	Daily flow data count:	0
Peak flow data begin date:	0000-00-00	Peak flow data end date:	0000-00-00

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Peak flow data count: 0
Water quality data end date: 1980-03-14
Ground water data begin date: 1979-01-31
Ground water data count: 8

Water quality data begin date: 1979-01-31
Water quality data count: 8
Ground water data end date: 1980-03-14

Ground-water levels, Number of Measurements: 8

Date	Feet below Surface	Feet to Sealevel
1980-03-14		-20.40
1979-11-06		-8.35
1979-07-05		-6.22
1979-03-25		-5.75
1980-01-09		-20.80
1979-10-01		-3.18
1979-05-22		-9.38
1979-01-31		-7.08

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: FL Radon

Radon Test Results

Zip	Total Buildings	% of sites>4pCi/L	Data Source
32456	7	0.0	Certified Residential Database
32456	3	33.3	Mandatory Non-Residential Database
32456	2	0.0	Mandatory Residential Database

Federal EPA Radon Zone for GULF County: 3

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.
Not Reported

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

HYDROLOGIC INFORMATION

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 1999 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetlands Inventory
Source: Department of Environmental Protection
Telephone: 850-245-8238

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Services
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Services (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Services, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Well Construction Permitting Database
Source: Northwest Florida Water Management District
Telephone: 850-539-5999

Consumptive Use Permit Well Database
Source: St. Johns River Water Management District
Telephone: 386-329-4841

Permitted Well Location Database
Source: South Florida Water Management District
Telephone: 561-682-6877

Super Act Program Well Data
This table consists of data relating to all privately and publicly owned potable wells investigated as part of the SUPER Act program. The Florida Department of Health's SUPER Act Program (per Chapter 376.3071(4)(g), Florida Statutes), was given authority to provide field and laboratory services, toxicological risk assessments, investiagations of drinking water contamination complaints and education of the public
Source: Department of Health
Telephone: 850-245-4250

Water Well Location Information
Source: Suwannee River Water Management District
Telephone: 386-796-7211

Water Well Permit Database
Source: Southwest Water Management District
Telephone: 552-796-7211

OTHER STATE DATABASE INFORMATION

Florida Sinkholes
Source: Department of Environmental Protection, Geological Survey
The sinkhole data was gathered by the Florida Sinkhole Research Institute, University of Florida.

RADON

State Database: FL Radon
Source: Department of Health
Telephone: 850-245-4288
Zip Code Based Radon Data

PHYSICAL SETTING SOURCE RECORDS SEARCHED

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

STREET AND ADDRESS INFORMATION

Appendix D

Site Rehabilitation Completion Orders

Florida Department of
Environmental Protection
Northwest District
160 W. Government Street, Suite 308
Pensacola, Florida 32502-5740

Rick Scott
Governor

Jennifer Carroll
Lt. Governor

Herschel T. Vinyard, Jr.
Secretary

April 27, 2011

Sent via e-mail to:
Michael.Brantley@azchem.com

and

CERTIFIED, RETURN
RECEIPT REQUESTED
Certified Receipt No.: 7010 2780 0000 0708 0233

Mr. Michael Brantley
Arizona Chemical Company
345 Kenny Mill Road
Port St. Joe, Florida 32456

Subject: Site Rehabilitation Completion Order (SRCO)
Arizona Chemical Former Tall Oil Waste Staging Area
345 Kenny Mill Road
Port St. Joe, Gulf County
FDEP Site ID No. COM_15936

Dear Mr. Brantley:

The Northwest District has reviewed the June 26, 2009 Site Assessment Report, the March 12, 2010 Interim Source Removal Report and the October 29, 2010 Post Active Remediation Monitoring Report, and the January 26, 2011 Site Rehabilitation Completion Report (SRCR)/ NFA Proposal, that were prepared by WRS Compass for the Arizona Chemical Former Tall Oil Waste Storage Area located at 345 Kenny Mill Road, Port St. Joe, Gulf County, Florida. Maps showing the location of the Former Tall Oil Waste Storage Area and the former location of the "contaminated site" (i.e., contaminant plume) for which this Order is being issued are enclosed as Exhibits 1 and 2 and are incorporated by reference herein.

The contamination, which resulted from a discharge that was discovered in May 2005, consisted of Tall Oil, Biphenyl, total recoverable petroleum hydrocarbons (TRPH), and 4-nitrophenol. The discharge resulted from storage of Tall Oil. The SRCR is supported

by earlier submittals, prepared pursuant to the requirements of Chapter 62-780, Florida Administrative Code (F.A.C.), including, but not limited to:

The June 26, 2009 Site Assessment Report,
The March 12, 2010 Interim Source Removal Report, and
The October 29, 2010 Post Active Remediation Monitoring Report/ NFA Proposal

Based on the documentation submitted with the January 26, 2011 Site Rehabilitation Completion Report (SRCR)/ NFA Proposal and the above-referenced documents, the Department has reasonable assurance that Arizona Chemical has met the criteria in Chapter 62-780, Florida Administrative Code (F.A.C.). The submittals indicate that soil and groundwater contaminant concentrations are below the applicable Soil Cleanup Target Levels and Maximum Concentration Limits or Groundwater Cleanup Target Levels as adopted in Chapter 62-777, F.A.C. (Effective date April 17, 2005.) Therefore, you have satisfied the site rehabilitation requirements for the above-referenced contaminated site and are released from any further obligation to conduct site rehabilitation at the contaminated site, except as set forth below. See enclosed table (Exhibit 3), incorporated by reference herein, which includes information regarding the contaminants, affected media, and applicable cleanup target levels for the contaminated site that is the subject of this Order.

Failure to meet the following requirement will result in the revocation of this Order:

(a) You are required to properly abandon all monitoring wells within 60 days of receipt of this Order. The monitoring wells must be plugged and abandoned in accordance with the requirements of Rule 62-532.500(5), F.A.C

Further, in accordance with Chapter 376.30701(4), Florida Statutes (F.S.), upon completion of site rehabilitation, additional site rehabilitation is not required unless it is demonstrated that:

(a) Fraud was committed in demonstrating site conditions or completion of site rehabilitation;

(b) New information confirms the existence of an area of previously unknown contamination which exceeds the site-specific rehabilitation levels established in accordance with Section 376.30701(2), F.S., or which otherwise poses the threat of real and substantial harm to public health, safety, or the environment;

(c) A new discharge of pollutants or hazardous substances occurs at the site subsequent to the issuance of this Order.

Legal Issues

The Department's Order shall become final unless a timely petition for an administrative hearing is filed under sections 120.569 and 120.57, F.S., within 21 days of receipt of this Order. The procedures for petitioning for a hearing are set forth below.

Persons affected by this Order have the following options:

A. If you choose to accept the Department's decision regarding this SRCO, you do not have to do anything. This Order is final and effective on the date filed with the Clerk of the Department, which is indicated on the last page of this Order.

B. If you choose to challenge the decision, you may do the following:

1. File a request for an extension of time to file a petition for hearing with the Department's Agency Clerk in the Office of General Counsel within 21 days of receipt of this Order. Such a request should be made if you wish to meet with the Department in an attempt to informally resolve any disputes without first filing a petition for hearing; or

2. File a petition for administrative hearing with the Department's Agency Clerk in the Office of General Counsel within 21 days of receipt of this Order.

Please be advised that mediation of this decision pursuant to section 120.573, F.S., is not available.

How to Request an Extension of Time to File a Petition for Hearing

For good cause shown, pursuant to Rule 62-110.106(4), F.A.C., the Department may grant a request for an extension of time to file a petition for hearing. Such a request must be filed (received) by the Agency Clerk in the Office of General Counsel of the Department at 3900 Commonwealth Boulevard, Mail Station 35, Tallahassee, Florida, 32399-3000, within 21 days of receipt of this Order. Petitioner, if different from the Arizona Chemical Company, shall mail a copy of the request to Arizona Chemical Company at the time of filing. Timely filing a request for an extension of time tolls the time period within which a petition for administrative hearing must be made.

How to File a Petition for Administrative Hearing

A person whose substantial interests are affected by this Order may petition for an administrative hearing under sections 120.569 and 120.57, F.S. The petition must contain the information set forth below and must be filed (received) by the Agency Clerk in the Office of General Counsel of the Department at 3900 Commonwealth Boulevard, MS 35, Tallahassee, Florida, 32399-3000, within 21 days of receipt of this Order. Petitioner, if different from the Arizona Chemical Company, shall mail a copy of the petition to the Arizona Chemical Company at the time of filing. Failure to file a petition within this time period shall waive the right of anyone who may request an administrative hearing under sections 120.569 and 120.57, F.S.

Pursuant to subsection 120.569(2), F.S., and Rule 28-106.201, F.A.C., a petition for administrative hearing shall contain the following information:

a) The name, address, and telephone number of each petitioner; the name, address, and telephone number of the petitioner's representative, if any; the site owner's name and address, if different from the petitioner; the DEP facility number; and the name and address of the facility;
b) A statement of when and how each petitioner received notice of the Department's action or proposed action;
c) An explanation of how each petitioner's substantial interests are or will be affected by the Department's action or proposed action;
d) A statement of the disputed issues of material fact, or a statement that there are no disputed facts;
e) A statement of the ultimate facts alleged, including a statement of the specific facts the petitioner contends warrant reversal or modification of the Department's action or proposed action;
f) A statement of the specific rules or statutes the petitioner contends require reversal or modification of the Department's action or proposed action; and
g) A statement of the relief sought by the petitioner, stating precisely the action petitioner wishes the Department to take with respect to the Department's action or proposed action.

This Order is final and effective on the date filed with the Clerk of the Department, which is indicated on the last page of this Order. Timely filing a petition for administrative hearing postpones the date this Order takes effect until the Department issues either a final order pursuant to an administrative hearing or an Order Responding to Supplemental Information provided to the Department pursuant to meetings with the Department.

Judicial Review

Any party to this Order has the right to seek judicial review of it under section 120.68, F.S., by filing a notice of appeal under rule 9.110 of the Florida Rules of Appellate Procedure with the Agency Clerk of the Department in the Office of General Counsel, Mail Station 35, 3900 Commonwealth Boulevard, Tallahassee, Florida 32399-3000, and by filing a copy of the notice of appeal accompanied by the applicable filing fees with the appropriate district court of appeal. The notice of appeal must be filed within thirty days after this order is filed with the clerk of the Department (see below).

Any questions regarding the Department's review of your NFA Proposal should be directed to Michael Hennick at 160 West Government Street, Suite 308, Pensacola, FL 32502, by phone at (850) 595-0592, or e-mail to michael.hennick@dep.state.fl.us. Questions regarding legal issues should be referred to the Department's Office of General Counsel at (850)245-2242. Contact with any of the above does not constitute a petition for administrative hearing or request for an extension of time to file a petition for administrative hearing.

Sincerely,

Emile D. Hamilton
Assistant District Director
Northwest District Office

FILED, on this date, pursuant to §120.52 Florida Statutes, with the designated Department Clerk, receipt of which is hereby acknowledged.

Barbara Edwards 04-27-2011

Clerk Date

Enclosures: Exhibits 1, 2, and 3

c: Terry Nishimoto, Arizona Chemical, terry.nishimoto1@azchem.com
Khalid Hasna, Arizona Chemical, Khalid.hasna@azchem.com
David Rountree, P.G., WRS Compass, droundtree@wrscompass.com
Robert Neff, WRS Compass, rneff@wrscompass.com

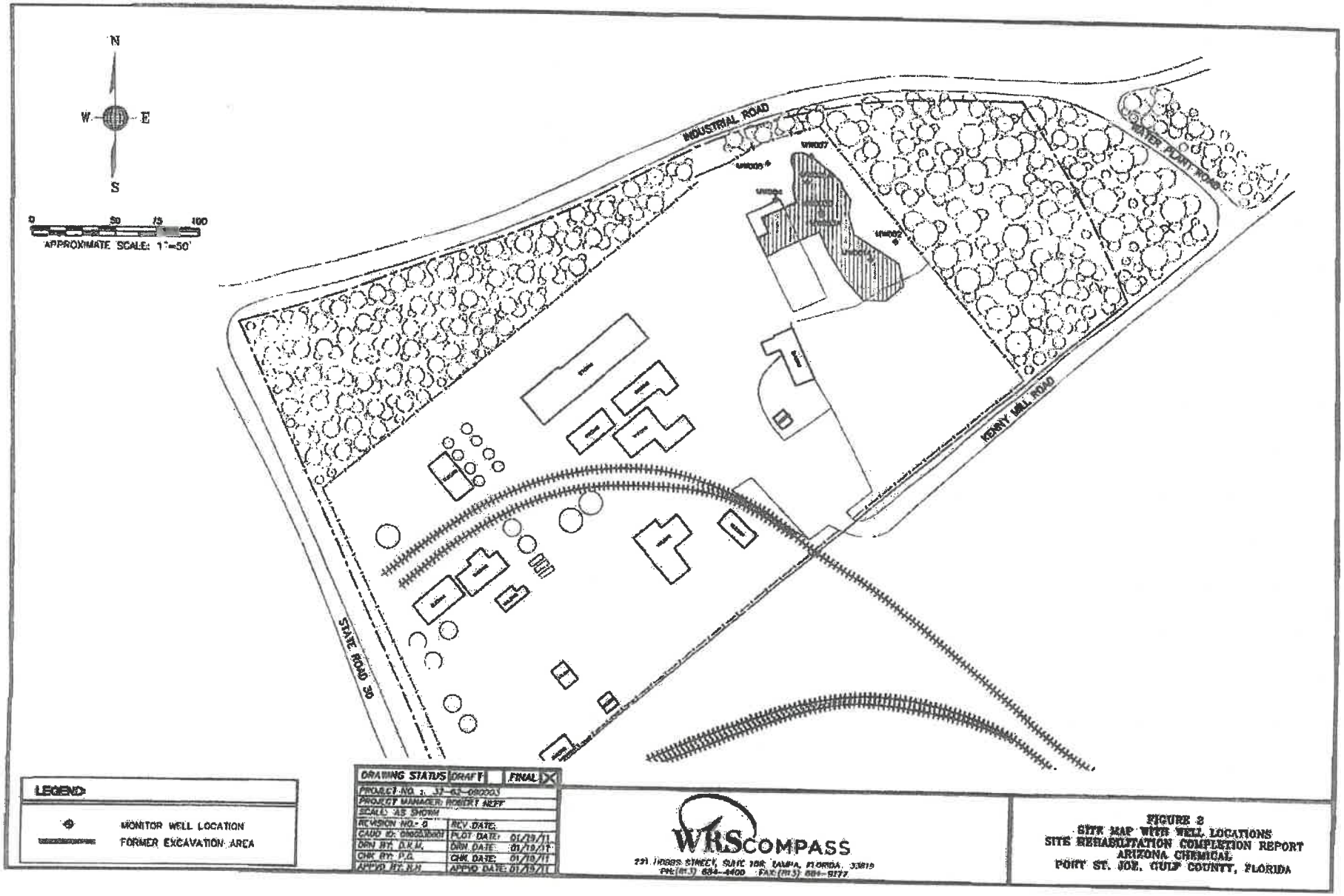
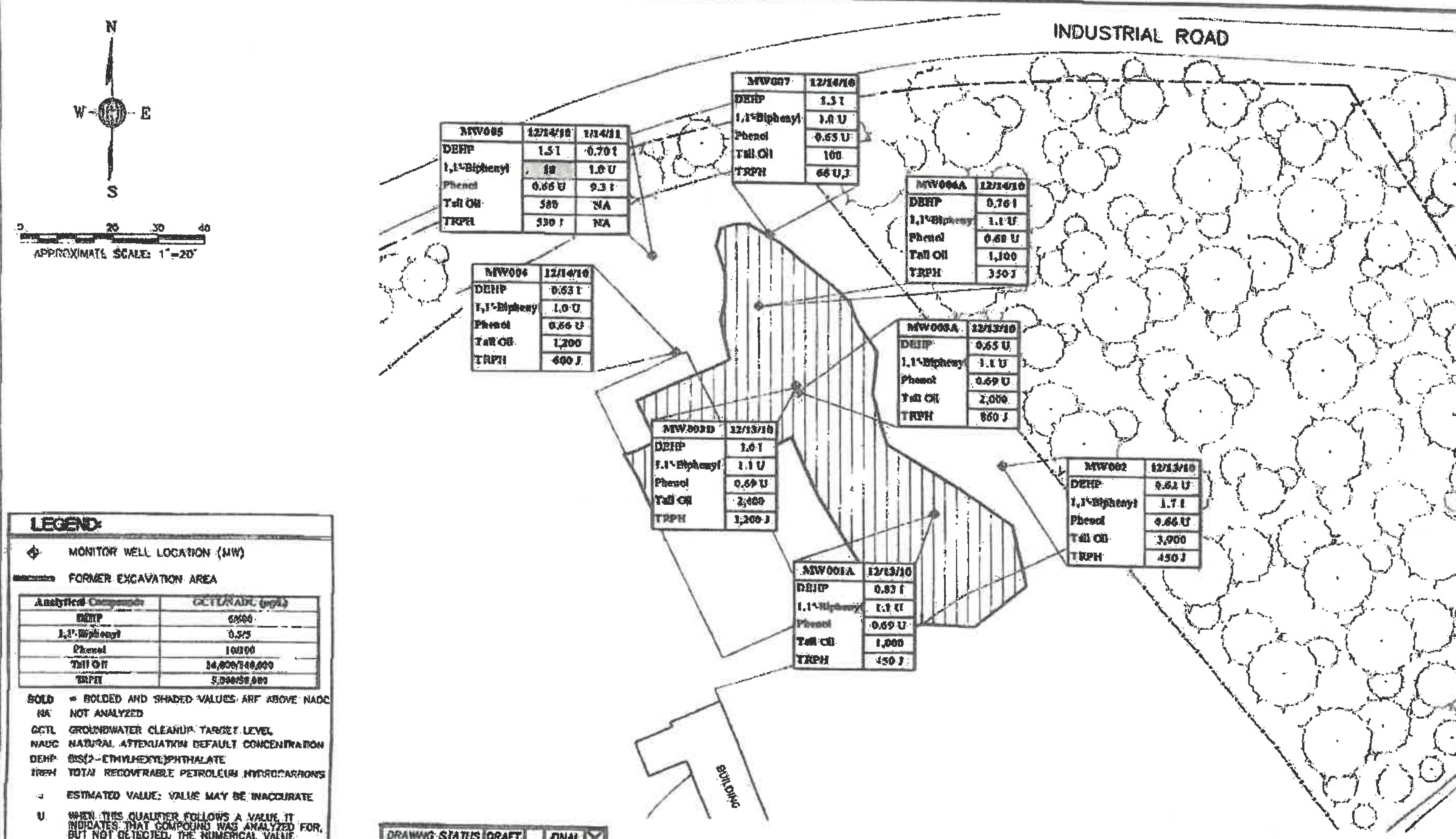


FIGURE 2
SITE MAP WITH WELL LOCATIONS
SITE REHABILITATION COMPLETION REPORT
ARIZONA CHEMICAL
PORT ST. JOE, GULF COUNTY, FLORIDA



209

LEGEND:

MONITOR WELL LOCATION (MW)

FORMER EXCAVATION AREA

Analytical Compounds	GCTL/NADC (µg/L)
DEHP	6,000
1,1'-Biphenyl	0.375
Phenol	10,100
Tall Oil	14,000/140,000
TRPH	5,000/50,000

BOLD = BOLDED AND SHADED VALUES ARE ABOVE NADC
NA NOT ANALYZED
GCTL GROUNDWATER CLEANUP TARGET LEVEL
NADC NATURAL ATTENUATION DEFAULT CONCENTRATION
DEHP BIS(2-ETHYLHEXYL)PHTHALATE
TRPH TOTAL RECOVERABLE PETROLEUM HYDROCARBONS

J ESTIMATED VALUE: VALUE MAY BE INACCURATE

U WHEN THIS QUALIFIER FOLLOWS A VALUE IT INDICATES THAT COMPOUND WAS ANALYZED FOR, BUT NOT DETECTED. THE NUMERICAL VALUE PRECEDING THE U IS THE LIMIT OF DETECTION FOR THAT COMPOUND BASED UPON THE DILUTION.

I WHEN THIS QUALIFIER FOLLOWS A VALUE IT INDICATES THAT THE REPORTED VALUE IS BETWEEN THE LABORATORY METHOD DETECTION LIMIT AND THE LABORATORY PRACTICAL QUANTITATION LIMIT.

ALL CONCENTRATIONS REPORTED IN MICROGRAMS PER LITER µg/L

DRAWING STATUS	DRAFT	FINAL X
PROJECT NO. 32-02-090003		
PROJECT MANAGER: ROBERT NETT		
SCALE: AS SHOWN		
REVISION NO.: 0	REV DATE:	
CADD ID: 0000000001	PLOT DATE: 01/19/11	
DRN BY: D.K.M.	DRN DATE: 01/19/11	
CHK BY: P.G.	CHK DATE: 01/19/11	
APPVD BY: R.N	APPVD DATE: 01/19/11	

WRSCOMPASS
221 HOOKS STREET, SUITE 105, TAMPA, FLORIDA 33610
PH: (813) 684-4400 FAX: (813) 684-8177

FIGURE 5
GROUNDWATER ANALYTICAL SUMMARY MAP
SITE REHABILITATION COMPLETION REPORT
ARIZONA CHEMICAL
PORT ST. JOE, GULF COUNTY, FLORIDA

Table 3
Summary of Historical Groundwater Analytical Results for Selected Contaminants
Arizona Chemical Company
345 Kenny Mill Road
Port St. Joe, Gulf County, Florida
WRS Project Number 32-62-090003

Sample		Detected Contaminant Concentrations							
Location Identification	Date	Acetophenone	Biphenyl	Bis(2-ethlhexyl) phthalate	1, Dibenzo-furan	Di-n-octyl phthalate	2,4-Dinitrophenol	Naphthalene	Phenol
GCTL (µg/l)		700	0.5	6.0	28	140	14	14	10
NADC (µg/l)		7000	5	600	280	1,400	140	140	100
MW001	09/20/2007	ND	<10	ND	ND	<10	<10	ND	<10
	10/17/2007	NA	NA	NA	NA	NA	NA	NA	NA
	07/31/2008	1.5 I	1.1 U	0.91 I	0.8 U	0.58 U	3.9 U	0.57 U	0.69 U
MW001A*	09/15/2010	0.76 U	1.0 U	0.97 I	0.76 U	0.55 U	3.7 U	0.54 U	0.66 U
	12/13/2010	0.80 U	1.1 U	0.83 I	0.80 U	0.58 U	3.9 U	0.57 U	0.69 U
MW002	09/20/2007	ND	10 U	ND	ND	1.7 J	10 U	ND	1.9 J
	10/17/2007	NA	NA	NA	NA	NA	NA	NA	NA
	07/31/2008	0.76 U	1 U	0.62 U	0.76 U	0.55 U	3.7 U	0.54 U	0.66 U
	09/15/2010	0.77 U	1.1 U	0.62 U	0.77 U	0.56 U	3.8 U	0.55 U	0.66 U
	12/13/2010	0.76 U	1.7 I	0.62 U	0.76 U	0.55 U	3.7 U	0.54 U	0.66 U
MW003	09/20/2007	ND	3.8 J	ND	ND	10 U	10 U	ND	2.6 J
	10/17/2007	NA	NA	NA	NA	NA	NA	NA	NA
	07/31/2008	0.75 U	120	0.61 U	1.5 I	0.55 U	3.7 U	5.2 I	10
MW003A*	09/15/2010	0.80 U	1.1 U	3.0 I	0.80 U	1.7 U	3.9 U	0.57 U	0.69 U
	12/13/2010	0.80 U	1.1 U	0.65 U	0.80 U	0.58 U	3.9 U	0.57 U	0.69 U
MW003D*	09/15/2010	0.80 U	1.1 U	0.89 I	0.80 U	0.58 U	3.9 U	0.57 U	0.69 U
	12/13/2010	0.80 U	1.1 U	1.0 I	0.80 U	0.58 U	3.9 U	0.57 U	0.69 U
MW004	09/20/2007	ND	10 U	ND	ND	10 U	10 U	ND	10 U
	10/17/2007	NA	NA	NA	NA	NA	NA	NA	NA
	07/31/2008	0.75 U	1 U	0.61 U	0.75 U	0.55 U	3.7 U	0.54 U	0.65 U
	09/16/2010	0.77 U	1.1 U	0.71 I	0.77 U	0.56 U	3.8 U	0.55 U	1.4 I
	12/14/2010	0.76 U	1.0 U	0.63 I	0.76 U	0.55 U	3.7 U	0.54 U	0.66 U
MW005	09/20/2007	ND	10 U	ND	ND	10 U	10 U	ND	10 U
	10/17/2007	NA	NA	NA	NA	NA	NA	NA	NA
	07/31/2008	0.77 U	1.1 U	0.62 U	0.77 U	0.56 U	3.8 U	0.55 U	0.66 U
	09/16/2010	0.77 U	1.1 U	0.62 U	0.77 U	0.56 U	3.8 U	0.55 U	0.66 U
	12/14/2010	0.76 U	1.0 U	1.5 I	0.76 U	0.55 U	3.7 U	0.54 U	0.66 U
	01/14/2011	0.76 U	1.0 U	0.70 I	0.76 U	0.55 U	3.7 U	0.54 U	9.3 I
MW006	09/20/2007	ND	10 U	ND	ND	10 U	1.6 J	ND	10 U
	10/17/2007	NA	NA	NA	NA	NA	NA	NA	NA
	07/31/2008	0.77 U	1.1 U	0.62 U	0.77 U	0.56 U	3.8 U	0.55 U	0.66 U
MW006A*	09/16/2010	0.80 U	1.1 U	0.65 U	0.80 U	0.58 U	3.9 U	0.57 U	0.69 U
	12/14/2010	0.78 U	1.1 U	0.76 I	0.78 U	0.57 U	3.8 U	0.56 U	0.68 U
MW007*	09/16/2010	0.80 U	1.1 U	0.69 I	0.80 U	0.58 U	3.9 U	0.57 U	0.69 U
	12/14/2010	0.75 U	1.0 U	1.3 I	0.75 U	0.55 U	3.7 U	0.54 U	0.65 U
Equipment Blank	12/14/2010	0.76 U	1.0 U	0.62 U	0.76 U	0.55 U	3.7 U	0.54 U	0.66 U

See notes at end of table.

Table 3
Summary of Historical Groundwater Analytical Results for Selected Contaminants
Arizona Chemical Company
345 Kenny Mill Road
Port St. Joe, Gulf County, Florida
WRS Project Number 32-62-090003

Sample		Detected Contaminant Concentrations							
Location Identification	Date	Lead	Silver	Arsenic	Barium	Cadmium	Chromium	Tall Oil	TRPH
GCTL (µg/l)		15	100	10	2,000	5	100	14,000	5,000
NADC (µg/l)		150	1,000	100	20,000	50	1,000	140,000	50,000
MW001	09/20/2007	NA	NA	NA	NA	NA	NA	6,800***	6,800**
	10/17/2007	4 I	4.4 I	1.0 U	6.7	1.1 I	2.3 I	NA	NA
	07/31/2008	NA	NA	NA	NA	NA	NA	1,000	640
MW001A*	09/15/2010	NA	NA	NA	NA	NA	NA	1,300	1,500 J
	12/13/2010	NA	NA	NA	NA	NA	NA	1,000	450 J
MW002	09/20/2007	NA	NA	NA	NA	NA	NA	9,800***	9,800**
	10/17/2007	5.0 U	4.1 I	1.0 U	4.3 I	0.9 I	4.8 I	NA	NA
	07/31/2008	NA	NA	NA	NA	NA	NA	320	400
	09/15/2010	NA	NA	NA	NA	NA	NA	1,500	1,400 J
	12/13/2010	NA	NA	NA	NA	NA	NA	3,900	2,900 J
MW003	09/20/2007	NA	NA	NA	NA	NA	NA	37,000***	37,000**
	10/17/2007	5.0 U	10 U	1.8	6.7	1 I	7.1 I	NA	NA
	07/31/2008	NA	NA	NA	NA	NA	NA	450	1,400
MW003A*	09/15/2010	NA	NA	NA	NA	NA	NA	1,500	1,400 J
	12/13/2010	NA	NA	NA	NA	NA	NA	2,000	860 J
MW003D*	09/15/2010	NA	NA	NA	NA	NA	NA	2,800	2,300 J
	12/13/2010	NA	NA	NA	NA	NA	NA	2,400	1,200 J
MW004	09/20/2007	NA	NA	NA	NA	NA	NA	120,000***	120,000**
	10/17/2007	2.4 I	10 U	1.8	4.1 I	1 I	8.4 I	NA	NA
	07/31/2008	NA	NA	NA	NA	NA	NA	540	380
	09/16/2010	NA	NA	NA	NA	NA	NA	1,000	1,200 J
	12/14/2010	NA	NA	NA	NA	NA	NA	1,200	600 J
MW005	09/20/2007	NA	NA	NA	NA	NA	NA	7,300***	7,300**
	10/17/2007	4.2 I	3.6 I	1.0 U	6.5	0.8 I	5.6 I	NA	NA
	07/31/2008	NA	NA	NA	NA	NA	NA	330	120
	09/16/2010	NA	NA	NA	NA	NA	NA	120	64 I,J
	12/14/2010	NA	NA	NA	NA	NA	NA	580	530 J
	01/14/2011	NA	NA	NA	NA	NA	NA	NA	NA
MW006	09/20/2007	NA	NA	NA	NA	NA	NA	23,000***	23,000**
	10/17/2007	5.0 U	10 U	1.0 U	26	0.9 I	10 U	NA	NA
	07/31/2008	NA	NA	NA	NA	NA	NA	1,600	780
MW006A*	09/16/2010	NA	NA	NA	NA	NA	NA	1,600	900 J
	12/14/2010	NA	NA	NA	NA	NA	NA	1,100	350 J
MW007*	09/16/2010	NA	NA	NA	NA	NA	NA	320	82 I,J
	12/14/2010	NA	NA	NA	NA	NA	NA	100	66 J
Equipment Blank	12/14/2010	NA	NA	NA	NA	NA	NA	100 U	66 U,J

See notes at end of table.

112

Table 3
Summary of Historical Groundwater Analytical Results for Selected Contaminants
Arizona Chemical Company
345 Kenny Mill Road
Port St. Joe, Gulf County, Florida
WRS Project Number 32-62-090003

Notes:
GCTL = Groundwater Cleanup Target Level as established in Table I of Chapter 62-777, Florida Administrative Code (F.A.C.).
NADC = Natural Attenuation Default Concentration as established in Table V of Chapter 62-777, F.A.C
TRPH = Total Recoverable Petroleum Hydrocarbons
ND = Not detected
NA = Not analyzed for this parameter
I = The reported value is between the laboratory MDL and the laboratory Practical Quantitation Limit.
J = Estimated value; value may not be accurate
U = Analyte not detected at a concentration greater than the laboratory method detection limit (MDL).
All values are expressed in micrograms per liter (µg/L)
Values in bold are detections that exceed the relevant Groundwater Cleanup Target Level (GCTL).
Shaded values are detections that exceed the relevant Natural Attenuation Default Source Concentration (NADC).
* = New Monitor Wells
** = False positive, detections are not from the petroleum range for organics based on ESC letter, dated October 11, 2007; values correlated to represent tall oil contribution.
*** = False positive for TRPH, detections are not from the petroleum range for organics based on ESC letter, dated October 11, 3007; values correlated to represent tall oil contribution

212

Florida Department of Environmental Protection
Northwest District
160 Governmental Center, Suite 308
Pensacola, Florida 32502-5794

Charlie Crist
Governor

Jeff Kottkamp
Lt. Governor

Michael W. Sole
Secretary

July 9, 2010

Sent via e-mail to:
Bryan.Duke@joe.com

Mr. Bryan Duke
Vice President, Corporate Counsel
The St. Joe Company
3800 Esplanade Way, Suite 330
Tallahassee, Florida 32311

Subject: Conditional Site Rehabilitation Completion Order (SRCO)
Former St. Joe Paper Company Waste Water Impoundment Site
Port St. Joe, Gulf County
FDEP Brownfield Site ID #BF230201001

Dear Mr. Duke:

The Northwest District has reviewed the January 10, 2007 Source Removal and Quarterly Groundwater Monitoring Report and the January 16, 2008 Quarterly Groundwater Monitoring Report and No Further Action (NFA) request that was prepared by Professional Service Industries for the Former St. Joe Paper Company Waste Water Impoundment Site (Brownfield ID No. BF230201001) located in Port St. Joe, Gulf County, Florida. A map showing the location of the site with the location of the remaining contamination for which this Order is being issued is enclosed with the Declaration of Restrictive Covenant.

The contamination consisted of soil with polynuclear aromatic hydrocarbons (PAH's) and groundwater with Chromium and Arsenic above cleanup target levels. The NFA Proposal is supported by earlier documents, prepared pursuant to the approved Brownfield Site Rehabilitation Agreement (BSRA), including, but not limited to the following:

The Brownfield Site Assessment Report (BSAR) dated January 5, 2002;
The BSAR Addendum #1 dated May 4, 2004;
The BSAR Addendum #2 dated September 3, 2004;
The BSAR Interim Report dated March 21, 2005;

The Remedial Action Plan (RAP) dated December 6, 2005;
The RAP Addendum dated March 24, 2006
The Source Removal and Quarterly Groundwater Monitoring Report dated January 10, 2007; and
The Quarterly Groundwater Monitoring Reports dated April 26, 2007, July 30, 2007, and January 16, 2008

Based upon the information provided by The St. Joe Company concerning the property, the Department concludes that you have successfully and satisfactorily implemented the approved BSRA and program tasks and, accordingly, no further action is required. Additionally, the Department has reasonable assurance that you have met the criteria of Chapter 62-785, Florida Administrative Code (F.A.C.), including the commitments set forth in the technical submittals with respect to the implementation of engineering controls and recordation of institutional controls. Therefore, you have satisfied the site rehabilitation requirements for the above-referenced Brownfield site and are released from any further obligation to conduct site rehabilitation, except as set forth below.

A Declaration of Restrictive Covenant was recorded by The St. Joe Company on June 17, 2010 in Official Record Book 492, Pages 861-870, Public Records of Gulf County, Florida and is enclosed and incorporated by reference as Exhibit 1.

(1) You must comply with the provisions contained within the Declaration of Restrictive Covenant filed prior to the execution of this Order. This SRCO is conditioned upon such engineering and/or institutional controls being effective, properly maintained and remaining in place. If the real property owner proposes to remove the engineering controls and/or institutional controls, the real property owner must obtain prior written approval from the Department. The removal of the controls must be accompanied by the immediate resumption of site rehabilitation, or implementation of other approved controls, unless it is demonstrated to the Department that the criteria of Rule 62-785.680 (1), F.A.C., are met.

(2) In the event concentrations of contaminants of concern increase above the levels approved in this Order, or if a subsequent discharge of contaminants occurs at the site, the Department may require site rehabilitation to reduce concentrations of contaminants of concern to the levels allowed by Chapter 62-785, F.A.C.

(3) Additionally, you are required to properly abandon all monitoring wells within 60 days of receipt of this Order. The monitoring wells must be plugged and abandoned in accordance with the requirements of Subsection 62-532.500(4), F.A.C.

Legal Issues

The Department's Order shall become final unless a timely petition for an administrative hearing is filed under sections 120.569 and 120.57, Florida Statutes ("F.S."), within 21 days of receipt of this Order. The procedures for petitioning for a hearing are set forth below.

Persons affected by this Order have the following options:

A. If you choose to accept the Department's decision regarding the SRCO you do not have to do anything. This Order is final and effective on the date filed with the Clerk of the Department, which is indicated on the last page of this Order.

B. If you choose to challenge the decision, you may do the following:

1. File a request for an extension of time to file a petition for hearing with the Department's Agency Clerk in the Office of General Counsel within 21 days of receipt of this Order; such a request should be made if you wish to meet with the Department in an attempt to informally resolve any disputes without first filing a petition for hearing, or

2. File a petition for administrative hearing with the Department's Agency Clerk in the Office of General Counsel within 21 days of receipt of this Order.

Please be advised that mediation of this decision pursuant to section 120.573, F.S., is not available.

How to Request an Extension of Time to File a Petition for Hearing

For good cause shown, pursuant to Rule 62-110.106(4), Florida Administrative Code ("F.A.C."), the Department may grant a request for an extension of time to file a petition for hearing. Such a request must be filed (received) by the Agency Clerk in the Office of General Counsel of the Department at 3900 Commonwealth Boulevard, Mail Station 35, Tallahassee, Florida, 32399-3000, within 21 days of receipt of this Order. Petitioner, if different from The St. Joe Company, shall mail a copy of the request to The St. Joe Company at the time of filing. Timely filing a request for an extension of time tolls the time period within which a petition for administrative hearing must be made.

How to File a Petition for Administrative Hearing

A person whose substantial interests are affected by this Order may petition for an administrative proceeding (hearing) under sections 120.569 and 120.57, F.S. The petition must contain the information set forth below and must be filed (received) by the Agency Clerk in the Office of General Counsel of the Department at 3900

Commonwealth Boulevard, MS 35, Tallahassee, Florida, 32399-3000, within 21 days of receipt of this Order. Petitioner, if different from The St. Joe Company, shall mail a copy of the petition to The St. Joe Company at the time of filing. Failure to file a petition within this time period shall waive the right of anyone who may request an administrative hearing under sections 120.569 and 120.57, F.S.

Pursuant to subsection 120.569(2), F.S., and Rule 28-106.201, F.A.C., a petition for administrative hearing shall contain the following information.

a) The name, address, and telephone number of each petitioner; the name, address, and telephone number of the petitioner's representative, if any; the site owner's name and address, if different from the petitioner; the DEP facility number; and the name and address of the facility;
b) A statement of when and how each petitioner received notice of the Department's action or proposed action;
c) An explanation of how each petitioner's substantial interests are or will be affected by the Department's action or proposed action;
d) A statement of the disputed issues of material fact, or a statement that there are no disputed facts;
e) A statement of the ultimate facts alleged, including a statement of the specific facts the petitioner contends warrant reversal or modification of the Department's action or proposed action;
f) A statement of the specific rules or statutes the petitioner contends require reversal or modification of the Department's action or proposed action; and
g) A statement of the relief sought by the petitioner, stating precisely the action petitioner wishes the Department to take with respect to the Department's action or proposed action.

This Order is final and effective on the date filed with the Clerk of the Department, which is indicated on the last page of this Order. Timely filing a petition for administrative hearing postpones the date this Order takes effect until the Department issues either a final order pursuant to an administrative hearing or an Order Responding to Supplemental Information provided to the Department pursuant to meetings with the Department.

Judicial Review

Any party to this Order has the right to seek judicial review of it under section 120.68, F.S., by filing a notice of appeal under rule 9.110 of the Florida Rules of Appellate Procedure with the Agency Clerk of the Department in the Office of General Counsel, Mail Station 35, 3900 Commonwealth Boulevard, Tallahassee, Florida 32399-3000, and by filing a copy of the notice of appeal accompanied by the applicable filing fees with the appropriate district court of appeal. The notice of appeal must be filed within thirty days after this order is filed with the clerk of the Department (see below)

The Department Brownfield Site ID Number for this site is BF230201001. Please use this identification on all future correspondence with the Department. You are eligible to apply for a Voluntary Cleanup Tax Credit (VCTC) for the site. Under the current rule, you may apply for a tax credit up to 50% of your costs this year and 25% of your costs over the life of the project. For more information on the VCTC, please visit our website at:

http://www.dep.state.fl.us/waste/categories/vctc/

Any questions regarding the Department's review of your SRCO should be directed to Alex Webster, P.G. at (850) 595-8360 extension 1214. Questions regarding legal issues should be referred to the Department's Office of General Counsel at (850) 245-2242. Contact with any of the above does not constitute a petition for administrative hearing or request for an extension of time to file a petition for administrative hearing.

Sincerely,

Kenneth W. Prest, Jr.
District Director

KWP/awr

Enclosure: Declaration of Restrictive Covenant

c: Alex Webster, P.G., FDEP Alex.Webster@dep.state.fl.us
Kim Walker, FDEP Kim.Walker@dep.state.fl.us
Jack Chisolm, FDEP Office of General Counsel, Jack.Chisolm@dep.state.fl.us

FILED, on this date, pursuant to §120.52 Florida Statutes, with the designated Department Clerk, receipt of which is hereby acknowledged.

Clerk

July 9, 2010
Date

This instrument was prepared by:

Bryan Duke, Esq.
Assistant General Counsel
The St. Joe Company
3800 Esplanade Way, Suite 100
Tallahassee, Florida 32311

Inst.201023002521 Date:6/17/2010 Time:10:41 AM
DC,Rebecca L Norris,Gulf County B:492 P 861

DECLARATION OF RESTRICTIVE COVENANT

THIS DECLARATION OF RESTRICTIVE COVENANT (hereinafter "Declaration") is made this 13th day of January, 2010, by and between The St. Joe Company, a Florida corporation, (hereinafter "GRANTOR") and the Florida Department of Environmental Protection (hereinafter "FDEP").

RECITALS

A. GRANTOR is the fee simple owner of that certain real property situated in Gulf County, State of Florida, more particularly described in Exhibit "A" attached hereto and made a part hereof (hereinafter the "Property");

B. Within the Property are two separate areas more particularly described in Exhibit "B" attached hereto and made a part hereof (hereinafter the "Stormwater Facilitiy Restricted Property");

C. The FDEP Facility Identification Number for the Property is BF230201001. The facility name at the time of this Declaration is Former Surface Impoundment area of the Port St. Joe Site. The Property is the subject of a Brownfields Site Rehabilitation Agreement that was entered into by GRANTOR and FDEP on January 28, 2003;

D. The Property is adjacent to the former St Joe Company paper mill. The property included a former wastewater impoundment that accepted wastewater from the mill from the time of mill construction circa 1938 to 1972, when the wastewater was re-routed to the City of Port St. Joe WWTP. The Property was used for the storage of certain waste materials, such as bark from paper mill operations. The discharge of contaminants on the Property is documented in the following reports that are incorporated by reference:

1. Brownfields Site Assessment Report dated January 5, 2004 and submitted by Professional Services Industries, Inc. ("PSI").

2. Brownfields Site Assessment Report Addendum #1, dated May 4, 2004, and submitted by PSI

CERTIFIED TRUE COPY
REBECCA L NORRIS
CLERK OF COUNTY COURT
GULF COUNTY FLORIDA
BY _____ D.C.
DATE 6/17/2010

3. Brownfields Site Assessment Report Addendum #2, dated September 5, 2006, submitted by PSI.

4. Brownfields Site Assessment Report Interim Report, dated March 21, 2005, submitted by PSI.

5. Remedial Action Plan, dated December 6, 2005, submitted by PSI.

6. Remedial Action Plan Addendum, dated March 24, 2006, submitted by PSI.

7. Source Removal and Quarterly Groundwater Monitoring Report, dated January 10, 2007, and submitted by PSI.

8. Response to FDEP Comments, dated May 21, 2007, and submitted by PSI.

9. Quarterly Groundwater Monitoring Reports, dated April 26, 2007, July 30, 2007, and January 16, 2008, submitted by PSI.

E. The reports noted in Recital C set forth the nature and extent of the soil and groundwater impacts on the Property. These reports confirm that soil does not presently exist on the Property at levels which exceed cleanup target levels established by the Department pursuant to Chapter 62-777, Florida Administrative Code Rules ("F.A.C."), using exposure assumptions based on commercial/industrial use of the Property. Also, these reports document that the groundwater contamination does not extend off the Property, the extent of the groundwater contamination does not exceed ¼ acre and the groundwater contamination is not migrating. This Declaration will address both soil and groundwater contamination;

F. It is the intent of the restrictions contained within this Declaration to reduce or eliminate the risk of exposure of the contaminants of the environment and to users or occupants of the Property and to reduce or eliminate the threat of migration of the contaminants;

G. The FDEP has agreed to issue a Site Rehabilitation Completion Order with Conditions (hereinafter "Order") upon recordation of this Declaration, and the FDEP can unilaterally revoke the Order if the conditions of this Declaration or of the Order are not met. Additionally, in the event concentrations of petroleum constituents, volatile organic compounds, heavy metals, or sulfates increase above the levels approved in the Order, or if a subsequent discharge occurs at the Property, the FDEP may require further site rehabilitation to reduce concentrations of contamination to the levels approved in the Site Rehabilitation Completion Report or otherwise allowed by Chapter 62-777, F.A.C. The Order relating to the Property, DEP Facility No. BF230201001, is on file with the Northwest District Brownfield Coordinator for the Department of Environmental Protection, 160 Government Center, Pensacola, Florida 32501-5794;

H. GRANTOR deems it desirable and in the best interest of all present and future owners of the Property that an Order be obtained and that the Property be held subject to certain restrictions, all of which are more particularly hereinafter set forth.

WHEREAS, to induce the FDEP to issue the Order in compliance with Consent Order (OGC File No. 02-1597-23-CU) and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged by each of the undersigned parties, GRANTOR agrees as follows:

1. The foregoing recitals are true and correct and are incorporated herein by reference.

2. GRANTOR hereby imposes on the Property the following use restrictions:

a. There shall be no use of the groundwater on the Property. There shall be no drilling for water conducted on the Property nor shall any wells be installed on the Property other than monitoring wells pre-approved by FDEP. For any dewatering activities, a plan must be in place to address and ensure the appropriate handling, treatment and disposal of any extracted groundwater that may be contaminated.

b. Excavation and construction below two feet surface elevations is not prohibited provided that any contaminated soils that are excavated are removed and properly disposed of pursuant to Chapter 62-785, F.A.C. (or subsequent contamination site cleanup criteria rules). Nothing herein shall limit or conflict with any other legal requirements regarding construction methods and techniques that must be taken to minimize risk of exposure while conducting work in contaminated areas. For any dewatering activities, a plan must be in place to address and ensure the appropriate handling, treatment, and disposal of any extracted groundwater that may be contaminated.

c. Generally, there shall be no agricultural use of the land including forestry, fishing and mining; no hotels or lodging; no recreational uses including amusement parks, parks, camps, museums, zoos, or gardens; no residential uses; and no educational uses such as elementary and secondary schools, or day care services. These prohibited uses are specifically defined by using the North American Industry Classification System, United States, 1997 (NAICS)., Executive Office of the President, Office of Management and Budget. The prohibited uses by code are: Sector 11 Agriculture, Forestry, Fishing and Hunting; Subsection 212 Mining (except Oil and Gas); Code 512132 Drive-In Motion Picture Theaters; Code 51412 Libraries and Archives; Code 53111 Lessors of Residential Buildings and Dwellings; Subsector 611 Elementary and Secondary Schools; Subsector 623 Nursing and Residential Care Facilities; Subsector 624 Social Assistance; Subsector 711 Performing Arts, Spectator Sports and Related Industries, Subsector 712 Museums, Historical Sites, and Similar Institutions; Subsector 713 Amusement, Gambling, and Recreation Industries; Subsector 721 Accommodation (hotels, motels, RV parks, etc.); Subsector 813 Religious, Grantmaking, Civic, Professional, and Similar Organizations; and Subsection 814 Private Households.

Property, there shall be no stormwater swales, stormwater detention or retention facilities or ditches on the Stormwater Facility Restricted Property.

3. For the purpose of monitoring the restrictions contained herein, FDEP or its respective successors and assigns shall have site access to the Property at reasonable times and with reasonable notice to GRANTOR.

4. It is the intention of GRANTOR that the restrictions contained in this Declaration shall touch and concern the Property, run with the land and with the title to the Property, and shall apply to and be binding upon and inure to the benefit of the successors and assigns of GRANTOR, and to FDEP, its successors and assigns, and to any and all parties hereafter having any right, title or interest in the Property or any part thereof. The FDEP, its successors and assigns, may enforce the terms and conditions of this Declaration by injunctive relief and other appropriate available legal remedies. Any forbearance on behalf of FDEP to exercise its right in the event of the failure of the GRANTOR, its successors and assigns, to comply with the provisions of this Declaration shall not be deemed or construed to be a waiver of the FDEP's rights hereunder. This Declaration shall continue in perpetuity, unless otherwise modified in writing by GRANTOR, its successors and assigns, and the FDEP, its successors and assigns, as provided in paragraph 6 hereof. These restrictions may also be enforced in a court of competent jurisdiction by any other person, firm, corporation, or governmental agency that is substantially benefited by this restriction.

5. In order to ensure the perpetual nature of these restrictions, GRANTOR, its successors and assigns, shall reference these restrictions in any subsequent deed of conveyance, including the recording book and page of record of this Declaration.

6. This Declaration is binding until a release of covenant is executed by the FDEP Secretary (or designee) and GRANTOR and is recorded in the county land records. To receive prior approval from FDEP to remove any requirement herein, active cleanup of the Property must resume or cleanup target levels established pursuant to Florida Statutes and FDEP rules must have been achieved. This Declaration may be modified in writing only. Any subsequent amendment must be executed by both GRANTOR and FDEP or their respective successors and assigns and be recorded by GRANTOR, or its successors and assigns, as an amendment hereto.

7. If any provision of this Declaration is held to be invalid by any court of competent jurisdiction, the invalidity of such provision shall not affect the validity of any other provisions thereof. All such other provisions shall continue unimpaired in full force and effect.

5. GRANTOR covenants and represents that on the date of execution of this Declaration that GRANTOR is seized of the Property in fee simple and has good right to create, establish and impose the restrictive covenants contained in this Declaration on the use of the Property. GRANTOR also covenants and warrants that the Property is free and clear of all liens, mortgages or encumbrances that could impair GRANTOR'S right to impose the restrictive covenant described in this Declaration or that would be superior to the restrictive covenant described in this Declaration.

IN WITNESS WHEREOF, GRANTOR has executed this instrument, this 12th day of January, 2010.

Signed, sealed and delivered in the presence of:

Kay Porch
Witness
Print Name: Kay Porch
Date: 01.12.10

Jodie Lafferty
Witness
Print Name: Jodie Lafferty
Date: 01.12.10

THE ST. JOE COMPANY

By: H. Clay Smallwood
H. Clay Smallwood
President – Timberland and Land Sales

Date: January 12, 2010

CIRCUIT COURT
GULF COUNTY, FLORIDA

STATE OF FLORIDA)
)
AS Leon ~~GULF~~ COUNTY)

The foregoing instrument was acknowledged before me this 12th day of January, 2010 by H. Clay Smallwood, President- Timberland and Land Sales for The St. Joe Company, on behalf of the Company. Mr. Smallwood is Personally Known to me ✓ OR Produced Identification _____. Type of Identification Produced _____

Signature of Notary Public

Print Name of Notary Public

AMY H. JASKOLSKI
MY COMMISSION # DD 712897
EXPIRES: September 9, 2011

Commission No. DD712897

Commission Expires: 9.09.11

Approved as to form by the Florida Department of Environmental Protection, Office of General Counsel.

IN WITNESS WHEREOF, the Florida Department of Environmental Protection has executed this instrument, this 18th day of May, 2010.
Signed, sealed and delivered in the presence of:

FLORIDA DEPARTMENT OF
ENVIRONMENTAL PROTECTION

By: _____

Print Name: Kenneth W. Preat, Jr.
Title: District Director

CIRCUIT COURT
GULF COUNTY, FLORIDA

[Department Name and address]

Witness: _____ Date: 5/18/2010
Print Name: Brandy M. Smith

Witness: _____ Date: 5-18-2010
Print Name: Jessica Isaac

STATE OF FLORIDA)
)
COUNTY OF Escambia)

The foregoing instrument was acknowledged before me this 18th day of May, 2010, by Kenneth W. Preat, Jr. as a representative for the Florida Department of Environmental Protection.

Personally Known ✓ OR Produced Identification _____.
Type of Identification Produced _____.

_____
Signature of Notary Public

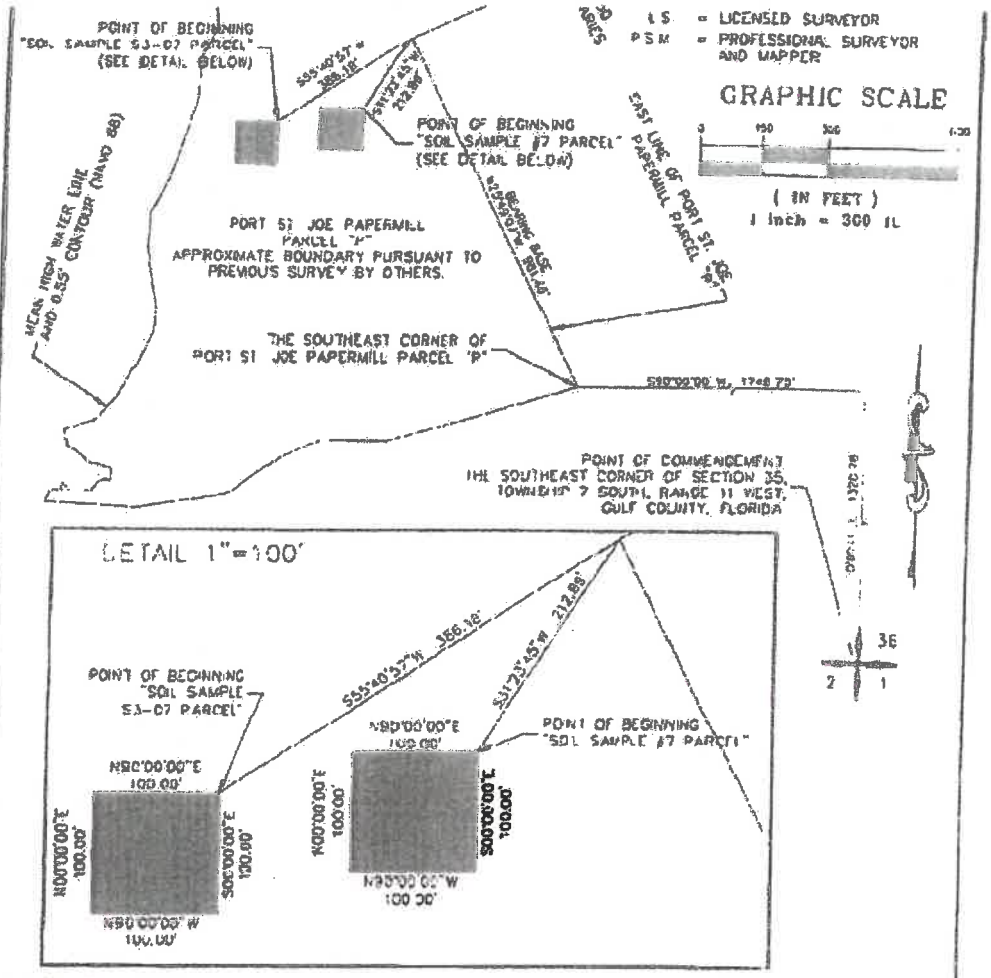
Barbara A Raggiantti
Print Name of Notary Public

BARBARA A RAGGIANTI
MY COMMISSION # DD644821
EXPIRES June 26, 2011
Bonded Thru Notary Public Underwriters

Commission No. DD644821
Commission Expires: June 26, 2011

DESCRIPTION OF PARCEL P: COMMENCE AT THE NORTHEAST CORNER OF SECTION 2, TOWNSHIP 8 SOUTH, RANGE 11 WEST, GULF COUNTY, FLORIDA; THENCE SOUTH 89 DEGREES 54 MINUTES 06 SECONDS WEST ALONG THE NORTH LINE OF SAID SECTION 2 FOR 2473.04 FEET; THENCE SOUTH 00 DEGREES 05 MINUTES 50 SECONDS EAST FOR 1270.85 FEET TO THE WESTERLY EDGE OF A SEAWALL; THENCE NORTH 89 DEGREES 55 MINUTES 07 SECONDS EAST ALONG THE NORTH LINE OF THE PROPERTY DESCRIBED IN OFFICIAL RECORDS BOOK 131, PAGE 469 IN THE PUBLIC RECORDS OF GULF COUNTY, FLORIDA, FOR 1.66 FEET TO A SPIKE IN SAID SEAWALL; THENCE CONTINUE NORTH 89 DEGREES 55 MINUTES 07 SECONDS EAST ALONG SAID NORTH LINE AND THE NORTH LINE OF HOWARD ROAD FOR 2155.05 FEET TO THE WESTERLY RIGHT OF WAY LINE OF STATE ROAD NO. 30; THENCE NORTH 19 DEGREES 14 MINUTES 31 SECONDS WEST ALONG SAID WESTERLY RIGHT OF WAY LINE FOR 370.54 FEET TO THE SOUTH LINE OF AVENUE A, OFFICIAL MAP OF THE CITY OF PORT ST. JOE, FLORDIA; THENCE SOUTH 89 DEGREES 49 MINUTES 31 SECONDS WEST ALONG SAID SOUTH LINE FOR 229.76 FEET; THENCE NORTH 00 DEGREES 08 MINUTES 00 SECONDS WEST ALONG THE WEST LINE OF A 50 FOOT RIGHT OF WAY CONTIGUOUS TO THE WEST LINE OF BLOCKS 1001, 1003, AND 1005, SAID OFFICIAL MAP OF THE CITY OF PORT ST. JOE, FLORIDA, FOR 661.91 FEET TO SAID WESTERLY RIGHT OF WAY LINE OF STATE ROAD NO. 30, WHICH IS A CURVE CONCAVE TO THE SOUTHWEST AND HAVING A RADIUS OF 13690.99 FEET; THENCE NORTHWESTERLY ALONG SAID CURVING RIGHT OF WAY LINE FOR AN ARC DISTANCE OF 181.73 FEET, SAID ARC HAVING A CHORD OF 181.73 FEET BEARING NORTH 20 DEGREES 05 MINUTES 58 SECONDS WEST, THENCE SOUTH 69 DEGREES 31 MINUTES 14 SECONDS WEST ALONG SAID WESTERLY RIGHT OF WAY LINE FOR 124.05 FEET; THENCE NORTH 20 DEGREES 58 MINUTES 29 SECONDS WEST ALONG SAID WESTERLY RIGHT OF WAY LINE FOR 234.91 FEET; THENCE NORTH 68 DEGREES 31 MINUTES 43 SECONDS EAST ALONG SAID WESTERLY RIGHT OF WAY LINE FOR 80.03 FEET; THENCE NORTH 08 DEGREES 59 MINUTES 49 SECONDS WEST ALONG SAID WESTERLY RIGHT OF WAY LINE FOR 118.18 FEET; THENCE NORTH 27 DEGREES 25 MINUTES 46 SECONDS WEST ALONG SAID WESTERLY RIGHT OF WAY LINE FOR 473.28 FEET; THENCE NORTH 80 DEGREES 48 MINUTES 27 SECONDS WEST ALONG SAID WESTERLY RIGHT OF WAY LINE FOR 47.74 FEET; THENCE SOUTH 65 DEGREES 49 MINUTES 00 SECONDS WEST ALONG SAID WESTERLY RIGHT OF WAY LINE FOR 20.00 FEET; THENCE NORTH 24 DEGREES 11 MINUTES 00 SECONDS WEST ALONG SAID WESTERLY RIGHT OF WAY LINE FOR 66.00 FEET; THENCE NORTH 65 DEGREES 49 MINUTES 00 SECONDS EAST ALONG SAID WESTERLY RIGHT OF WAY LINE FOR 20.00 FEET; THENCE NORTH 23 DEGREES 14 MINUTES 45 SECONDS EAST ALONG SAID WESTERLY RIGHT OF WAY LINE FOR 83.79 FEET TO A POINT ON A CURVE CONCAVE TO THE SOUTHWEST AND HAVING A RADIUS OF 13657.99 FEET; THENCE NORTHWESTERLY ALONG SAID CURVING RIGHT OF WAY LINE FOR AN ARC DISTANCE OF 423.82 FEET, SAID ARC HAVING A CHORD OF 423.80 FEET BEARING NORTH 25 DEGREES 26 MINUTES 50 SECONDS

SAID WESTERLY RIGHT OF WAY LINE FOR 96.54 FEET; THENCE NORTH 63 DEGREES 39 MINUTES 50 SECONDS EAST ALONG SAID WESTERLY RIGHT OF WAY LINE FOR 18.01 FEET; THENCE NORTH 26 DEGREES 20 MINUTES 10 SECONDS WEST ALONG SAID WESTERLY RIGHT OF WAY LINE FOR 100.04 FEET; THENCE NORTH 17 DEGREES 48 MINUTES 19 SECONDS WEST ALONG SAID WESTERLY RIGHT OF WAY LINE FOR 101.16 FEET; THENCE NORTH 26 DEGREES 20 MINUTES 10 SECONDS WEST ALONG SAID WESTERLY RIGHT OF WAY LINE FOR 756.38 FEET; THENCE NORTH 71 DEGREES 10 MINUTES 35 SECONDS WEST ALONG SAID WESTERLY RIGHT OF WAY LINE FOR 77.59 FEET; THENCE NORTH 26 DEGREES 22 MINUTES 27 SECONDS WEST ALONG SAID WESTERLY RIGHT OF WAY LINE FOR 84.93 FEET; THENCE NORTH 14 DEGREES 46 MINUTES 05 SECONDS EAST ALONG SAID WESTERLY RIGHT OF WAY LINE FOR 53.20 FEET; THENCE NORTH 33 DEGREES 09 MINUTES 22 SECONDS WEST ALONG SAID WESTERLY RIGHT OF WAY LINE FOR 51.95 FEET TO THE POINT OF BEGINNING. THENCE SOUTH 65 DEGREES 08 MINUTES 16 SECONDS WEST FOR 345.86 FEET; THENCE SOUTH 26 DEGREES 14 MINUTES 15 SECONDS EAST FOR 981.46 FEET; THENCE SOUTH 72 DEGREES 59 MINUTES 59 SECONDS WEST FOR 479.81; THENCE NORTH 89 DEGREES 21 MINUTES 38 SECONDS WEST FOR 153.41 FEET; THEN SOUTH 64 DEGREES 45 MINUTES 58 SECONDS WEST FOR 115.20 FEET; THENCE SOUTH 53 DEGREES 22 MINUTES 06 SECONDS WEST FOR 154.44 FEET, THENCE SOUTH 80 DEGREES 50 MINUTES 39 SECONDS WEST FOR 223.64 FEET; THENCE NORTH 87 DEGREES 04 MINUTES 19 SECONDS WEST FOR 382.27 FEET TO THE WEST LINE OF THE PARCEL DESCRIBED IN OFFICIAL RECORDS BOOK 48, PAGE 527, IN THE PUBLIC RECORDS OF GULF COUNTY, FLORIDA, THENCE NORTH 00 DEGREES 08 MINUTES 36 SECONDS WEST ALONG SAID WEST LINE FOR 1621.98 FEET TO THE NORTH LINE OF GOVERNMENT LOT 7, SECTION 35, TOWNSHIP 7 SOUTH, RANGE 11 WEST; THENCE NORTH 89 DEGREES 57 MINUTES 02 SECONDS EAST ALONG SAID NORTH LINE OF GOVERNMENT LOT 7 FOR 1137.86 FEET TO SAID WESTERLY RIGHT OF WAY LINE OF STATE ROAD NO. 30; THENCE SOUTH 30 DEGREES 45 MINUTES 25 SECONDS EAST ALONG SAID WESTERLY RIGHT OF WAY LINE FOR 156.02 FEET; THENCE SOUTH 33 DEGREES 09 MINUTES 22 SECONDS EAST ALONG SAID WESTERLY RIGHT OF WAY LINE FOR 199.77 FEET TO THE POINT OF BEGINNING.



SURVEYOR'S NOTES:

1. BEARINGS SHOWN HEREON ARE REFERENCED TO FLORIDA STATE PLANE COORDINATES, NORTH ZONE, NAD 1983/90, U.S. SURVEY FEET, BEING N12°50'07"W ON THE EAST LINE OF PORT ST JOE PAPERMILL PARCEL "P".
2. THIS SKETCH, MAP, AND REPORT IS NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER. ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
3. SOURCE OF INFORMATION: PREVIOUS BOUNDARY SURVEY OF PORT ST JOE PAPERMILL PARCEL "P" BY OTHERS.
4. NO TITLE SEARCH, TITLE OPINION OR ABSTRACT WAS PERFORMED BY, NOR PROVIDED TO PREBLE-RISH INC. FOR THE SUBJECT PROPERTY. THERE MAY BE DEEDS OF RECORD, UNRECORDED DEEDS, EASEMENTS, ENCROACHMENTS, RIGHT-OF-WAYS, BUILDING SETBACKS, RESTRICTIVE COVENANTS OR OTHER INSTRUMENTS WHICH COULD AFFECT THE BOUNDARIES OR USE OF THE SUBJECT PROPERTY.
5. THERE MAY BE ADDITIONAL RESTRICTIONS NOT SHOWN ON THIS SURVEY THAT MAY BE FOUND IN THE PUBLIC RECORDS OF GULF COUNTY, FLORIDA.
6. THIS IS NOT A BOUNDARY SURVEY.

THIS DRAWING AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER. THIS DRAWING IS FOR INFORMATIONAL PURPOSES ONLY AND IS NOT VALID UNLESS SIGNED AND SEALED.

THIS DESCRIPTION AND THE SKETCH MEET THE STANDARDS OF PRACTICE AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17.051, FLORIDA ADMINISTRATIVE CODE, TO THE BEST OF MY KNOWLEDGE AND BELIEF.

9/10/2010
DATE SIGNED

WILLIAM R. C. WARREN, JR.
PROFESSIONAL SURVEYOR & MAPPER
FLORIDA LICENSE NO. LS 5085

L.B. 0007137

"NOT COMPLETE WITHOUT SHEET 2 OF 2"

PREBLE-RISH INC
CIVIL ENGINEERS AND SURVEYORS
SURVEYING SITE PLANNING

DESCRIPTION SKETCH

WILLISTE SOIL SAMPLE, PARCEL "P"
SECTION 35, TOWNSHIP 7 SOUTH, RANGE 11 WEST,
GULF COUNTY, FLORIDA
FOR: ST. JOE COMPANY

DRAWING NO.	190 234
SHEET	1of2

226

DESCRIPTION SOIL SAMPLE #7 PARCEL

A PARCEL OF LAND LYING IN SECTION 35, TOWNSHIP 7 SOUTH, RANGE 11 WEST, GULF COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 35, TOWNSHIP 7 SOUTH, RANGE 11 WEST, GULF COUNTY, FLORIDA. THENCE PROCEED NORTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, FOR A DISTANCE OF 1320.78 FEET. THENCE PROCEED SOUTH 90 DEGREES 00 MINUTES 00 SECONDS WEST, FOR A DISTANCE OF 1748.70 FEET TO THE SOUTHEAST CORNER OF PORT ST. JOE MILLSITE PARCEL "P"; THENCE PROCEED NORTH 25 DEGREES 49 MINUTES 07 SECONDS WEST, ON THE EAST LINE OF SAID PORT ST. JOE MILLSITE PARCEL "P", FOR A DISTANCE OF 981.46 FEET; THENCE LEAVING SAID EAST LINE, PROCEED SOUTH 31 DEGREES 23 MINUTES 45 SECONDS WEST, FOR A DISTANCE OF 212.89 FEET TO THE POINT OF BEGINNING. THENCE PROCEED SOUTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, FOR A DISTANCE OF 100.00'; THENCE PROCEED NORTH 90 DEGREES 00 MINUTES 00 SECONDS WEST, FOR A DISTANCE OF 100.00'. THENCE PROCEED NORTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, FOR A DISTANCE OF 100.00'; THENCE PROCEED NORTH 90 DEGREES 00 MINUTES 00 SECONDS EAST, FOR A DISTANCE OF 100.00' TO THE POINT OF BEGINNING.

CONTAINING 10,000 SQUARE FEET, 0.23 ACRES, MORE OR LESS.

DESCRIPTION SOIL SAMPLE S3-07 PARCEL

A PARCEL OF LAND LYING IN SECTION 35, TOWNSHIP 7 SOUTH, RANGE 11 WEST, GULF COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 35, TOWNSHIP 7 SOUTH, RANGE 11 WEST, GULF COUNTY, FLORIDA, THENCE PROCEED NORTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, FOR A DISTANCE OF 1320.78 FEET. THENCE PROCEED SOUTH 90 DEGREES 00 MINUTES 00 SECONDS WEST, FOR A DISTANCE OF 1748.70 FEET TO THE SOUTHEAST CORNER OF PORT ST. JOE MILLSITE PARCEL "P"; THENCE PROCEED NORTH 25 DEGREES 49 MINUTES 07 SECONDS WEST, ON THE EAST LINE OF SAID PORT ST. JOE MILLSITE PARCEL "P", FOR A DISTANCE OF 981.46 FEET; THENCE LEAVING SAID EAST LINE, PROCEED SOUTH 55 DEGREES 40 MINUTES 57 SECONDS WEST, FOR A DISTANCE OF 386.18 FEET TO THE POINT OF BEGINNING. THENCE PROCEED SOUTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, FOR A DISTANCE OF 100.00'; THENCE PROCEED NORTH 90 DEGREES 00 MINUTES 00 SECONDS WEST, FOR A DISTANCE OF 100.00'; THENCE PROCEED NORTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, FOR A DISTANCE OF 100.00'; THENCE PROCEED NORTH 90 DEGREES 00 MINUTES 00 SECONDS EAST, FOR A DISTANCE OF 100.00' TO THE POINT OF BEGINNING.

CONTAINING 10,000 SQUARE FEET, 0.23 ACRES, MORE OR LESS

SURVEYOR'S NOTES:

1. BEARINGS SHOWN HEREON ARE REFERENCED TO FLORIDA STATE PLANE COORDINATES, NORTH ZONE, NAD 1983/90, U.S. SURVEY FEET, BEING N25°49'07"W, ON THE EAST LINE OF PORT ST. JOE PAPERMILL PARCEL "P".
2. THIS SKETCH, MAP, AND REPORT IS NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER. ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
3. SOURCE OF INFORMATION: PREVIOUS BOUNDARY SURVEY OF [illegible] BY OTHERS.
4. [illegible] ABSTRACT WAS PERFORMED BY [illegible] THE SUBJECT PROPERTY. THERE MAY BE DEEDS OF RECORD, UNRECORDED DEEDS, EASEMENTS, ENCROACHMENTS, RIGHT-OF-WAYS, BUILDING SETBACKS, RESTRICTIVE COVENANTS OR OTHER INSTRUMENTS WHICH COULD AFFECT THE BOUNDARIES OR USE OF THE SUBJECT PROPERTY.
5. THERE MAY BE ADDITIONAL RESTRICTIONS NOT SHOWN ON THIS SURVEY THAT MAY BE FOUND IN THE PUBLIC RECORDS OF GULF COUNTY, FLORIDA.
6. THIS IS NOT A BOUNDARY SURVEY.

UNLESS IT BEARS THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER, THIS DRAWING, SKETCH, PLAT OR MAP IS FOR INFORMATIONAL PURPOSES ONLY AND IS NOT VALID.

I HEREBY CERTIFY THAT THIS DESCRIPTION, AND THE SKETCH HEREON, IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

FREDERICK G. RAMSEY, P.S.M.
PROFESSIONAL SURVEYOR & MAPPER
FLORIDA LICENSE NO. LS 6085

07/01/2010
DATE SIGNED

L.B. 0007137

"NOT COMPLETE WITHOUT SHEET 1 OF 2"

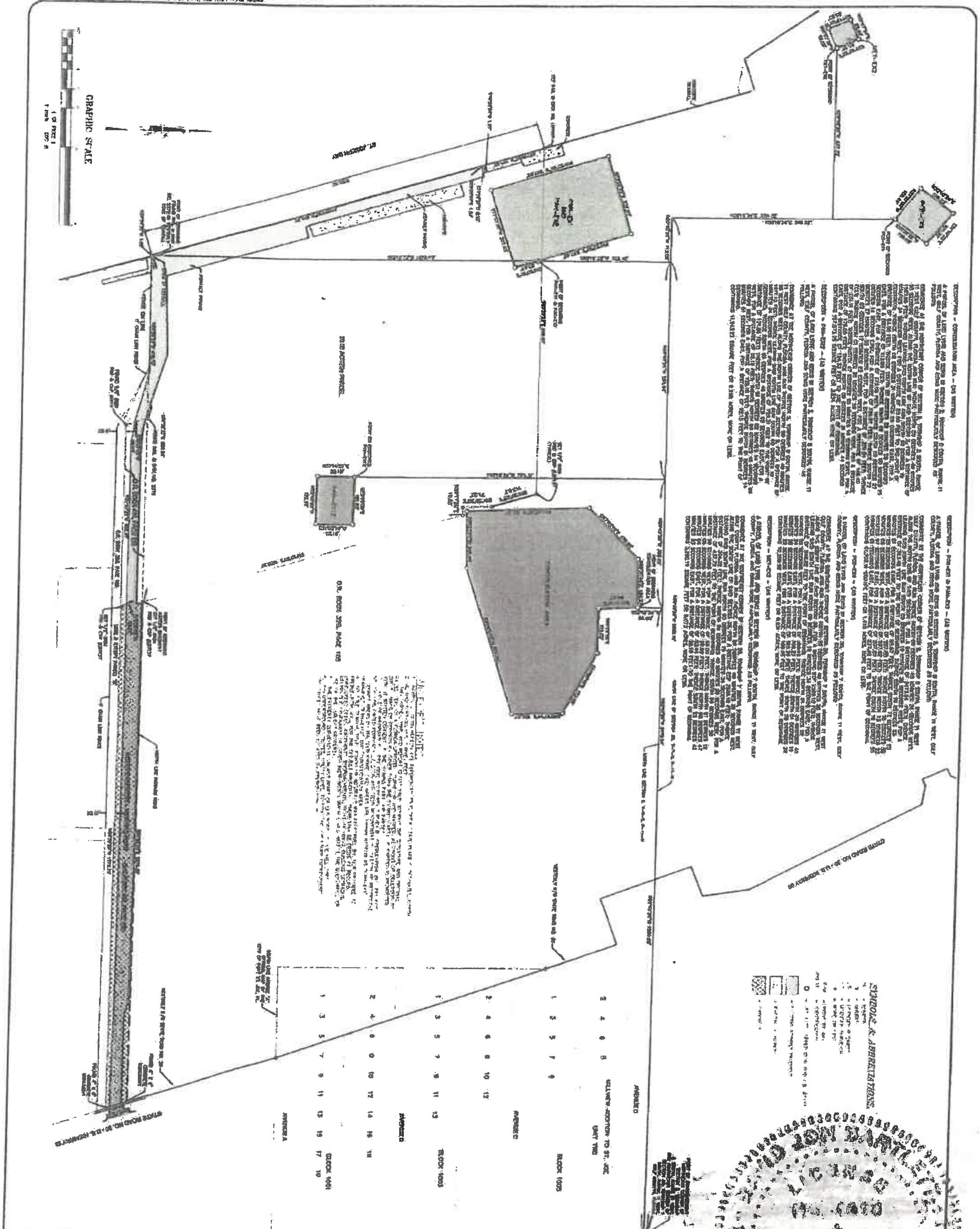
PREBLE-RISH INC
CONSULTING ENGINEERS AND SURVEYORS
CIVIL • SURVEYING • SITE PLANNING

DESCRIPTION SKETCH
MILLSITE SOIL SAMPLE, PARCEL "P"
IN SECTION 35, TOWNSHIP 7 SOUTH, RANGE 11 WEST,
GULF COUNTY, FLORIDA
FOR: ST. JOE COMPANY

PROJECT NO. 190.234
SHEET 2 OF 2

227

822



SKETCH OF DESCRIPTION

MILL SITE EXCAVATION/STORMWATER
USE RESTRICTION AREA
PORT ST. JOE, GULF COUNTY, FL
FOR : THE ST. JOE COMPANY

PROJECT NO. 190.243 SHEET 1

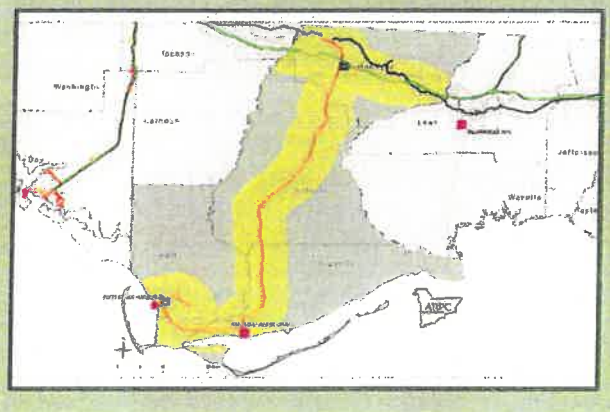
PREBLE-RISH INC
CONSULTING ENGINEERS AND SURVEYORS
CIVIL • SURVEYING • SITE PLANNING

SCALE | DESIGNED | DRAWN | CHECKED | DATE

Appendix E

Gulf to Gadsden Freight Logistics Zone Strategic Plan

GULF TO GADSDEN FREIGHT LOGISTICS ZONE



STRATEGIC PLAN

Apalachee Regional Planning Council

Contents PAGE

Photo 1. Bulkhead Improvements on the Gulf County Canal, Port St. Joe

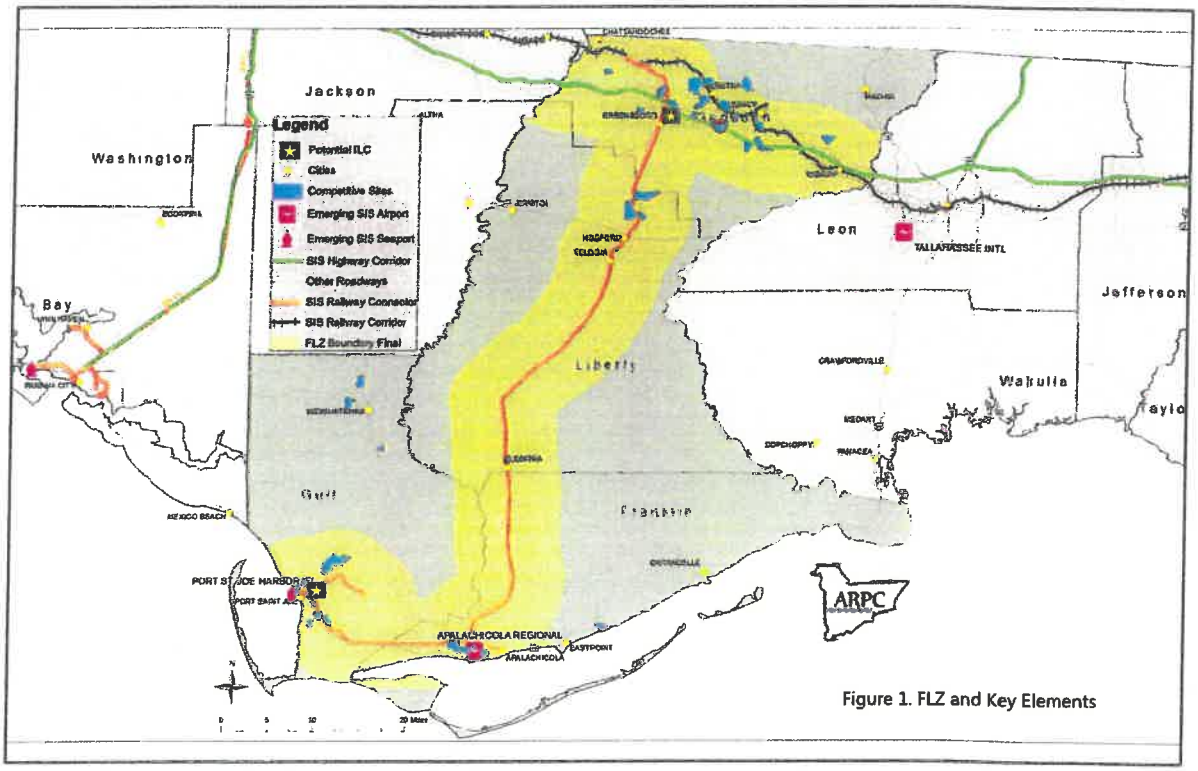


Figure 1. FLZ and Key Elements

232

EXECUTIVE SUMMARY

A Freight Logistics Zone (FLZ) is defined as a grouping of activities and infrastructure associated with freight transportation and related services within an area around an Intermodal Logistics Center (ILC). The purpose of the Gulf to Gadsden FLZ Strategic Plan is to identify a zone and supporting infrastructure that serves a strategic interest in the region and the State; collect and analyze freight activity data and needed infrastructure improvements and identify needed infrastructure improvements to the FLZ to be considered for priority on state funding. The strategic infrastructure improvements identified in the Plan reflect the priorities to improve intermodal connectivity in the region and are recommended as prime candidates for priority in state funding and incentive programs relating to FLZs.

Gulf to Gadsden FLZ

The Gulf to Gadsden Freight Logistics Zone, depicted in **Figure 1**, is located in Northwest Florida, a region with an extensive network of intermodal assets serving northern Florida and the US southeast and Mid-West. The FLZ includes the Port of Port St Joe and is in proximity to the Port of Panama City and the Port of Pensacola in the Gulf of Mexico. The FLZ is in proximity to the Tallahassee International Airport, the Northwest Florida Beaches International Airport and Pensacola International Airport. The FLZ has access to I-10 and is in proximity to other highway facilities, rail connections through the Apalachicola Northern, (AN), railway and the CSX Railroad as well as the Gulf of Mexico and Florida's Intracoastal Waterway. Additional information on how the FLZ is delineated can be found below in the "Freight Logistics Zone".

Photo 2. Coal Barges Docked at the MTI site on the Gulf County Canal
Source: Materials Transfer Industries website

The City of Port St Joe has a long history of industrial and commercial port activity dating back to the early 1900s; the strategic location of the Port of Port St Joe has always been recognized by shippers as it facilitates domestic and international commerce and plans for redevelopment of the port now have full support of the local, regional and State government agencies. Landing cargo in Port St. Joe can take a full day off a truck haul to America's heartland, and avoid lengthy tie-ups in the complex port to rail connections in south Florida.

The proposed ILCs in Gulf and Gadsden County and other intermodal assets within the LZ have significant potential for growth. The FLZ will be served by a proposed Foreign Trade Zone at the Tallahassee International Airport and the existing Foreign Trade Zone 65 in Panama City. The transportation infrastructure improvements needed to provide access to these freight generators is critical to improve the northwest Florida competitive advantage and promote growth and development of the FLZ as an engine of freight activity and job creation in the region and the State.

The Port Authority of Port St. Joe has long maintained the logistical advantage of bringing in appropriate sized shipping as opposed to the more southern ports in Florida. As seen in Figure 3, with almost identical miles traveled by sea, cargo off-loaded at Port St. Joe, saves an entire travel day by truck to destination points in the continental US. As will be shown below, the region's road and rail infrastructure are capable of handling this cargo.

Recent activity at the Port includes leases to Eastern Shipbuilding and the International Wood Group. Eastern Shipbuilding plans to use their facility to finish new ships under an existing multi-million dollar contract with the US Coast Guard for new vessels. The International Wood group will load cellulose fuel product for delivery overseas.

Freight Generators

Historically the Port of Port St. Joe has been the dominate freight generator for this FLZ. For many years, it housed the St. Joe Paper Mill and Box Plant, and the Arizona Chemical Company. However, since 1996 the Port hasn't seen any commercial activity until this year where they are moving some oyster shells. At the height of the Port's activity, in the 1950s, ships were entering and leaving the port on a weekly basis. Unfortunately, no documentation on the volume of freight transferred can be found, however the pieces of a successful port remain to bring life back to the port. Water, sewer, electricity and gas remain in place and the infrastructure is prime to bring in new business. When in operation, the Port utilized both truck and rail to move freight in and out of the Port. Other general freight generators inside the FLZ include the Apalachicola Regional Airport, the AN Rail line and Interstate 10. The Tallahassee International Airport is located outside the FLZ, but is in relatively the same geographical area.

There are two potential sites for an Intermodal Logistics Center (ILC) for this FLZ. The first site is located in Gadsden County. The site has both AN rail line and Interstate 10 frontage and once open would serve as a significant freight generator for the Region. This proposed site is in Phase III of the strategic site selection process, wherein landowner engagement is being sought. To date representatives for the landowners have issued a letter indicating that they would like to move forward with the ILC designation on their site. The second site is located in Gulf County, sometimes referred to as the "lay-down yard" throughout this document. This site has completed Phase I strategic site selection assessment and has good access to rail and connectivity to State Road (SR) 71 that then connects to Interstate 10 (I-10). Similarly, this site will be able to utilize the "Gulf Coast Parkway" when construction is completed. The Northwest Florida Transportation Corridor Authority serves eight counties including Gulf and Franklin in the FLZ. The Authority has several projects

planned including two options for a Gulf Coast Parkway. Although located just outside the FLZ to the west, the Gulf Coast Parkway will provide access from this Gulf ILC location and the Port of Port St. Joe to US 231 then north to connect to I-10. This allows for fast movement of freight to the west and north of the FLZ.

Other freight activity centers in the FLZ include Georgia Pacific and Rex Lumber along with other areas of freight activity that are identified as the logistics clusters in the FLZ.

Economic Development

The four rural counties within which the FLZ is located have access to a strong workforce, being surrounded by the Cities of Panama City, Marianna, and Tallahassee in Florida and Thomasville and Bainbridge in Georgia, which are less than an hour's drive from potential development sites in the FLZ. The workforce in the four FLZ counties are augmented by a significant labor pool within typical driving home to workplace distances.

There are several workforce training programs across the North Florida region, including higher education programs, machinery operation training programs, and machinery repair and maintenance programs. Existing and evolving employer - WorkSource collaborations at the regional CareerSource centers are creating a new dynamic to ensure that new and growing employment centers can find the workforce needed.

The State of Florida and individual counties offer incentives of different types to help attract new businesses, and to help emerging tier 2 companies grow. Marketing outreach using state supported resources will place the region's strategic site assets on the world map. See Appendix A, Strategic Sites Inventory.

Infrastructure

The Gulf to Gadsden FLZ includes some of the primary pieces of the Strategic Intermodal System (SIS) which represents the State's primary freight network:

Emerging SIS Seaport: Port of Port St Joe
SIS Railway Corridor: CSXT Railroad
SIS Railway Connector: Apalachicola Northern (AN) Railroad
SIS Highway Corridor: I-10
SIS Waterway: Intracoastal Waterway

This freight network in the Gulf to Gadsden FLZ is serviced by roughly 35 miles of SIS roadways, over 120 miles of SIS Rail (35 miles of CSX, and 93 miles of Apalachicola Northern (AN) rail line), and nearly 95 miles of SIS Waterways, including the Gulf Intracoastal Waterway from Panama City Harbor to the City of Carrabelle to the west, and the Gulf Coastal Shipping Lane from the Anclote River to Apalachee Bay at Carrabelle to the east. These SIS facilities are supported by over 200 miles of regionally significant roads, including U.S. Highways; US 98, US 319, US 90, US 27 and State Roads; SR 71, SR 65, SR 20, SR 12, and SR 267.

INTRODUCTION

Gulf, Franklin, Liberty and Gadsden Counties have been working together to designate the Gulf to Gadsden Freight Logistics Zone (FLZ) in order to promote the planning and funding of infrastructure improvements, intermodal connectivity, and to facilitate freight activities and services within the region. The FLZ covers areas that have the potential to play a significant role in the generation of freight related activity and promote economic development competitiveness.

As part of the process to designate the Gulf to Gadsden FLZ, a Strategic Sites Inventory (SSI) project was conducted by Leotta Location and Design, (LL+D) in each of the four counties. The goal of the SSI project was to identify potential high quality industrial and commercial sites situated along or near key transportation assets in the area in order to market these sites for development of manufacturing and distribution projects that rely on multimodal transportation means for receiving process inputs and delivery of products to market. See Appendix A, Strategic Sites Inventory.

The SSI search was tailored to meet the specific needs of each county based on its location, natural resources, transportation assets, and economic interests:

- The SSI Phase I search for Gulf County was an expansion of a previous Duke Energy-funded SSI Phase I site search that was focused on identifying large contiguous tracts for heavy industrial project development. The target acreage for potential industrial sites was reduced from 200 acres from the initial study down to 25 acres. The goal was to identify any additional potential strategic sites for economic development beyond initial SSI Phase I site searches. Site searches were geographically constrained within a two-mile buffer along state and federal highway corridors and the Apalachicola Northern Railroad and within a three-mile radius of the Port of Port St. Joe. Specific site search consideration was given to areas around the Port of Port St. Joe.
- The SSI Phase I search for Liberty County was conducted to identify potential strategic sites with particular attributes suitable for wood product manufacturing for both construction materials and utilization of wood waste byproduct repurposing. Site searches were geographically constrained within a two-mile buffer along SR 65 for direct connectivity to Interstate 10, the Apalachicola Northern Railroad and direct connectivity to both the Port of Port St. Joe and the Port of Panama City in neighboring Gulf and Bay Counties, respectively.
- The SSI Phase I search for Franklin County was also conducted to identify potential strategic sites with particular attributes suitable for wood product manufacturing for both construction materials and utilization of wood waste byproduct repurposing. Additionally, sites suitable for light manufacturing and aviation related light industrial and commercial operations were considered. Site searches were geographically constrained within a two-mile buffer along state and federal highway corridors and the Apalachicola Northern Railroad. Specific site search attention was given to areas around the Apalachicola Regional Airport. The capacity of the airport to accommodate cargo and rail access immediately to the north positions the airport as a strategic intermodal transportation asset.
- The SSI efforts in Gadsden County focused on landowner engagement for a site previously identified through a Duke Energy sponsored SSI Phase I project and a Phase II study recently conducted by LL+D. The objective was to provide incentives for the landowner to enter into an agreement with the Gadsden County Development Council to enable the site to be marketed for economic development.

The Strategic Plan

The FLZ Strategic Plan has been designed to meet the requirements listed in Section 311.103 (2), Florida Statutes, and serves as a framework to guide funding for freight infrastructure and freight projects identified in state, regional and local plans. It also serves stakeholders including local governments, economic development organizations, and private and non-profit groups working to create economic opportunities in the region. The Strategic Plan is intended to be maintained and updated periodically to reflect the needs of the local and regional freight-dependent economy with a continuing awareness of changing global trade policies and needs.

FREIGHT LOGISTICS ZONE

Section 311.103.1, F.S. defines "freight logistics zone" as "a grouping of activities and infrastructure associated with freight transportation and related services within a defined area around an intermodal logistics center, as defined in s. 311.101(2)". As a key component of an FLZ, an "intermodal logistics center" is also defined as "a facility or group of facilities serving as a point of intermodal transfer of freight in a specific area physically separated from a seaport where activities relating to transport, logistics, goods distribution, consolidation, or value-added activities are carried out and whose activities and services are designed to support or be supported by conveyance or shipping through one or more seaports listed in s. 311.09."

The Gulf to Gadsden FLZ has significant potential to become an important area for movement of goods in northwest Florida where local, regional and State officials have been working on plans to support and promote economic development competitiveness. The plans include redevelopment of the Port of Port St Joe, improvements to the rail facilities, improvements to the Apalachicola Regional Airport, development of ILCs in Gulf and Gadsden Counties, and strategic sites inventories in all four counties to identify lands with potential for industrial and commercial development.

The location of current infrastructure and planned improvements is in a prime location between the larger Ports of Jacksonville and Pensacola, both more than a three-hour drive away. The Port of Panama City is also about 40 miles to the west, however, the Port of Port St. Joe could provide service and help ease a congested port and be a valuable third port asset on the Northwest Florida Gulf Coast.

The location of the potential ILCs serve regional goals of growth and connectivity and provide the multimodal service required for a successful freight industry network. Each potential ILC location has convenient access to a Regional Significant Road according to the Apalachee Regional Planning Council's Strategic Regional Policy Plan (SRPP). The ILC in Gulf County has connectivity to SR 71, a north/south road that intersects I-10, an east/west highway and part of the Florida Department of Transportation (FDOT)'s Strategic Intermodal System (SIS). SR 71 continues north where it changes to SR 53 in Alabama and has connections to many other highways in Dothan, AL. The ILC location in Gadsden County has almost direct access to I-10 from the site, allowing for an easier movement of freight by truck. The additional freight industries that would be added by the designation of an FLZ are important assets for local economic growth and the financial stability of the region.

THE STUDY AREA

The study area to define the FLZ comprised of all of Gulf, Franklin, Liberty, and Gadsden Counties. Particular attention was made to the areas that were key generators of freight activity and the transportation network that serves freight traffic in the Region. Due to the rural nature of the region, points outside of the above four counties were considered as areas of freight activity, but only as possible tributaries to the FLZ. While the FLZ boundaries remain only within the four-county region the wider north Florida area is considered throughout this Strategic Plan. For the purpose of this Strategic Plan, the major assets included within the FLZ include: The Port of Port St. Joe, the Apalachicola Regional Airport, the Apalachicola Northern Rail line, the CSX Rail line, Interstate 10, and Gulf Intracoastal Waterway. As indicated previously, there are two potential ILC locations that were considered: one in Gulf County just outside the City of Port St. Joe, the other in the City of Gretna, in Gadsden County. Other important assets outside the study area include the Tallahassee International Airport, the Port of Panama City, and US 231.

FREIGHT MOVEMENT IN THE AREA

The Gulf to Gadsden FLZ has significant potential to become a prime corridor to move freight across the state and nation. Located between the Port of Tampa Bay to the southeast and the Ports of Panama City and Pensacola to the west, the FLZ serves as a centralized location to receive freight and move it in a northerly direction across the nation. Located within close proximity to the regional transportation network, the Gulf to Gadsden FLZ has access to the Intracoastal Waterway, rail access and SIS roadways throughout the Region. The economic impact to the Region would be significant, including the direct and indirect employment generated by the resurgence of the Port.

As the existing conditions are examined in the region, it can be seen that there is a significant amount of freight being shipped to and from and throughout this four-county region by truck. Looking at Gulf, Franklin, Liberty, and Gadsden Counties' top five freight movers, these four counties combined import over 700,000 truck

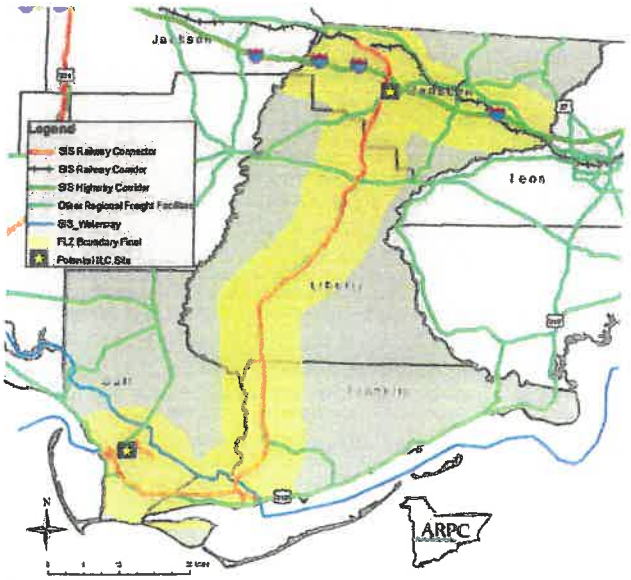


Figure 2. Existing Freight Infrastructure in the FLZ Region.

tons of freight and export nearly 1.5 million truck tons of freight per year (Source: FDOT District Three Freight and Logistics Overview, August 2014). This freight is produced by a small rural corridor in northern Florida that is without a fully functioning rail system and seaport. The addition of which would have exponential impact on freight movement on the system.

The FLZ's location along the AN Rail line serves a strategic use whereby the Rail encompasses each of the four counties, starting at the Port of Port St. Joe, extending eastward to Apalachicola near the Apalachicola Regional Airport, then north through Apalachicola near the Apalachicola Regional Airport, north through Liberty County, running close to lumber mills, and into Gadsden County where it connects to the CSX mainline running east and west. As it also crosses I-10, the potential for multimodal transfer will allow freight to be easily shipped throughout North America. The Gulf to Gadsden FLZ is strategically located on the north gulf coast of Florida. With the widening of the Panama Canal, the FLZ would provide ships with another option for a port in north Florida thus reducing travel time for ships having to go up the Atlantic Coast and reducing fuel costs for truck freight having to travel the length of the Peninsula to move Freight across state lines.

The Port of Port St. Joe received its last ship in the mid 1990's. Subsequent relocations of the offices of the Port Manager and the Port Authority resulted in loss of paper records that would attest to the historical tonnage in and out of the Port and the component of that tonnage transferred to the AN Railroad. However, as the transportation network has been retained, the FLZ is primed to make significant contributions to freight movement in the region with most of the infrastructure already in place. When rail and bulkhead repairs and requisite dredging are completed the Port, rail, and road systems can again contribute to the regional economy.

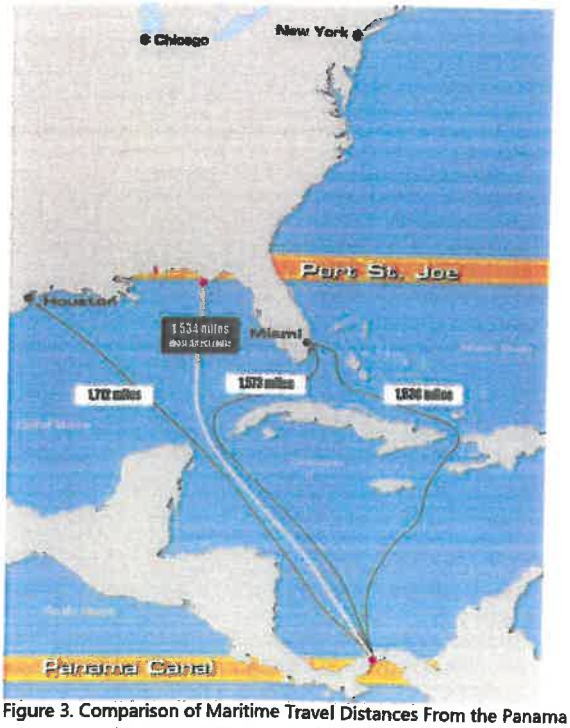


Figure 3. Comparison of Maritime Travel Distances From the Panama Canal to Southeastern US Port Facilities.

POTENTIAL INTERMODAL LOGISTIC CENTERS

The Gulf to Gadsden FLZ will be served by two Intermodal Logistics Centers (ILCs). The term ILC includes, but is not limited to, an "inland port." An ILC is a facility or group of facilities serving as a point of intermodal transfer of freight in a specific area, physically separated from a seaport, where activities relating to transport, logistics, goods distribution, consolidation, or value-added activities are carried out and whose activities and services are designed to support or be supported by conveyance or shipping through one or more seaports listed in Section 311.09, F.S.

The potential ILCs in Gulf and Gadsden County were evaluated as part of LL+D's Strategic Sites Inventory previously described. The potential ILCs will be designed to support or be supported by conveyance or shipping through the Port of Port St Joe.

- **Potential Gulf County Intermodal Logistics Center**

As described earlier, Leotta Location and Design's Strategic Sites Inventory in Gulf County was focused within a two-mile buffer along state and federal highway corridors and the Apalachicola Northern Railroad and within a 3-mile radius of the Port of Port St. Joe. One of the sites identified through the SSI process as being a potential ILC.

The approximately 116-acres site is located on SR 71, near the city limits of the City of Port St. Joe. A rail spur runs adjacent to the southwestern portion of the site. Transmission lines run east and west adjacent to the southern border of the site. According to the Gulf County Property Appraiser's data, the site is composed of three land parcels owned by St Joe Land and Development Company and Apalachicola Northern Railroad. The site contains approximately 66 acres of non-hydric soils, with the remaining 50 acres containing various levels of hydric soils. The site contains 60.5 acres of wetlands according to the National Wetlands Inventory (NWI). FEMA's Preliminary D-FIRM flood data displays 14.7 acres of flood zone A within the site.

The existing land use of the potential ILC site is NO AG ACRE, which in the property appraiser's lexicon, designates large tracts with no agricultural exemption. The actual use is timberlands. The future land use designation on the Gulf County Future Land Use Map is Agriculture. The future land use map designation of the site would need to be amended to allow development of the potential ILC site. Access to the site may include the construction of

Figure 4. Potential Site of Gulf Co. Intermodal Logistics Center Site.

turning lanes on SR 71 and a spur from the AN Railroad. Required improvements to provide utilities to the site will need to be identified. The property being considered is listed under three separate ownership parcels, two of which are the Apalachicola Northern Railroad; the third is the St Joseph Land & Development Company.

The potential ILC in Gulf County will serve a strategic state interest increasing economic activity in the region, facilitate cost-effective and efficient movement of goods from and to the Port of Port St Joe, and interact with and support the transportation network. Interest in the development of the site as a laydown yard has been expressed by Genesee and Wyoming, Inc.

- **Potential Gadsden County Intermodal Logistics Center**

As part of economic development initiatives in Gadsden County, the Gadsden County Development Council has been working with Leotta Location and Design to create a Strategic Sites Inventory of high quality raw land sites for industrial and commercial projects. Twenty large acreage sites ranging in size from 200 to 1,500 acres were initially identified and evaluated by the consultants in the SSI Phase I assessment process. Six of these sites were subject to further evaluation after passing stringent suitability modeling conducted in the SSI Phase II study process. These sites are proximate to Florida's Strategic Intermodal System (SIS) assets such as interstate, four-lane highways, rail, and ports. Gadsden County has now focused on one of these sites to be developed as an ILC and has been further evaluated in the SSI Phase III process.

The potential Gadsden County ILC contains approximately 570 acres and is strategically located in the City of Gretna adjacent to I-10 and is accessible from CR 270 (Tolar White Road). The site is located four road miles from I-10 via CR 270 and SR 12. At present, the CR 270 right of way is inadequate both in width of structural base and in its intersection with SR 12, these improvements or alternate access need to be programmed.

The potential Gadsden ILC site is approximately 1,800 feet east of an Apalachicola Northern (AN) short line railroad that would connect the site to the Port of Port St Joe and the AN with the CSX tracks in Chattahoochee, FL. In order to access the AN rail line, a spur would need to be constructed on the east side of the mainline track. The land adjacent to the site providing rail access is under different ownership than the focus site. Construction of a spur would require an agreement with the landowner of the adjacent 51.19 acre to provide site access to the rail. In addition, an at grade crossing of CR 270 will need to be constructed.

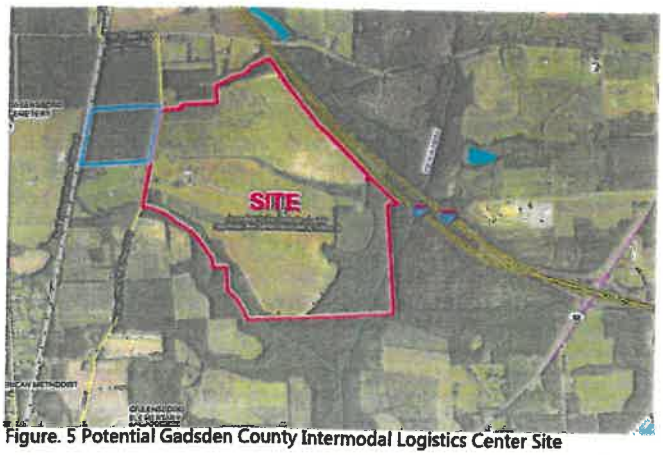


Figure. 5 Potential Gadsden County Intermodal Logistics Center Site

According to the consultant's report, approximately 119.33 acres of the site is in Flood Zone A, and 449.58 acres of the site is in Flood Zone X. Flood Zone A includes areas subject to inundation by the one-percent-annual-chance flood event with no base flood elevations determined. Flood Zone X includes the areas of minimal flood hazard, which are the areas outside the Special Flood Hazard Area and higher than the elevation of the 0.2-percent-annual-chance flood.

Due to the large area in Flood Zone X, no additional fill is anticipated to be needed to meet floodplain construction standards. Although the majority of the site is at minimal flood risk, an hydraulic analysis should be conducted to meet permitting requirements, reducing the potential for flood damage and to ensure proper drainage on-site.

The existing land use of the potential ILC site is agriculture. Gretna's Future Land Use Map (FLUM) designation on the site is Mixed Use. For the site's FLUM designation to be consistent with the potential uses of the ILC development Gretna's FLUM designation on the site will have to be amended from Mixed Use to Business / Industrial. Required improvements to provide utilities to the site have been identified and the cost of site improvements has been estimated.

It is understood that the City of Gretna would provide the piped utilities. The site is located approximately four miles north of the Florida Gas Transmission Right of Way (ROW) and discussions concerning a gas supply spur are underway. The I-10 ROW contains a major east-west Internet Fiber easement, although there is not currently a local internet point of presence.

The potential Gadsden ILC will serve a strategic state interest of increasing economic activity in the region, facilitating cost-effective and efficient movement of goods from and to the Port of Port St Joe, and interacting with and supporting the transportation network including the Apalachicola Regional Airport and the Tallahassee International Airport. This Airport, designated "TLH" is currently in the process of establishing a Foreign Trade Zone (FTZ).

Interest in the development of the site includes New Moon Farms LLC, owners of the potential ILC site, who have been working with the owners of the adjacent 53 acres of Clara Farms, Inc. and have received a conceptual rail layout from Genesee & Wyoming, Inc., which operates the entire AN rail line, to provide rail connections to the site.

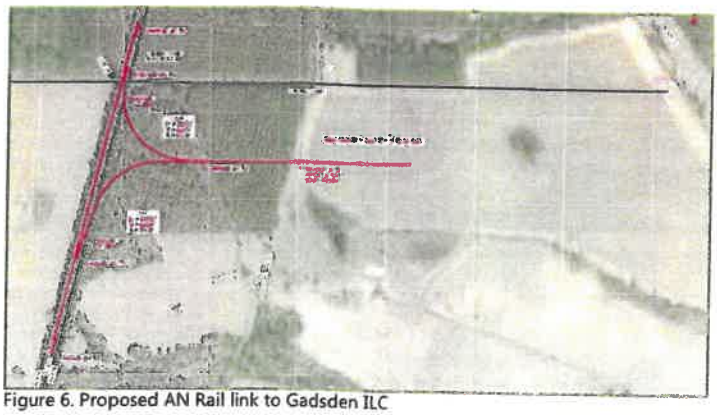


Figure 6. Proposed AN Rail link to Gadsden ILC
Source: Genesee & Wyoming RR.

The owners of the potential ILC site are working on a conceptual master plan for the property and the establishment of an agreement with the Gadsden County Development Council to market the site, conduct due diligence and seek environmental permits (please see letter from New Moon Farms LLC, in Appendix D, Supporting Data).

Genesee and Wyoming has performed initial engineering geometry studies on a siding and spur construction to serve the Gadsden ILC site as shown above.

LOGISTICS CLUSTERS

Freight activity can be seen in pockets throughout the Gulf to Gadsden FLZ. Freight-orientated businesses are largely involved with the movement of Lumber, Chemicals, Non-Metallic Minerals, and some food products from the coastal counties. These businesses can be seen as having close proximity to the port and rail systems.

The Phase I Strategic Site Inventory analysis identified potential sites for development. With the help of local stakeholders, the SSI report highlights potential sites with the highest potential and best use for development. Many of these sites were found along the AN rail line as shown in the detailed County Maps in Appendix C.

This Appendix C map series also indicates the location of existing Industrial and commercial land uses as adopted in the four counties' future land use maps.

Figure 7 below shows the heavy truck traffic volume. As can be seen, much of the freight traffic by truck is on the SIS system. Freight remains spotty throughout the zone since the port and rail ceased operation. However, with the emergence of potential sites and the rehabilitation of infrastructure, this Region has the potential to have many pockets of Freight Activity Centers or Logistics Clusters in the coming years.

STAKEHOLDER COORDINATION

Gulf, Franklin, Liberty and Gadsden Counties have joined together in partnership to designate the Gulf to Gadsden Freight Logistics Zone (FLZ). The counties have worked closely with the FDOT District One and District Three offices as well as the Capital Region Transportation Planning Agency to organize and facilitate the improvements of the local freight transportation network to improve intermodal connectivity. A wide variety of agencies, jurisdictions, and other stakeholders with responsibility for local and regional freight transportation and economic development were engaged in the FLZ planning process. Presentations delivered at stakeholder summits are included in Appendix B.

The FLZ Strategic Plan was developed in coordination with the following agency stakeholders:

State Agencies

- FDOT District One
- FDOT District Three
- Enterprise Florida

Local Governments

- Gulf County
- Franklin County
- Liberty County
- Gadsden County
- City of Port St Joe
- City of Gretna
- City of Chattahoochee

Regional Agencies

- Opportunity Florida
- Florida's Great Northwest
- CareerSource Gulf County
- CareerSource Chipola
- CareerSource Capital Region
- Capital Region Transportation Planning Agency
- Apalachee Regional Planning Council

Economic Development Organizations

- Opportunity Florida
- Apalachee Regional Planning Council
- Gadsden County Economic Development Council
- Liberty County Chamber of Commerce
- Franklin County Chamber of Commerce
- Port of Port St. Joe Port Authority
- Gulf County Economic Development Coalition
- Tallahassee Community College Workforce Development

Coordination has been important to identify infrastructure needs in the study area to support freight movement. The various agencies charged with transportation planning at the state and local levels provided lists of cost feasible projects and unfunded needs that comprise the future improvements in the FLZ, including those with and without identified funding sources. These provided the inputs for the Strategic Infrastructure Improvements Element discussed on page 38.

THE FREIGHT LOGISTICS ZONE

The Freight Logistics Zone can be seen in Figure 1 highlighted in yellow. The FLZ's primary function revolves around freight, freight generators, and freight movements. Therefore, the FLZ is focused on the Port of Port St Joe, the Genesee & Wyoming AN rail corridor and existing and potential Industrial / commercial sites adjacent or near the AN line, the Apalachicola Regional Airport and also the all-important I-10 corridor. The initial FLZ boundary includes the identified important generators, break/bulk sites, and destinations. The FLZ currently encompasses all relevant freight activity and provides room for future freight-dependent uses. The boundaries of the FLZ are defined by a five-mile offset from the center of the predominant freight movers within the Region.

The first component of the zone starts at the Port of Port St. Joe. The Apalachicola Northern rail line is buffered by a five-mile boundary all the way into Gadsden County where it connects to the CSX line in Chattahoochee. This component encompasses the Apalachicola Regional Airport and the majority of the sites identified in the SSI process for Gulf, Franklin, and Liberty Counties, as well as both potential ILC sites.

The second component of the FLZ is included in a five-mile buffer that extends along the I-10 corridor in Gadsden County. As the only SIS roadway identified by FDOT within the four-county study area, I-10 is an important component to the overall movement of freight in and out of the Region in an east-west direction. The five-mile boundary incudes within it the potential ILC in Gadsden County as well as the existing US90/I-10 interchange which is heavily used by truck freight. The I-10 component also encompasses the entirety of the CSX rail line in Gadsden County, another SIS facility designated by FDOT and also encompasses nearly all of the strategic sites that were listed with the exception of few in north Gulf County and one or two in Gadsden County. This delineated FLZ boundary also includes many of the parcels with FLUM designations as future industrial land uses as can be seen in the individual county's maps in Appendix C. While some sections of the delineated FLZ are undevelopable, (national/state forests, etc.), it is still an area that physically connects the Logistics Clusters and connects to the potential ILC and is, therefore, part of freight development in the future.

EXISTING TRANSPORTATION INFRASTRUCTURE

Highways

The FDOT Strategic Intermodal System (SIS) represents the core of the freight network statewide. FDOT District 3, in coordination with local governments in the District, has identified the regional freight network which includes the SIS highways, rail lines, other state highways, SIS airports, SIS seaports, military installations and general aviation airports. Figure 7 shows the freight network within the FLZ along with daily truck volume and primary components of the SIS:

Emerging SIS Seaport: Port of Port St. Joe

SIS Railway Corridor: CSXT Railroad

SIS Railway Connector: Apalachicola Northern (AN) Railroad

SIS Highway Corridor: I-10

SIS Waterway: Intracoastal Waterway

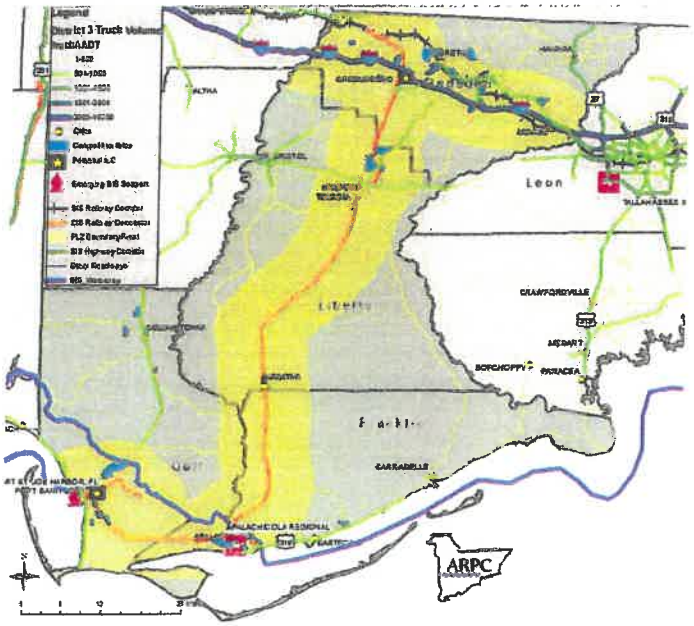


Figure 7. Truck Trip Volumes – Average Annual Daily Trips
Source: FDOT District Three Shape file

The Port of Port St. Joe

The Port of Port St. Joe is located within the limits of the City of Port St. Joe, in proximity to an expanding regional intermodal transportation system that serves northern Florida and the neighboring states in the southeastern U.S. The strategic location of the port facilitates domestic and international commerce with other Florida markets and with the U.S. southeast and mid-west regions. The 2013 update of the Port of Port St. Joe Master Plan identified the Port Planning Area (PPA) shown in Figure 7. The site is currently undeveloped; however, as stated earlier the Port has a long history of industrial and commercial shipping activity.

The PPA has considerable infrastructure in place that will be beneficial to the development of the Port. This includes over twenty-five hundred feet of bulkhead on St Joseph Bay, nearly nine hundred feet of bulkhead on the Gulf County Canal, and rail access via the AN Railway. Due to the closure of historically important paper and chemical plants the sites contained within the PPA have significant excess capacity for redevelopment plans, some of which is currently underway. For example, the Port Authority has the necessary state and federal permits to proceed with the dredging of the channel and an agreement is in place with the U.S. Army Corps of Engineers to work on the dredging needed to accommodate shipping vessels. Engineering and design of spoil sites are being completed. Funding for the dredging is estimated at $50 million; the FDOT has a commitment to provide a 75% match for the project based on job creation at the Port. Additional funding is needed for the dredging and rail improvements.

The intermodal assets within the FLZ allow convenient connections between the Port of Port St. Joe, the Apalachicola Regional Airport, and I-10 via the AN Railroad and the CSXT Railroad corridors, as well as the Gulf of Mexico and locations within the region's Intracoastal Waterway. The Port Authority and FDOT District 3 are cooperating to be certain that freight interests are

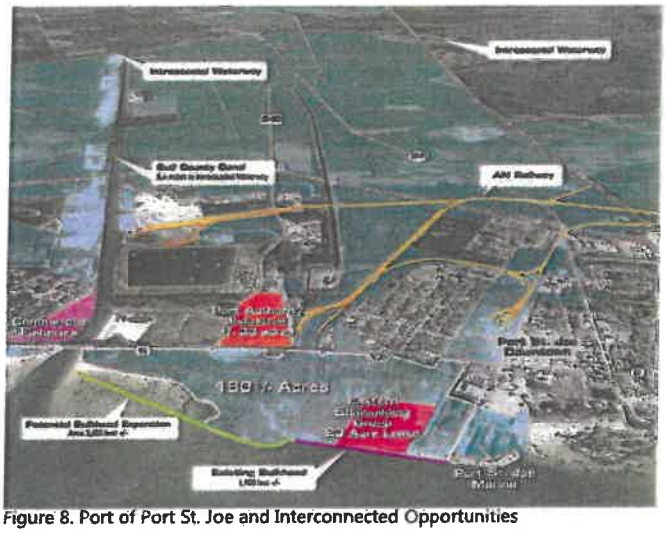


Figure 8. Port of Port St. Joe and Interconnected Opportunities

considered in the planning of the proposed Gulf Coast Parkway, which will connect US 98 which passes along the coastline of Gulf County and through the Port area, with US 231 north of Panama City. This limited access highway will become the Port's primary route for highway freight movements inland and will be the shortest route to I-10. Other roadways providing access to the Port and vicinity are US 98 (SR 30), SR 71, and CR 382. Significant utilities infrastructural improvements were made to accommodate the Port's prior uses, which included the St. Joe Paper Mill, Arizona Chemical and other industries that required significant electric power, natural gas, water, and wastewater treatment capacities. These capacities still exist today and are ready to be re-utilized by new port occupants.

Intracoastal Waterway

The Port's location at the junction of St. Joseph Bay and the Gulf County Canal make it a critical part of the intermodal transportation infrastructure within the FLZ and is part of the Gulf Intracoastal Waterway, which provides connections to the nation's Intracoastal Waterway. A majority of the Waterway provides partial to total protection from Cape Coral Florida to Brownsville, Texas with connections to inland waterways at Apalachicola, Pensacola and New Orleans.

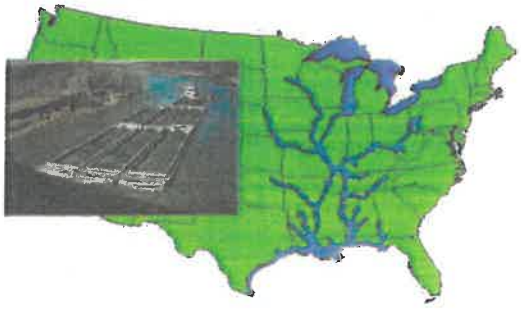


Figure 9. Intracoastal and Inland Waterways.
Source: Port of Port St Joe Master Plan, 2013

Rail Facilities

The Apalachicola Northern (AN) Railway is a 96-mile Class 3 railroad owned by The St. Joe Company and operated by Genesee & Wyoming, Inc. (G&W). The AN connects the Port with the Class 1 CSX Railroad at Chattahoochee in Gadsden County. The AN is currently only active from Chattahoochee south to Telogia in Liberty County. The rail is out of service approx. 40 miles south of Telogia and significant repair to the Apalachicola River bridge is needed before it is possible for rail to resume service to Port St. Joe. Funds for most of the repairs have been budgeted by FDOT, G&W and The St. Joe Company. Per Joe Arbona of Genesee & Wyoming, the AN's operating company, repairs are required for multiple bridges in Liberty County in addition to the overhaul of the Apalachicola River Bridge.

Once the Port Authority has a firm commitment from a customer, which can justify the release of the funds needed to make repairs, it would take 18-24 months to complete the required rehabilitation of the track. Officials at G&W have suggested that transloading is a viable option for customers further south of Telogia in Liberty County while the AN is further assessed and repaired. Transloading is the process by which the bulk product goes as far south as possible by rail and is then trucked the rest of the way to its destination. G&W has offered to help customers and curb costs of repairing the lines until it becomes economically feasible to do so. One of the sites evaluated in the SSI process is a site that has been used by G&W for this purpose.

Historically, the AN carried pulp timber from timberlands in the region to the St. Joe Paper Mill which was located directly on the waterfront of St. Joseph Bay. Finished card and paper products where then shipped to maritime destinations or hauled by rail to clients across the Eastern US. Figure 9 depicts the CSX and Norfolk Southern systems and their connections to the western states, with the grey lines depicting the short line feeders, including the AN.

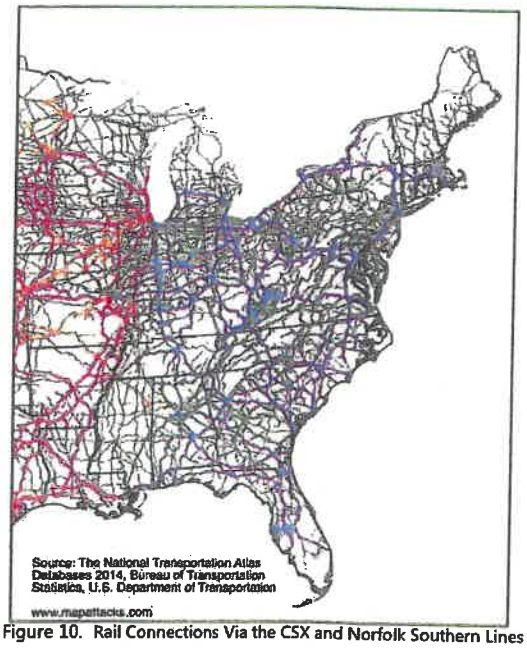


Figure 10. Rail Connections Via the CSX and Norfolk Southern Lines

Airports

The existing freight network serving the Freight Logistics Zone includes the Apalachicola Regional Airport, located in Franklin County, approximately two miles west of Apalachicola, and the Tallahassee International Airport, located near the FLZ on the Southwest corner of the City's Capital Circle and heavy truck by-pass.

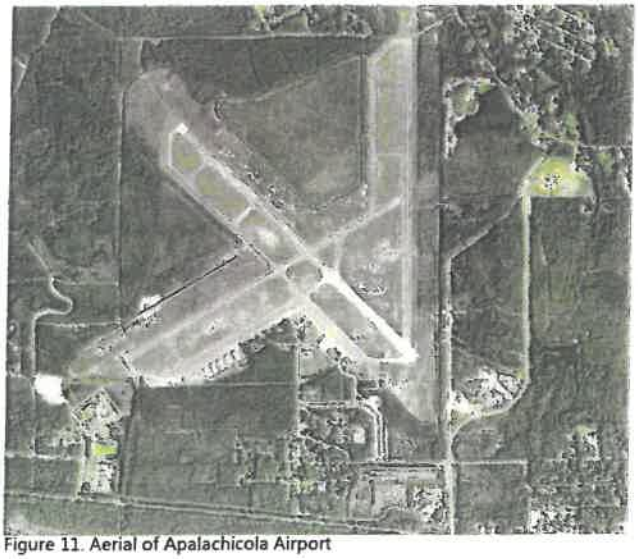


Figure 11. Aerial of Apalachicola Airport

Besides these two airports with seven days per week, fixed-base operator provided services, the area has smaller general aviation airports capable of light duty deliveries and business class aircraft with ready access to potential development sites. These are:

Quincy Municipal Airport – 2J9

Calhoun County Airport – F95

Costin Airport (Port St Joe) – A51

- Apalachicola Regional Airport – Cleve Randolph Field (AAF)

The AAF is currently used for general aviation by FAA and FDOT. The airport has three concrete runways at different angles, each one-mile long, which enables landing in almost any direction of cross wind. There is also an 11,500 sq. foot corporate hangar capable of holding several aircrafts that is leased to businesses. The airport is currently underutilized and Franklin County is working with consultants on developing strategies to position the airport to attract businesses. A copy of the study prepared by engineering consultants BRPH is attached as Appendix D.

- Tallahassee International Airport – TLH

The Tallahassee International Airport is currently proposing a Foreign Trade Zone (FTZ) which would include Leon, Madison, Gadsden, Liberty, Franklin, Wakulla, Jefferson and Taylor Counties. The proposed Foreign Trade Zone overlaps the Freight Logistics Zone in Gadsden, Liberty, and Franklin Counties. A feasibility study has already been completed and approval of the new FTZ is expected by 2018. Referring to Figure 12, the consultants have recommended including those areas labeled B, C and D, which total 244 acres, as the Airport

Magnet Site, which will provide opportunities to locate maintenance repair and overhaul, aviation related logistics or manufacturing companies, and industrial development space for other industry sectors that require close proximity to the Airport infrastructure.

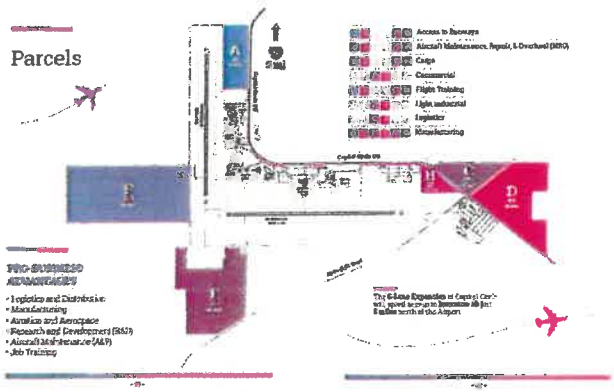


Figure 12. Proposed FTZ Improvements at TLH
Source: IMS Worldwide, Inc., Tallahassee International Airport FTZ Study, 2014

Planned Freight Infrastructure Projects

The planned infrastructure projects needed to support the regional freight network and FLZ were identified based on several sources:

- The FDOT Freight Mobility and Trade Plan (FMTP), provides the state with an integrated and comprehensive plan to focus on objectives and strategies to benefit the movement of goods, compiling the needs identified in the FDOT district and local needs plans.
- The FDOT Strategic Intermodal System (SIS) long range plan, identifies the cost feasible and unfunded needs for the high priority, state designated system.
- The Capital Region Transportation Planning Agency (CRTPA) Metropolitan Planning Organization (MPO) long range transportation plan (Gadsden County only), for identification of unfunded needs and long range cost-feasible projects.
- Emerging or other improvement needs that have not been formally included in existing plans, but are known to relevant stakeholders.

FDOT FMTP:

- Gulf to Bay Highway (High Priority) is essentially a relocation of US 98 away from higher density beach housing into a four-lane divided coastal property by-pass.

FDOT SIS:

- SR 8 (I-10) from West of SR 10 (US 98) to Ochlocknee River Bridge: Project Development & Environment (PD&E; SIS First Five Year Plan)
- SR 8 (I-10) from West of SR 10 (US 98) to Ochlocknee River Bridge: PD&E (SIS Second Five Year Plan)
- SR 8 (I-10) from West of SR 10 (US 98) to Ochlocknee River Bridge: PD&E (SIS Cost Feasible Plan 2024-2040)

The CRTPA:

- The Capital Region Transportation Planning Agency (CRTPA) maintains the Regional Mobility Long Range Transportation Plan projects list for Gadsden County. Based on that list, the following projects would affect freight mobility within the FLZ.

TABLE 1. CRTPA Projects

Project Name	Estimated Cost
Quincy Bypass (South)	$ 10,763,639
City of Midway Access Road	$ 6,011,954
Main St Bypass - Havana	$ 11,475,605
Washington St Bypass - Chattahoochee	$ 13,496,346
Quincy Bypass (North)	$ 9,285,232

Other Improvements:

- Gulf Coast Parkway PD&E Study. Upon finalization of route selection, the Parkway would enable a direct connection to US 231 that circumvents Tyndall Air Force Base (AFB).
- Dredging the Port of Port St. Joe Channel, turning basin and Gulf County Canal.
- Rehabilitation of the AN rail line in and south of Liberty County, including trestles and the Apalachicola River Bridge. FDOT's Five Year Program also includes rail improvement projects, including an $8M project in FY 2018-2019 to increase the capacity of the AN rail line, which relies on $1M from The St. Joe Company and another $1M from Genesee & Wyoming, Inc. The project includes repairs to two bridges, primarily to reconstruct a bridge that burned several years ago that is approximately four miles south of CR 65 and between the two branches of the St. Marks River. The line will also require repairs to the swing span bridge across the Apalachicola River, north of the City of Apalachicola.

Figure 13 depicts several of the projects in the eastern range of the Northwest Florida Transportation Corridor Authority's jurisdiction. Of interest to this project are those labeled 25, 26 and 27. Either route 25 or 26 is intended to be a by-pass around Tyndall AFB, a congested, slow speed limit zone that, when completed, would provide faster access to US 231 and points north by truck. Also, planned is the project labeled 27, the Gulf Coast Highway.

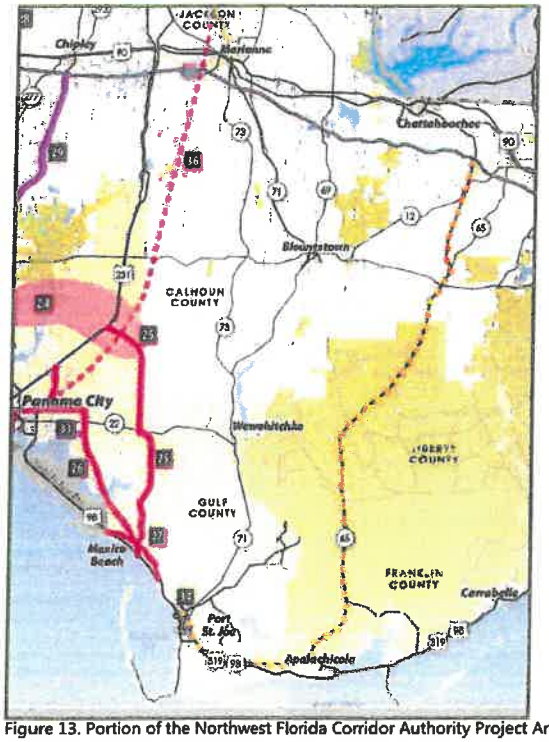


Figure 13. Portion of the Northwest Florida Corridor Authority Project Area

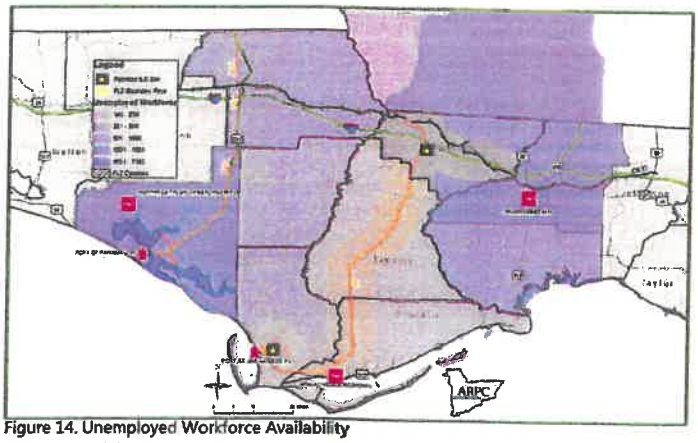


Figure 14. Unemployed Workforce Availability
Source: ARPC GIS Dept.

Workforce Availability

Data from the US Census Bureau's American Community Survey was utilized to identify workforce availability within the FLZ and the region. Labor force and unemployment statistics were obtained from the Florida Department of Economic Opportunity, Bureau of Labor Market Statistics, and the Georgia Department of Labor, Workforce Statistics & Economic Research.

The four counties within the FLZ have a combined workforce of approximately 32,000. With Panama City, Marianna, Tallahassee, Florida and Thomasville and Bainbridge, Georgia, which are less than an hour's drive away, the region's workforce increases to more than 330,000. Appendix D includes a description of the demographics in the FLZ, a comparison of each of the counties within the FLZ to driveshed data and detailed information about who works in each county within the FLZ.

The two primary sectors of workforce data used in the above analysis, provided in Table 2, are freight-related workforce and unemployed workforce. The identified freight-related workforce sectors include mining/extraction, manufacturing, wholesale trade, and transportation/warehousing.

Table 2. Workforce Availability (# of Workers)

Counties	Freight Related	Unemployed
Gulf	595	257
Franklin	349	204
Liberty	319	140
Gadsden	1,582	1,134
FLZ Total	**2,845**	**1,735**
Bay	8,917	4,294
Jackson	1,565	908
Calhoun	470	282
Leon	7,933	7,106
Wakulla	1,531	593
Seminole, Ga	539	247
Decatur, Ga	1,913	727
Grady, Ga.	1,724	581
Contributing Counties Total	**27,437**	**16,428**
TOTAL	**30,282**	**18,208**

Source: American Community Survey

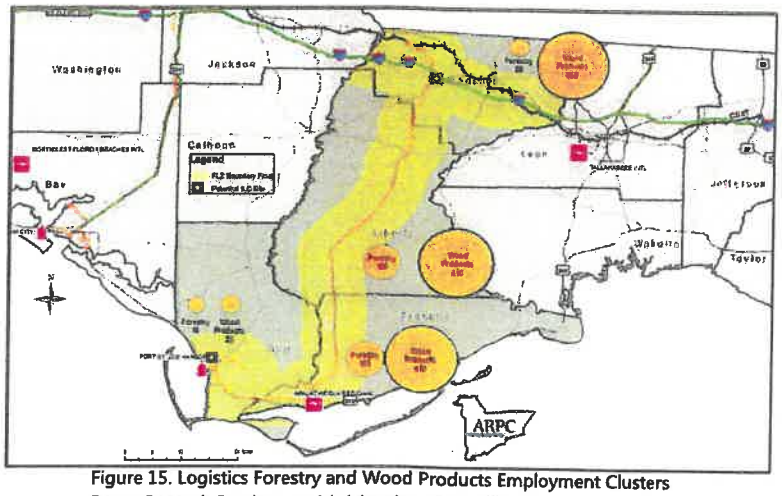


Figure 15. Logistics Forestry and Wood Products Employment Clusters
Source: Economic Development Administration, Cluster Tools

The analysis in Table 2 identifies the freight-related workforce within the FLZ totaling 2,845 workers. The total unemployed workforce within the FLZ includes 1,735. The analysis also identified freight-related workforce in the region, which considers additional counties in north Florida and southwest Georgia as well as the unemployed workforce in these areas. **Table 2** includes a breakdown of the available freight-related and the unemployed workforce within the FLZ and the region. The total freight-related workforce in the region totals 30,282. The total unemployment in the region totals 18,208. **Figure 14** illustrates the unemployed workforce availability within the region. Appendix D includes labor statistics within the FLZ and the region.

Existing Employment Cluster Base

Three of the four counties in the study area are not especially known for field agriculture. Rather, due to the historical influence of the St Joe Timber Company, Gulf, Franklin, and Liberty Counties have significant acreage planted in pine for pulp and wood production. Some of this annual product is delivered in the region to power and sawmill operations and some is delivered out of the region. With the emergence of the region's importance in the production of fuel pellets, the value of the forestry and wood products offered in the four counties within the FLZ is becoming increasingly understood.

Use of Economic Development Administrations Cluster Mapping tools identified the employment clusters of Forestry and Wood Products as being either the largest or among the largest employment sectors for these largely rural counties. Figure 15 above, presents these results.

Demographic and Economic Indicators

As part of an effort to develop a regional strategy for economic transformation for thirteen counties in Northwest Florida in 2016, a Technical Report was prepared by the Haas Center at the University of West Florida, in partnership with Florida's Great Northwest. The Technical Report identified key demographic and economic indicators supporting the fact that the population in the region is growing, the working age population is growing and the overall economic conditions are improving in the larger Northwest Florida:

- Population in the region grew 6.5% from 2010-2015, which is 59% higher than the national population growth of 4.1% over the same period. The population of residents age 0-17 grew by 3.4% in the region over the same period that the national population age group decreased by 0.7%. Likewise, the working age population (18-64) in the region grew 4.1% while the same population segment nationally grew only 2.9%. The primary cause of the population growth has been domestic migration, i.e. residents who moved into the region from another U.S. county. Domestic migration generally accounts for ten to fifteen thousand net-new residents in the region each year. The region has also seen a significant increase in international migration, which for the most recent data added 2,572 net new residents.
- The percentage of the region's population with a bachelor's degree or higher (23.0%) lags percentages for both Florida (26.8%) and the nation (29.3%). However, there are relatively more Associate degree holders in the region (10.3%), than the state (9.2%) and nation (7.9%).
- The most recent median household income for the region ($48,5672) is slightly higher than state level ($47,212) but lower than the national median household income ($53,482); yet, average earnings in 2016 ($47,943) are

significantly lower than state ($53,376) and national average earnings ($61,389).
- Between 2009 and 2016, job growth was slower in the 13-county region (6.6%) compared to state (14.1%) and national growth rates (9.0%); however, the regional unemployment rate (4.6%) was lower than state (4.9%) and national rates (5.0%)".

Workforce Training Capabilities

There are numerous freight-related workforce training capabilities across the North Florida region, including higher education programs, machinery operation training programs, and machinery repair and maintenance programs.

Specific program types include:

Supply chain and logistics education
Industrial machinery repair and maintenance
Heavy Truck repair and maintenance
Aircraft maintenance
Heavy Equipment Operation
Truck driving

Secondary and Higher Education Certificate and Degree Programs

There is a wide variety of university, community college, technical college programs in the region that offer freight-related educational training, both in the technical and management arenas of freight and logistics.

- Florida State University

The Florida State University (FSU) Master of Business Administration (MBA) offers courses on Logistics and Supply Chain Management focusing on information technology and how it affects marketing within the supply chain. These include logistical issues and the flow of goods, services, and funds within the supply chain to the final consumer. Specific elements covered include: electronic commerce, Internet, intranets, extranets, marketing information systems and logistics information systems.

The Center for Global Supply Chain Management (GSCM) at FSU is a center of excellence in Supply Chain Management that supports the needs of organizations within the State of Florida, nationally and globally through partnerships with key stakeholders. Achieving this mission requires continuous networking between the GSCM faculty, FSU students, and member firms. The end objectives are to be a preferred provider of talent, disseminator of best practice research and developer of innovative curricula that meets the needs of world class organizations.

- Florida A&M University and Florida State University

The Florida A&M University (FAMU)-FSU College of Engineering offers several degree programs at the BS, MS, MEng, and PhD levels. The Department of Industrial and Manufacturing Engineering provides a solid industrial engineering curriculum coupled with a strong research program driven by the economic and technological development needs of society. Graduates have been employed in industrial, service or governmental organizations applying the industrial engineering skills in developing, designing, analyzing, implementing, or improving integrated systems that include people, materials, information, equipment, and energy. The Department has seven laboratories:

Affordable Composite Processing, Applied Robotics, Automated Systems, Ergonomics Optimization and Simulation, Rapid Prototyping/Precision Manufacturing, and Computer-Integrated Manufacturing. Computer facilities include CAD/CAM software, SUN workstations and servers, personal computers and much more.

Students and faculty have access to the computing facilities on both campuses. FAMU participates in an Army-funded High-Performance Computing Research Consortium operated by the University of Minnesota. Students have direct access to the high-performance supercomputers located on the University of Minnesota campus. Several engineering faculty members have a joint appointment with the National High Magnetic Field Lab. The Supercomputer Computations Research Institute (SCRI) is also located in Innovation Park. Some College of Engineering students have access to the supercomputers located in Innovation Park, which are operated by FSU's Academic Computing and Networking Services.

The Department of Mechanical Engineering is actively involved in basic and applied research designed to solve both present and future technological needs of society. The major research activities are focused in four primary areas: dynamic systems and controls (including mechatronics and robotics), fluid mechanics and heat transfer, materials science, and sustainable energy systems. State-of-the-art research laboratories are associated with each of these areas. In addition, significant research is conducted in cooperation with the following:

Applied Superconductivity Center (ASC)
Center for Advanced Power Systems (CAPS)
Center for Intelligent, Systems, Control, and Robotics (CISCOR)
Energy and Sustainability Center (ESC)
Florida Center for Advanced Aero-Propulsion (FCAAP)
Institute for Energy Systems, Economics, and Sustainability (IESES)
National High Magnetic Field Laboratory (NHMFL).

The Department of Civil and Environmental Engineering prepares students to plan, design, construct, maintain, and manage airports, bridges, tunnels, buildings, harbor facilities, dams, highways, waterways, pipelines, sanitation systems, and other aspects of the built environment.

- Gulf Coast State College

The Logistics and Transportation Specialist, C.C.C. Program at Gulf Coast State College (GCSC) prepares students for entry level positions in the supply chain areas of numerous industries. The program includes the core dimensions of logistics, including supply chain management, transportation and distribution, purchasing and inventory, warehouse operations, and quality and operations management. With this program, students will also develop business and managerial skills necessary for the efficient and effective performance of all operations within a company's supply chain. The Engineering Technology certification prepares students for entry level technical jobs in high tech production, manufacturing, distribution and engineering research and development facilities. It is aligned with the MSSC (Manufacturing Skill Standards Council) Certified Production Technician (CPT) certification.

The GCSC has indicated that if there is a need by industry for a particular type of employee, they will develop and offer the program that may be needed. GCSC's distributed campus system supports several communities with campuses in Panama City, Port St. Joe, Tyndall Air Force Base (AFB), and Southport.

- Northwest Florida State College

The Logistics and Supply Chain Management courses at Northwest Florida State College (NWF) provide an introduction to logistic concepts in both the business and government environment. The key concept is that logistics is a process that adds value to the end product whether it is a commercial item for a customer or a system used by the government which must achieve a desired state of readiness through an established or acquired infrastructure. Emphasis is placed on the challenges related to providing logistical support for procurement, manufacturing, and life cycle support. The course focuses on supply chain strategies, logistic information systems, order fulfillment, inventory, demand forecasting, and collaborative planning. In addition, the student is introduced to transportation constraints, third party logistics (3PL), warehousing, materials handling, international logistics and facility planning. NWF operates seven area campuses and centers in Niceville, Fort Walton Beach, Crestview, DeFuniak Springs, South Walton County, and at Eglin Air Force Base and Hurlburt Field.

- University of North Florida

The Transportation and Logistics Flagship Program curriculum at the University of North Florida (UNF) in Jacksonville emphasizes the perspective of logistics as an integrated part of Supply Chain Management (SCM). Students are exposed to courses in information systems, quantitative methods, transportation, warehouse management, distribution, international logistics, logistics management, subsystems, and a capstone project in SSM is offered. The institution offers an MBA Logistics Concentration to enhance logistics management expertise as well as improve the student's strategic planning, financial management, and analytical skills.

In partnership with the Transportation and Logistics Flagship Program, and the American Society of Transportation & Logistics, the UNF Division of Continuing Education created the Global Logistics Training Resource Network to offer high quality continuing education for professionals engaged in the logistics and supply chain fields. These programs encompass a wide range of functional areas within the supply chain, and the courses include industry specific seminars and certifications, noncredit courses, and on-site customized training developed for jobs related to logistics and distribution.

- University of West Florida

The University of West Florida (UWF) Bachelor of Science in Business Administration in Supply Chain Logistics Management is an included program in the University's accreditation by AACSB International. The Supply Chain Logistics Management major provides students with the core knowledge to recognize, understand and manage logistics and transportation operations and market such services. UWF's Supply Chain Logistics Management course work exposes students to core supply chain management areas of logistics, transportation, materials planning and management, demand management, finished goods distribution, customer service, global and intermodal logistics, transportation brokerage and freight forwarding, logistics analytics, and procurement. The major builds an understanding of how logistics and transportation are managed by connecting students to business logistics in the field through interactions with executives in the classroom and in industry facilities. Students gain skilles in identifying the critical service and cost factors when making business logistics decisions, and become equipped with

the skills to evaluate trade-offs between these factors and to ultimately make the most cost effective and service effective logistics decisions.

- Chipola College

The college offers a Bachelor of Science in Business degree which includes accounting, information systems, and management course work. The college offers business courses which support supply chain related activities.

Online Master in Supply Chain Management Degree Programs

Supply Chain Management (SCM) focuses on coordinating and integrating, within a company and among companies, the flow of goods, information, and other resources such as people and energy, between point of origin and the point of consumption to meet the requirements of consumers at the lowest possible cost.

SCM "operations-focused" jobs deal with the daily management of product flow and people, whereas SCM "planning-oriented" jobs focus on issues such as demand forecasting, supply management, performance analysis, inventory control, and troubleshooting customer problems. Chipola College's SCM programs cover subjects such as distribution and transportation, sourcing and supplier management, operations management, inventory and forecasting, information analysis, sustainable operations management, logistic management, global operations, and more.

Machinery Repair and Maintenance Programs

There are several industrial machinery and vehicle repair and maintenance training programs in the region offering a broad range of programs:

- Tom P. Haney Technical Center – Aviation Academy

The Aviation Maintenance programs prepare students for certification by the Federal Aviation Administration (FAA). The FAA Airframe and Powerplant (A&P) Certification is required to perform maintenance and repairs on small aircraft, as well as the largest jet airplanes. Upon completion of the Aviation Maintenance Technology program and FAA certifications, one would be qualified for the following positions: Aircraft Maintenance Mechanic, Airframe Maintenance Mechanic, Powerplant Maintenance Mechanic, Aircraft Sheet Metal Mechanic or Helicopter Mechanic.

- Lively Technical Center

The A&P Technician profession offers an array of career opportunities ranging from general aviation to commercial aviation; from aircraft or component manufacturers to aircraft repair and overhaul at both domestic and foreign fixed base operations. This program consists of two sub-programs with one common core and three occupational completion points designed to train students in the skills, knowledge, and related abilities necessary for entry into the aviation maintenance profession. The student will be prepared for the FAA A&P Certification. The Aircraft Powerplant Mechanics and Aircraft Airframe Mechanics programs prepare students for employment or advanced training

in the commercial and general aviation industry. Instruction is designed to prepare students for FAA license examinations for airframe ratings.

Lively Technical Center also offers a Post-Secondary Adult Vocational (PSAV) Certificate as Medium & Heavy Duty Truck and Bus Technician. This training program will prepare students for employment as Diesel Engine Mechanics. The content includes, but is not limited to: maintaining and repairing diesel engines and electrical systems, overhauling diesel engines, and performing diesel engine preventive maintenance. The program also includes training in communication, leadership and employability skills, human relations, and safe efficient work practices.

- Tallahassee Community College

Tallahassee Community College (TCC) offers an Engineering Technology, A.S. degree that prepares students for the challenging, but highly-regarded careers of industrial machinery mechanics, general and operations managers, production and operation worker supervisors, and supervisors of mechanics, and installers and repairers. TCC also offers certificate programs in Industrial Machinery Maintenance PSAV, Machining Technologies, Welding Technology PSAV, Engineering Technologies Support Specialist, Electronic Systems Associate and Quality Improvement Associate (CQIA).
The Advanced Manufacturing Training Center (AMTC) at TCC provides area industry with a one-stop center focusing on customized training and development needs. The AMTC at TCC recognizes the challenges facing companies in today's manufacturing and industrial sector; the Division of Workforce Development Team is available to customize training to employers in the region.

- Southern Regional Technical College, (Thomasville, Gerogia.)

Southern Regional Technical College (SRTC) offers education and training in various technical fields of study including:

Electrical Systems Technology
Industrial Electrical Technology
Industrial Systems Technology
Welding and Joining Technology
Industrial Technician
Industrial Fluid Power Technician
Industrial Motor Control Technician
Industrial Wiring Technician
Manufacturing Maintenance Specialist
Mechatronics Specialist

- Chipola College

Chipola College offers a Bachelor of Science in Business degree which includes accounting, information systems, and management. The college offers business courses which support supply chain activities.

Chipola College offers Industrial Maintenance and Advanced Manufacturing training as well through its Engineering Technology AS degree, which involves programmable logic controls, pneumatics, hydraulics, drive train systems,

mechatronics, low voltage current, and other items related to millwright services, including:

AS degree in Engineer Tech, specialization in Hydraulics, Pneumatics, Motors, and Programmable Logic Controllers (PLC's)
College Credit Certificate in Hydraulics/Pneumatics/Motors/PLC's
Manufacturing Skill Standards Council Certified Production Technician (MSSC-CPT) national certificate
Engineer Support Specialist certificate
Ready to sit for Six-Sigma certificate
Ready to sit for National Instruments LabVIEW associate developer industrial certificate
Automotive Technology
National Automotive Technicians Education Foundation (NATEF) Accredited
National Institute for Automotive Service Excellence (ASE) certificate
Civil Engineering Technology (AutoCAD, surveying, GIS mapping, building materials, etc.)
AS degree in Civil Engineering Technology
Ready to sit for AutoCAD certificate
Courses relevant toward Surveying certificate
Courses relevant toward GIS certificate
Industrial welding program.

- Florida Panhandle Technical College (Chipley)

The Heavy Equipment Mechanics training program offered at the Florida Panhandle Technical College (FPTC) prepares students for maintaining and repairing diesel engines and electrical systems, overhauling diesel engines, and performing diesel engine preventive maintenance. The program content also includes training in communication, leadership, human relations and employability skills, and safe, efficient work practices. This training program also grants a PSAV Certificate and prepares students for employment as Heavy Equipment Mechanics, through this course is not currently approved for tuition assistance by any area.

- Gadsden Technical Institute (Quincy)

The Gadsden Technical Institute (GTI) offers a Power Equipment Technologies program that prepares students for further education and careers in the Transportation, Distribution, and Logistics career cluster, provides technical skills proficiency and includes competency-based applied learning that contributes to the academic knowledge of all aspects of the Transportation, Distribution and Logistics career cluster. GTI also offers a Welding Technology program for employment or advanced training.

- Bainbridge State College (Bainbridge, Georgia)

The Bainbridge State College offers an Industrial Maintenance Diploma and Technical Certificates of Credit as Industrial Electrician General, Industrial Factory Technician, Industrial Instrumentation, Industrial Machining and Industrial Maintenance Technicians.

Machinery Operation Training Programs

- Florida Panhandle Technical College (Chipley)

The Heavy Equipment Operator program at Florida Panhandle Technical College prepares students to operate several types of power construction

equipment, such as motor graders, bulldozers, scrapers, compressors, pumps, shovels, tractors, or front-end loaders to excavate, move, and grade earth, or pour concrete or other hard surface pavement. This training program offers a PSAV Certificate and prepares students for employment in the construction field as Heavy Equipment Operators. The content includes, but is not limited to: communication, employability and leadership skills, human relations, safe and efficient work practices, and skills to operate and maintain a variety of heavy equipment. This course is not approved for tuition assistance by any area. The college also offers a training program to prepare students for employment as Diesel Engine Mechanics. The content includes, but is not limited to: maintaining and repairing diesel engines and electrical systems, overhauling diesel engines, and performing diesel engine preventive maintenance. The program also includes training in communication, leadership and employability skills, human relations, and safe efficient work practices. This course is not approved for tuition assistance by any area.

- Chipola College

Chipola College also offers certification training for forklift operation as well as rigging.

Truck Driving Training Programs

Truck driver training is available through a number of providers in the region, including:

- Truck Driver Institute

The training program is designed to get students trained, licensed and certified in only 15 days, providing job placement assistance with over 20 nationwide carrier partners. The Sanford, Florida facility, which is in the Orlando metro area is the nearest facility to this region.

- Roadmaster Drivers School

This training program will prepare students for employment as professional drivers needing Commercial Driver License (CDL) certification. It provides instruction in the modern methods and techniques used to develop safe driving habits, proper handling of equipment, customer relations, and other areas of instruction that will be an asset to the transportation industry. Locations in Jacksonville, Tampa and Orlando are the closest to the FLZ region.

- National Truck Driving School

The National Truck Driving School provides training and Certificates in Truck Driver, Heavy Equipment Operator and Auto Transport Driver. A facility near Orange Park, south of Jacksonville serves this region.

- Florida Panhandle Technical College

Florida Panhandle Technical College also offers a training program to prepare students for employment as professional truck drivers. It provides instruction in the modern methods and techniques used to develop safe driving habits, proper handling of equipment, customer relations, and other areas of instruction that will be an asset to the transportation industry.

- Tallahassee Community College

TCC offers a Commercial Vehicle Driving PSAV Certificate program that teaches a multitude of skills that prepare students for entry into the trucking and logistics industry.

DEVELOPMENT INCENTIVES

When elected, Florida Governor, Rick Scott's first priority was to create jobs. His first major step for job growth was the creation of, the new Department of Economic Opportunity (DEO), which is a powerhouse of economic development tools. Enterprise Florida is a non-profit corporation established by the Legislature to serve as the state's main economic development organization, and is required to enter into a performance-based contract with DEO to conduct the state's chief marketing and business recruitment activities. There are numerous departments within DEO that administer specific incentive packages and services. CareerSource Florida is the State's linkage between business employment needs and the unemployed and under-employed workforce. The new direction of the Regional CareerSource resource centers is an employer-based focus on training to meet the needs of new and expanding businesses.

Financial assistance and incentive programs are offered by a wide range of agencies and organizations that can provide significant advantages to new development initiatives. Agencies include, Enterprise Florida, the Department of Economic Opportunity, and Federal agencies including the U.S. Economic Development Administration (EDA) and the United States Department of Agriculture (USDA). The list of opportunities and incentives is voluminous and this overview is intended to provide only a sampling of the offerings. References should be made to the parent web-sites of these agencies or the local contacts provided, especially with respect to available funding sources, for current, specific information that may be modified from time to time based on year-to-year passage of legislation.

Various agencies provide assistance in multiple areas, so there is often programmatic overlap in service offerings, resulting in situations where matching funds can be assembled and augmented, or programmed not only contribution of required utility infrastructure, but also for reimbursements in the start-up years that can reduce risk, capital exposure and overall project capital expense.

Enterprise Florida Location Services

Qualified Target Industry Tax Refund (QTI): The Qualified Target Industry Tax Refund incentive is available for companies that create high wage jobs in targeted high value-added industries. This incentive includes refunds on corporate income, sales, ad valorem, intangible personal property, insurance premium, and certain other taxes. Participating businesses locating in Florida can receive tax refunds at various levels depending on pay scaled of the new employees, imports, sector and location. For some programs, part of the tax rebate is from local funds.

Qualified Defense and Space Contractor Tax Refund (QDSC): Defense, homeland security, and space business contractors gain a competitive edge in consolidating contracts or subcontracts, acquiring new contracts, or converting contracts to commercial production. Pre-approved applicants creating or retaining jobs in Florida may receive tax refunds of $3,000 per net new Florida full-time equivalent job created or retained, or up to $6,000 in a rural county. For businesses paying 150 percent of the average annual wage, add $1,000 per job; for businesses paying 200 percent of the average annual salary, add $2,000 per job.

High Impact Performance Incentive Grant (HIPI): In order to participate in this negotiated grant program, the project must: operate within designated high-impact portions of the following sectors: advanced manufacturing, clean energy, corporate headquarters, financial services, life sciences, semiconductors, and transportation equipment manufacturing. A project must create at least 50 new full-time equivalent jobs in a three-year period and make a cumulative investment in the state of at least $50 million in a three-year period. Once approved by DEO, the high impact business is awarded 50 percent of the eligible grant upon commencement of operations and the balance of the awarded grant once full employment and capital investment goals are met. More information can be found here: https://www.enterpriseflorida.com

CareerSource Workforce Incentives

Florida FLEX offers businesses in Florida or relocating to Florida, a completely integrated talent support solution to help them compete and grow. Participation in Florida FLEX provides help recruiting specialized talent, hiring new team members, and training existing employees. Our team of business and economic development professionals can offer expertise, funding and resources – including labor market data – to help businesses succeed. Customized training, job fairs, employee screening, and proven partnerships with local certificate and associate degree programs ensure the availability of an appropriately trained labor force.

Quick Response Training (QRT) is an employer-driven training program designed to assist new value-added businesses and provide existing Florida businesses the necessary training for expansion. A state educational facility – community college, area technical center, school district or university – is available to assist with application and program development or delivery. The educational facility will also serve as fiscal agent for the project. The company may use in-house training, outside vendor training programs or the local educational entity to provide training.

Reimbursable training expenses include: instructors' and trainers' wages, curriculum development, and textbooks/manuals. This program is customized, flexible, and responsive to individual company needs.

Incumbent Worker Training Program provides training to currently employed workers to keep Florida's workforce competitive. The program is available to all Florida businesses that have been in operation for at least one year prior to application and require skills upgrade training for existing employees. Priority is given to businesses in targeted industries, HUB Zones, Inner City Distressed areas, Rural Counties and areas, and Brownfield areas. More information can be found here: https://careersourceflorida.com/

Financial Assistance

Florida First Capital Finance Corporation (FFCFC) is a Small Business Administration (SBA) "505 lender" working in partnership with DEO's Division of Strategic Business Development to provide financial assistance to start-ups, relocations from out of state, and expansions in qualified industries. More information can be found here: https://ffcfc.com/

Florida Investment Network (FIN) is an online matching service connecting entrepreneurs looking for funding with investors looking for profitable business opportunities. More information can be found here: http://www.floridainvestmentnetwork.com/home

US Department of Agriculture, Rural Programs (USDA) provides a wide range of funding to communities, organizations, and businesses in rural areas to

assist in the construction of infrastructure to support new employment and community services. The range of opportunities here is wide and diverse. The service agency for this region is housed in the Marianna Service Center. More information can be found here:
https://www.rd.usda.gov/files/RD_ProgramMatrix.pdf

- Business and Industry Loan Guarantees (B&I)
- Intermediary Relending Program (IRP)
- Rural Business Development Grants (RBDG)
- Rural Business Investment Program (RBIP)
- Rural Economic Development Loan and Grant (REDLG)
- Rural Microentrepreneur Assistance Program (RMAP)
- Value Added Producer Grants (VAPG)

Florida Department of Economic Opportunity, Small Cities Community Development Block Grants (CDBG) program provides infrastructure construction funding to extend services, usually, piped and wired utilities, roads, and drainage improvements for new or expanding businesses intending to hire employees from low to moderate income families. Grant funding up to approximately $1.5M is available dependent upon the number of employees hired.

US Department of Commerce, Economic Development Administration (EDA) Florida's 10 Economic Development Districts are tied to the Regional Planning Councils (RPCs), where each RPC office maintains a staff member assigned to assisting in economic development projects, securing grant funding from EDA where possible, and building bridges between potential employers and local governments. Grant funding, usually at a 50/50 match, is usually available on a competitive basis for up to $1.5M.

Special Opportunity Incentives

Florida encourages growth throughout the state by offering increased incentive awards and lower wage qualification thresholds in its rural counties. Additionally, a Rural Community Development Revolving Loan Fund and Rural Infrastructure Fund exist to meet the special needs that businesses encounter in rural counties.

Rural Economic Development Initiative (REDI) is a legislatively-created body comprised of agency directors or appointees from the State's cabinet level agencies. The REDI board meets monthly to discuss development initiatives, determine best programs to provide assistance and ensures that agency heads are aware of projects being submitted for approvals or permitting. REDI can issue some waivers of fees, expedited permitting, and coordination assistance in progressing through Florida's regulatory framework.

Brownfield Incentives Florida offers incentives to businesses that locate on a brownfield site with a Brownfield Site Rehabilitation Agreement (BSRA). The Brownfield Redevelopment Bonus Refund is available to encourage Brownfield redevelopment and job creation. Approved applicants receive tax refunds of up to $2,500 for each job created. The Voluntary Cleanup Tax Credit program offers State Tax rebates for rehabilitation of contaminated sites. These credits in conjunction with Federal Brownfields incentives and other site specific State programs can improve a project's initial capital outlay programming as well as encouraging development of properties that would otherwise be sidelined.

Economic Development Transportation Fund commonly referred to as the "Road Fund," is an incentive tool designed to alleviate transportation problems

that adversely impact a specific company's location or expansion decision. The award amount is based on the number of new and retained jobs and the eligible transportation project costs, up to $3 million. The award is made to the local government on behalf of a specific business for public transportation improvements.

Northwest Florida Regional and Local Incentives

Florida Statutes require that units of local government report on financial incentives that promote economic development. For the annual surveys and report, county and municipal economic development incentives are classified into the following four general types:

- Direct financial incentives to businesses;
- Indirect financial incentives benefiting businesses;
- Tax-based and fee-based incentives to businesses; and
- Below-market rate leases or deeds for real property given to businesses.

To the extent that counties and municipalities expend funds or forego revenue through these means, they qualify as economic development incentives for the purposes of state reporting. Based on the 2015 and 2016 reports to the State Legislature on County Funded Economic Incentives, none of the four counties in the FLZ provided direct economic incentives during that period.

- Gadsden County

In 2016, the Gadsden County Development Council (GDC) brought forth, and the Gadsden County Board of County Commissioners (BOCC) adopted, a well-vetted economic development grant policy that provides financial incentives for game-changing job creation and capital investment. This policy is classified under the tax-based or fee-based incentives to businesses as enumerated above.

The grant program was modeled on successful programs implemented in Suwanee County and refined by the Gadsden County GDC. The adopted policy invests a portion of new to County revenues generated by job production, wage scale, construction investment and other project specific criteria. The grant is paid over three to seven years after the investments have been made and jobs are created, and are a reward for competency and completion rather than a pre-construction award. The full text of the policy for Gadsden County is included in Appendix D. Gadsden County has also adopted a local ad valorem tax exemption policy. Qualifying projects may apply for one or the other, not both.

- Liberty

Liberty County has an incentive policy, adopted by ordinance that can provide tax forgiveness of up to 100% of tax liability for up to 10 years. Each applicant would have to make its own case for the percentage and term of the benefit on a case by case basis.

- Gulf County

Gulf County has an incentive policy, adopted by ordinance that can provide tax exemptions for new and expanding business in Gulf County.

- Franklin County

Franklin County does not have policies in place that would qualify as economic incentives according to the State's definition.

CONSISTENCY WITH LOCAL PLANS

Local Government Comprehensive Plans

As previously stated, as part of the process to designate the Gulf to Gadsden FLZ, a Strategic Sites Inventory (SSI) project was conducted in each of the four counties. The SSI identified potential high quality industrial and commercial sites situated along or near key transportation assets in the region in order to market these sites for development of manufacturing and distribution projects that rely on multimodal transportation facilities. The Strategic Sites Inventory is contained in Appendix A.

Table 3 presents the information identified as a result of the SSI report, the governing jurisdiction, the FLUM designation and the intended land use of each strategic site. The FLUM designation for the SSI sites was researched and ascertained by the Apalachee Regional Planning Council. Potential land uses were obtained from the corresponding governing jurisdiction for each site and are labeled according to the following key:

- F-L Freight Logistics
- I-C Industrial/Commercial
- T-B Technology/Business Park
- ILC Intermodal Logistics Center

Due to the rural location of most of the selected sites, the current FLUM designation of these sites in each county is "Agriculture". The City of Gretna is the local government with jurisdiction over the proposed ILC in Gadsden County; its designation of the site as Mixed Use would prohibit large scale industrial development. Therefore, a comprehensive plan amendment would be required to allow the proposed development of the ILC.

TABLE 3: Future Land Use Map designation and Potential Land Use

COUNTY	Site ID	SSI Phase	Acres	Governing Jurisdiction	FLUM Designation	Consistency with FLUM	Potential Land Uses
Gadsden	12029-001	III	621	Gretna	Mixed Use	No	F-L (ILC)
Gulf	12045-017	I	296.9	Gulf Co.	Agriculture	No	F-L
Gulf	12045-018	I	178.4	Gulf Co.	Agriculture	No	F-L
Gulf	12045-019	I	126	Gulf Co	Agriculture	No	F-L/T-B
Gulf	12045-020	I	210.5	Gulf Co	Agriculture	No	F-L
Gulf	12045-021	I	116.3	Gulf Co	Agriculture	No	F-L (ILC)
Gulf	12045-022	I	139.6	Gulf Co	Agriculture	No	F-L
Gulf	12045-024	I	158.4	Gulf Co	Agriculture	No	F-L
Franklin	12037-001	I	978.4	Franklin Co	MU-Res Agriculture[1]	No	I-C / F-L
Franklin	12037-002	I	65.4	Franklin Co	Industrial	Yes	T-B
Franklin	12037-003	I	122.6	Franklin Co	Industrial	Yes	T-B
Franklin	12037-004	I	210.4	Franklin Co	Industrial/ Residential	Potentially	I-C/T-B
Liberty	12077-001	I	126.7	Liberty Co.	Rural Village	No	I-C / F-L
Liberty	12077-002	I	44.2	Liberty Co	Industrial/ Rural Village	Potentially	I-C / F-L
Liberty	12077-003	I	252..2	Liberty Co	Rural Village /Agriculture	No	I-C / F-L
Liberty	12077-004	I	1179.3	Liberty Co	Agriculture	No	I-C / F-L
Liberty	12077-005	I	72.8	Liberty Co	Industrial	Yes	I-C / F-L
Liberty	12077-005	I	925.3	Liberty Co	Industrial/ Agriculture	Potentially	I-C / F-L

[1]Portions of 12037-001 in Franklin County are in Industrial and Public Facilities, these areas are already occupied by airport, prison, and the City of Apalachicola WWTP are not re-developable.

It appears that most of the sites would require an amendment to the local government comprehensive plans to allow development of the anticipated potential land uses and support economic development in these areas. Few of the comprehensive plans for the four counties and corresponding municipalities within the FLZ permit industrial development in lands with an Agricultural FLUM designation. To move forward to development of the SSI sites, it is recommended that the local governments move forward with map and/or text amendments that would permit the development of the sites as intended.

Other Considerations for Potential Land Uses

The sites evaluated possess adjacency to the roadway network and most are adjacent or near the AN railroad or the Gulf County Canal. Those parcels of greater area shown in Table 3 will potentially be developed with commercial, and some industrial uses, with industrial being the more prominent use on those sites in remote, rural locations. Commercial developments require proximity to other commercial activity. Freight logistics uses require immediate access to the transportation network. Access to workforce in a density to satisfy North American Industry Classification System (NAICS) standards also limits technology/business park developments to areas proximate to population centers.

Two of the sites, the Gadsden Site 12029-001 and Gulf County's 12045-21 are being considered for Intermodal Logistics Center (ILC) designation. This designation requires a commitment by the local government as well as the landowner and those outcomes are beyond the purview of this report.

Consistency with the Port of Port St. Joe Master Plan

The Master Plan is focused on repairing lost capabilities of the facility and its approaches by water, road and rail. The ultimate goal of that Master Plan is the revival of the port and development of the infrastructure that will permit through put of bulk material from water transport to rail or road carriers. To that extent the FLZ is fundamentally consistent with the goals of the Port's Master Plan. Significant Port projects include dredging the channel, turning basin and the Gulf County Canal, and extension of appropriate infrastructure to manufacturing sites.

Consistency With Adopted Long-Range Transportation Plans of a Metropolitan Planning Organization.

The Capital Region Transportation Planning Agency is the only MPO with jurisdictional overlap of the FLZ. The potential ILC in Gadsden county is consistent with the Capital Region Transportation Planning Agency (CRTPA) Regional Mobility Plan:

> "The CRTPA facilitates a regional, cooperative planning process that serves as the basis for spending the region's state and federal transportation funds for improvements to roads, bridges, public transit, freight routes, and bicycle and pedestrian networks."

The MPO considers 9 broad planning factors for their long range transportation planning program, including; Connectivity, Economic Development, Access, Multimodalism, Land Use, Security, Safety, Public Health, and Natural Resource Protection/Conservation. The ILC is an essential factor in a health freight transportation network and is therefore part of the freight

route helping to improve economic development, access, multimodalism and connectivity.

Consistency with other Regional Planning Initiatives

The Region is blessed with several pro-active planning and economic development partners that have or are developing long range planning documents. In addition to the Port and Airport master plans that have site specific recommendations and wish lists, many of these regional entities have long range planning documents that should include at minimum a consideration of the FLZ recommendations and at best an endorsement of those projects and inclusion of the FLZ in updates.

The Apalachee Regional Planning Council will be updating its Comprehensive Economic Development Strategy document in the summer/fall of 2017. That document informs the U.S. Department of Commerce's Economic Development Administration of key federal investment opportunities that will promote job growth and enhance the economic base in the ARPC's region.

Florida's Great Northwest (FGNW) has just adopted a five-tiered planning initiative that has created sub-committees to coordinate region wide investment programs. The FGNW document should necessarily also be informed of and include key projects that would promote the FLZ.

Opportunity Florida is the managing entity that helps coordinate economic development and workforce development in Florida's Northwest Region of Economic Opportunity. To the extent that these regional entities overlap in mission and regional impact, their efforts should be considered and addressed in some of the key projects recommended herein in their updated reports.

Strategic Infrastructure Improvements Element

The following tables are taken from a variety of sources including FDOT, The Port Authority, the North Florida Transportation Corridor Authority, the Apalachicola Airport Study and others we have the following:

Table 4. Port of Port St. Joe, Capital Improvements Plan (UPDATE COSTS)

Project Description	TOTALS
Dredging	
Dredge Material Management Plan	$600,000
Permitting	$900,000
Dredging to 35'	$40,000,000
15% Contingency	$3,225,000
Dredging Sub-Total	$44,725,000
Manufacturing Sites	
Bulkhead	$5,000,000
Utilities	$850,000
Security	$140,000
Rail Extension to Parcel B	$900,000
Rail Road to Old Mill Site.	$1,000,000
Former Arizona Chemical Site (Kenny Mill Rd)	$1,000,000
10% Contingency	$357,000
Manufacturing Sites Sub-Total	$9,247,000
TOTALS	**$53,972,000**

Source: Port of Port St. Joe, Commission

Table 5 presents data from FDOT's Five Year and SIS Planning documents and the North Florida Transportation Corridor Authority:

Table 5. Strategic Infrastructure Improvements Gulf County

Improvements			
Facility	From	To	Improvement
Port of Port St. Joe	US 98 Intersection	AN Rail	Intersection Crossing Improvements
SR 71	South of Ave A and Chemical Dr.	I-10	Capacity (4 lanes)
SR 71	Industrial Road		Passing Lanes
SR 71	at Wewahitchka		Bypass
SR 71	at Altha		Bypass
SR 71	Port St. Joe		Over Pass at Rail crossing
US 98	Mexico Beach	US 231	Gulf Coast Parkway
SR XX	Windmark	Tyndall AFB	Gulf to Bay Highway
CR 382			Capacity (4 lanes)

Table 6. Strategic Infrastructure Improvements Franklin County

Improvements			
Facility	From	To	Improvement
SR 65	Eastpoint/US98	I-10	Capacity (4 lanes)
Apalachicola River Trestles and Bridge			Repair
AN Railway	Apalachicola	Telogia	Rehabilitate 19 miles of track & bridges

Table 7. Strategic Infrastructure Improvements Apalachicola Regional Airport

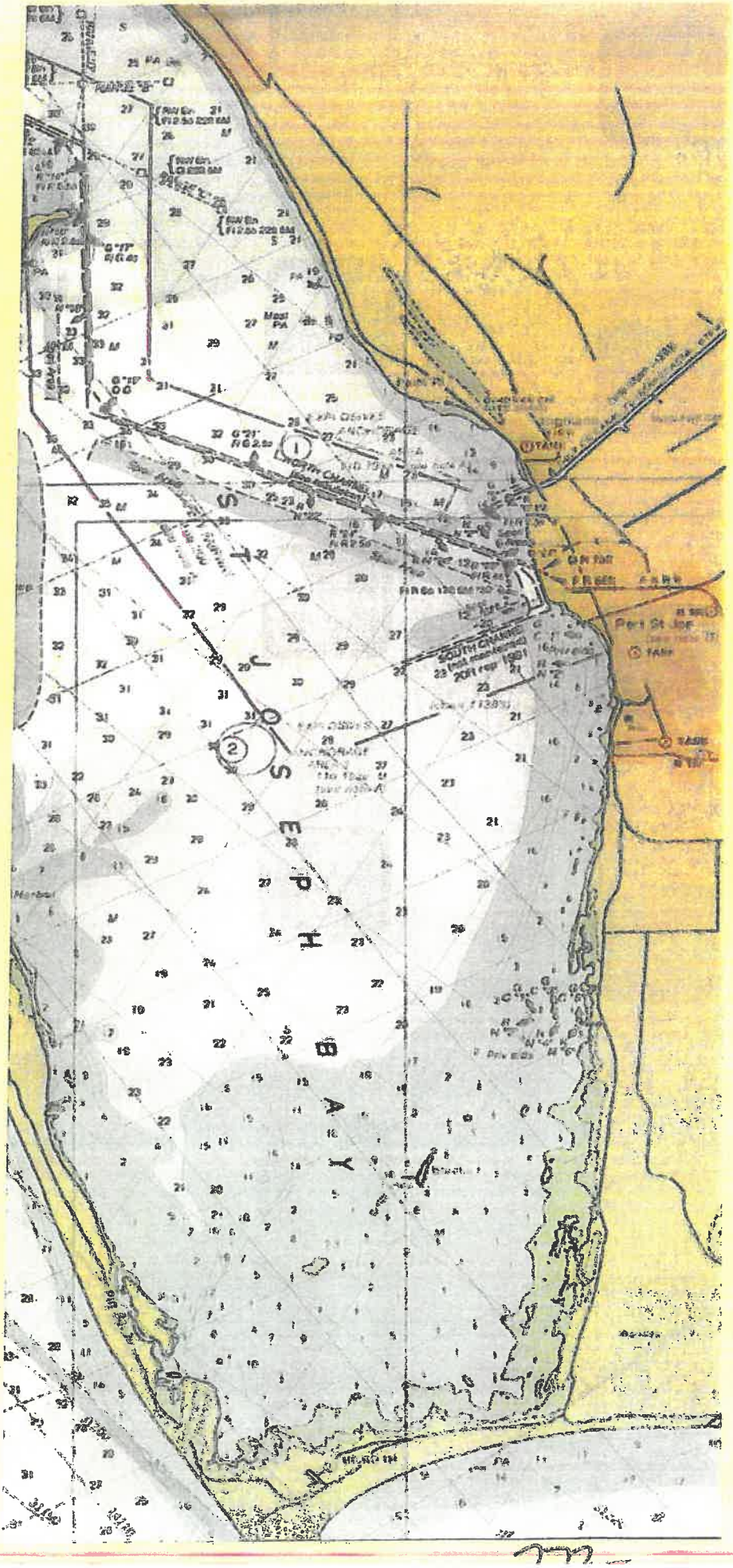
Airport Improvements		
Facility	Description	Improvement
Rail Spur	From AN to Airport	2 Mile Spur
Large Hanger		
T-Hanger		

As the sites identified in the LL+D Strategic Sites Inventory progress through the stages of identifying sites that warrant a more thorough review, additional projects will be identified which will require local government coordination, permitting, environmental clearances and assessments of needed support infrastructure to support those sites. For instance, if the proposed Gadsden ILC (Gadsden site 12029-001) moves forward, a rail spur, local road improvements and piped and wired utility extensions would be required to serve the project. Identification of those site specific costs are beyond the scope of this report.

Table 8. Strategic Infrastructure Improvements at SSI sites.

Site Improvements	
County/Site	Description/Improvement
Gulf	Sewer Extension from PSJ to White City
Gulf/12045-021	Road Improvements to L&P Site (Potential ILC)
Gulf	Rail Extension to the Bay
Gulf	Rail Extension along Gulf Canal
Gulf	Rail Repair to L&P (Potential ILC) Site
Gulf	Turning Basin Dredging
Gulf	Access Road to Canal Sites Along New Rail
Gulf	Pre-Treatment of PSJ Sewer Plant
Franklin/12037-002	Need All Utilities
Franklin/12037-003	Expand Site if Runway Closes
Franklin/12037-004	Need All Utilities
Franklin/12037-007	Residential Development/Zoning Change
Franklin (4 sites)	Need road access, access to water and sewer
Liberty	Widening of CR 67
Liberty	I-10/SR 65 Interchange (New Construction)
Liberty	SR 65/CR 67 Rail Siding
Liberty	CR 65, Lowry Chip Mill Site Resurfacing/Maintenance (1 mile)
Liberty	Rail Spur, Sunshine Cypress Site
Liberty	Forest Road 22 (Cut from Port to Tallahassee)
Liberty	SR 65/CR 267 Rail Siding reparis
Liberty	Road improvements to infrastructure already in place
Gadsden/ILC	Construction of Rail Spur to ILC Site
Gadsden/ILC	Construction of Access Road from SR 12 to ILC Site Rail Spur
Gadsden/ILC	Natural Gas routed to site
Gadsden/ILC	Improvements to electrical infrastructure (Duke + Talquin)
Gadsden/ILC	Land Use change from Mixed Use/Commercial to Industrial
Gadsden/ILC	Annexation of Western Property adjacent to Rail
Gadsden/ILC	Addition of Water (fire suppression) and sewer capabilities

This report was made possible by a Technical Assistance grant from the Department of Economic Opportunity based on an application from the Gulf County Economic Development Council. The ARPC wishes to thank the contributors, summit participants and commenters who have made this project a success.


SOUTH CHANNEL
SOUTH CHANNEL
Port St Joe
APALACHICOLA BAY