

PORT of Palm Beach
MASTER PLAN



Port of Palm Beach

Strategic Master Plan

FINAL

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Table of Contents

1. Executive Summary 1
2. Introduction 6
2.1. Historical Context 6
2.2. Goals 7
2.3. Planning Area 9
2.4. Planning Process 9
2.4.1. Economic Development 10
2.4.2. Infrastructure Development and Improvement 10
2.4.3. Intermodal Transportation Facilities 11
2.4.4. Physical, Environmental, and Regulatory Barriers 11
2.4.5. Intragovernmental Coordination 11
2.5. Master Plan Compliance 11
3. Existing Conditions 13
3.1. Introduction 13
3.2. Land Use 13
3.3. Port Access 14
3.3.1. Waterside 14
3.3.2. Landside Roads 14
3.3.3. Landside Rail 15
3.3.4. At-Grade Rail Crossings 15
3.4. On-site Traffic Circulation 16
3.5. Existing Berths 18
3.5.1. Berth Occupancy 20
3.5.2. Slip 2 23
3.6. On-dock Railyard / PIDP Project Improvements 25
3.7. Existing Operations 28
3.7.1. Port of Palm Beach Operations 29
3.7.2. General Cargo Operations 30
3.7.3. Liquid Bulk – Asphalt and Diesel 38
3.7.4. Liquid and Dry Bulk – Molasses and Sugar 39
3.7.5. Dry Bulk 41
3.7.6. Cruise and Luxury Yachts Operations 43
4. Planning, Studies and Analysis 46
4.1. Overview 46
4.2. Economic Development 46
4.2.1. Market Analysis and Industry Trends 47
4.2.2. Port of Palm Beach Cruise Facilities 63
4.2.3. Port of Palm Beach Cruise Guest Moves 64
4.2.4. Cruise Forecasts for the Port of Palm Beach 65
4.2.5. Summary of Port Cruise Forecasting 70
4.3. Infrastructure Development and Improvement 70
4.3.1. Facility Infrastructure Assessment 70

4.3.2. Electrical System Analysis for Future Loads 71
4.3.3. Facility Planning Studies 72
4.4. GIS Integration 77
4.5. Resiliency 77
5. Outreach and Engagement 79
5.1. Overview 79
5.1.1. The Engagement Process 79
5.1.2. A Communal Vision 80
5.2. Outreach Process 80
5.2.1. Development of Outreach Materials 80
5.2.2. Outreach Materials, Tools, and Techniques 80
5.3. Stakeholder Outreach 83
5.3.1. Project Stakeholders 83
5.3.2. Public Meetings 83
5.3.3. Public Surveys and Interactive Map Feature 84
5.3.4. In-Person Outreach 86
5.3.5. Media Coverage 86
5.4. Themes from Public Engagement Period 1 87
5.5. Themes from Public Engagement Period 2 88
6. Recommendations 90
6.1. Projected Growth and Constraints 90
6.2. Recommendations 90
6.2.1. Containerized Cargo Growth Accommodation 91
6.2.2. Improve Port Rail Connection 92
6.2.3. Reduce Roadway Congestion 94
6.2.4. Improve Berth Utilization 98
6.2.5. Accommodate Diverse Cargo Growth and Capture 99
6.2.6. Port Infrastructure Improvements 100
6.2.7. Expand the Port's Reach 101
6.2.8. Partner with the Community 103
7. Strategic Master Plan 106
7.1. Initial Master Plan 106
7.2. Interim Master Plan 107
7.3. Long Term Improvement Projects 107
8. Projects and Timeline 110
8.1. Previously Undertaken Set of Projects 110
8.1.1. POPB 110
8.2. Projects Currently Underway 110
8.2.1. POPB 110
8.3. Master Plan Projects Timeline 111
8.4. Grant Funding 111
8.4.1. Port Infrastructure Development Program (PIDP) 111
8.4.2. Bipartisan Infrastructure Law (BIL) 111
8.4.3. Infrastructure Investment and Jobs Act (IIJA) 111

8.4.4. Federal Highways Administration (FHWA) 112
8.4.5. Florida Seaport Transportation and Economic Development (FSTED) Program 112
Appendix A 115
1. Requirements and Compliance 116
1.1.1. Goals, Objectives, and Policies 116
Appendix B 126
1. Street Crossing Analysis 127
1.1. Dr. Martin Luther King Jr. Crossing 127
1.2. 13th Street Crossing 127
1.3. West Blue Heron Boulevard Crossing 127
1.4. Grade Crossings Located to the South of the Existing Port Leads 128
1.4.1. 49th Street Crossing 128
1.4.2. 45th Street Crossing 128
1.4.3. 36th Street Crossing 128
1.4.4. Future Effects on At-Grade Crossings and Potential Grade Separations 129
Appendix C 130
1. On-dock Railyard Operations 131
1.1. Port Rail Operations 131
1.1.1. Tropical Container Railyard Operations 131
1.1.2. Tropical Rum Facility Dock's Rail Spur Operations 131
1.1.3. South Florida Materials (SFM) Rail Spur Operations 131
1.1.4. Merchants Market Rail Spur Operations 132
1.1.5. Gulfstream Line, Inc. Rail Spur Operations 132
1.1.6. Heavy Lift Loads 132
Appendix D 133
1. Condition Surveys 134
1.1. Lighting and Power 134
1.2. Storm Drainage 137
1.3. Water and Fire Protection 138
1.4. Sanitary Sewer 141
1.5. Natural Gas 142
1.6. Combined Utilities 143
1.7. Slips and Berths 144
Appendix E 150
1. Executive Summary 151
2. Cruise Industry 153
2.1. Terminology Used 153
3. Cruise Travel Fundamentals and Industry Update 154
3.1. Cruise Industry Growth 154
3.2. Drivers of Market Growth 156
3.3. The Engines Driving Growth 157
3.4. The COVID-19 Pandemic Impact and Recovery 164
3.5. Industry Resilience to Shocks and Stresses 165
3.6. Looking Ahead: Global Cruise Forecasting 166

4. The Caribbean Cruise Region 170
4.1. Caribbean Region Defined 170
4.2. Driving Growth in the Caribbean 172
4.3. Looking Ahead: Caribbean Cruise Forecasting 175
5. The Port of Palm Beach 178
5.1. Port of Palm Beach Cruise Facilities 178
5.2. Port of Palm Beach Guest Moves 179
5.3. Cruise Forecasts for the Port of Palm Beach 180
5.3.1. Forecast Development 180
5.3.2. Summary of Strengths, Weaknesses, Opportunities, and Constraints 181
5.3.3. Port of Palm Beach Forecast 183
5.3.4. Summary of Port Cruise Forecasting 185
Appendix F 186
1. PEP1 Public Outreach Summary Report 187
2. PEP2 Public Outreach Summary Report 187
3. Draft Master Plan Final Comments and Responses 187

List of Figures

Figure 1. Port of Palm Beach District Boundary Map 9
Figure 2. Overall Planning Approach 9
Figure 3. Planning Process Summary 10
Figure 4. City of Riviera Beach Zoning Map 13
Figure 5. On-Site Port Roadway System 16
Figure 6. Skypass Elevation Looking West and Associated Underbridge Clearance 17
Figure 7. Skypass Elevation Looking West and Underbridge Clearance from Bents 5 to 8 18
Figure 8. POPB Berth Map 20
Figure 9. POPB Berth Average Occupancy 21
Figure 10. POPB Monthly Average Occupancy For Primarily Containerized Cargo Berths 21
Figure 11. POPB Monthly Average Occupancy For Primarily Liquid and Dry Bulk Cargo Berths 22
Figure 12. Containerized Cargo Vessel Call Length Quantity by Berth 22
Figure 13. Current Containerized Cargo Vessel Fleet Size Calling POPB 23
Figure 14. Cargo Truck Circulation Path on Finger Pier Between Slips 2 and 3 25
Figure 15. Existing On-dock Railyard Conditions 26
Figure 16. POPB Tenant Parcel Map 29
Figure 17. Containerized Cargo Operational Area within Port Boundary 31
Figure 18. Port of Palm Beach Historical Containerized Cargo Throughput 31
Figure 19. Port Revenue Generated by Container Terminal NET CY 33
Figure 20. Growing Population Base will Support Economic and Trade Demand 48
Figure 21. POPB Hinterland Market Collectively Projected to Outpace the State 49
Figure 22. Regional Economy Considerations 50
Figure 23. Warehouse Distribution (Percent of Florida) 51
Figure 24. South Florida Trade 52
Figure 25. Opportunity for POPB to Build on General Cargo Volumes 53

Figure 26. Positive Growth Trends 54
Figure 27. Caribbean GDP 55
Figure 28. Visitor Projections for the Carribbean 56
Figure 29. Caribbean Container Trade (TEU) 57
Figure 30. Florida Cement Consumption and Maritime Imports 58
Figure 31. South Florida Scrap Metal Exports 59
Figure 32. Trend Projections 60
Figure 33. Future Considerations: Rail-on-Barge 61
Figure 34. Florida's Imports of Fertilizer 62
Figure 35. Port of Palm Beach Cruise Facilities - Existing Conditions 63
Figure 36. Port of Palm Beach Guest Moves (FY 2014-2022) 64
Figure 37. Port of Palm Beach Guest Moves - Margaritaville At Sea Typical Schedule 65
Figure 38. Port of Palm Beach - Estimated Maximum Practical Capacity (MPC) 67
Figure 39. Port of Palm Beach - Estimated Maximum Practical Operability (MPO) 68
Figure 40. Passenger Projections FY 2023-2043 (2% Market Capture) 69
Figure 41. Passenger Projections FY 2023-2043 (2%-3.5% Market Capture, Port Facilities Expand) 69
Figure 42. POPB Containerzed Cargo Throughput and Growth Trend 73
Figure 43. Images Dislplay Public Engagement Period 1 & 2 Meeting Flyers & Public Engagement Pierod 1 Postcard 81
Figure 44. Images from June 1 and June 2, 2022 Public Meetings 83
Figure 45. Images from October 11 and October 12, 2022 Public Meetings 84
Figure 46. Public Input Map 85
Figure 47. Property between 10th and 11th Street 92
Figure 48. PIDP Rail Yard Improvements 93
Figure 49. Expanded Rail Yard Improvements 94
Figure 50. PIDP Container Terminal Gate Improvements 95
Figure 51. PIDP New Main Security Gate 96
Figure 52. Secondary Gate Truck Circulation Paths 96
Figure 53. Initial Internal Port Road Improvements 97
Figure 54. Berth 18 99
Figure 55. Initial Master Plan 108
Figure 56. Interim Master Plan 109
Figure 57. Key Master Plan Improvement Projects Timing and Budgetary Costs 114
Figure 58. Port Lighting 135
Figure 59. Port Power Supply 136
Figure 60. Port Facility Electrical Service Summary 136
Figure 61. Port Storm Drainage System 138
Figure 62. Port Water and Fire Protection System 139
Figure 63. Port Sanitary Sewer System 142
Figure 64. Port Natural Gas System 143
Figure 65. Port-wide Utility System 144
Figure 66. POPB Berth Features and Condition 147
Figure 67. POPB Existing Berth Condition Photos 147
Figure 68. POPB Existing Roadway and Pavement Condition 148
Figure 69. POPB Severely Deteriorated Existing Pavement Condition Photos 149

Figure 70. Cruise Industry Growth: Passengers (1970-2024 Ocean-Going Cruise Passengers) 154
Figure 71. Cruise Industry Growth: Capacity (2000-2024 Total Lower Berths and Vessels) 155
Figure 72. Cruise Industry Operators - Market Share (Total Lower Berths) 156
Figure 73. The Engines Driving Growth - Shipyards 158
Figure 74. The Engines Driving Growth - Ship Orders 158
Figure 75. The Engines Driving Growth - The Vessle Replacement Cycle 159
Figure 76. The Engines Driving Growth - Current and Future Cruisers 160
Figure 77. The Engines Driving Growth - Passenger Source Markets (2019 Passengers) 161
Figure 78. The Engines Driving Growth - Leading Destination Regions (Measured in Deployed Capacity) 162
Figure 79. The Engines Driving Growth - 2023 Destination Regions (Measured in Deployed Capacity) 162
Figure 80. The Engines Driving Growth - Homeports and Ports-Of-Call 163
Figure 81. The Engines Driving Growth - Homeports by Region 164
Figure 82. Industry Resilience to Shocks and Stresses - Impact and recovery (Ocean-Going Cruise Passengers) 165
Figure 83. Looking Ahead - Forecast Supply 2023-2035 (Total and Net Added Lower Berths) 167
Figure 84. Looking Ahead - Forecast Supply 2023-2040 (As Measured in Total Industry Capacity) 168
Figure 85. Looking Ahead - Forecast of Cruise Passengers 2023-2040 169
Figure 86. Caribbean Region Defined - Market Size (% Total Global Industry Capacity) 170
Figure 87. Caribbean Region Defined - Primary Areas of Deployment (Western, Eastern, Southern) 171
Figure 88. Caribbean Region Defined - Deployment Examples 171
Figure 89. Driving Growth in the Caribbean - Caribbean Deployment (Measured in Deployed Capacity) 172
Figure 90. Driving Growth in the Caribbean - Vessel and Capacity Deployment (2019 vs 2023) 173
Figure 91. Driving Growth in the Caribbean - Caribbean Source Markets (2019 Passengers) 173
Figure 92. Driving Growth in the Caribbean - Caribbean Mega Homeports (Multi-day Passengers) 174
Figure 93. Driving Growth in the Caribbean – Port and Destination Investment 175
Figure 94. Looking Ahead - Caribbean Forecast #1 (2023-2043 as Measured in Total Passengers and Industry Capacity) 176
Figure 95. Looking Ahead - Caribbean Forecast #2 (2023-2043 as Measured in Total Passengers and Industry Capacity) 177
Figure 96. POBP Cruise Facilities - Existing Conditions 178
Figure 97. POPB Guest Moves (FY 2014-2022) 179
Figure 98. POPB Guest Moves - Margaritaville At Sea Typical Schedule 180
Figure 99. POPB - Estimated Maximum Practical Capacity (MPC) 182
Figure 100. POPB - Estimated Maximum Practical Operability (MPO) 183
Figure 101. Passenger Projections FY 2023-2043 (2 percent Market Capture) 184
Figure 102. Passenger Projections FY 2023-2043 (2%-3.5 percent Market Capture) 184

List of Tables

Table 1. Crossing Summary 129
Table 2. Port Slips and Berths Information Table 145

Glossary

AREMA	American Railway Engineering and Maintenance-of-Way Association
CAGR	Compound Annual Growth Rate
CapEx	Capital Expenditure
CBP	Customs and Border Patrol
CDA	Community Development Agency
CHE	Container Handling Equipment
CIP	Capital Improvement Plan
CPI	Consumer Price Index
CSX	CSX Transportation
CY	Container Storage Yard
FCL	Full Container Load
FEC	Florida East Coast Railway
FDOT	Florida Department of Transportation
FS&M	Florida Sugar & Molasses Exchange, Inc.
ft	Feet
FY	Full Year
GDP	Gross Domestic Product
GFC	Global Financial Crisis
GHG	Greenhouse Gas
GIS	Geographic Information System
GT	Gross Tonnage
ha	Hectare (= 10,000 m^2)
HAZMAT	Hazardous Material
HM	High Mast (light poles)
IMF	International Monetary Fund
IY	Intermodal Yard
KPI	Key Performance Indicator
LCMA	Least Cost Market Analysis
LCL	Less than Container Load
LOA	Length Overall

m	Meter
m^2	Square Meters
MARAD	U.S. Maritime Administration
MIST	Mobile Integrated Survey Team
MLK	Dr. Martin Luther King (Boulevard)
MLW	Mean Low Water
P&L	Profit and Loss Account
p.a.	Per annum
PIDP	Port Infrastructure Development Program
PIO	Public Information Officer
PIP	Public Involvement Plan
POPB	Port of Palm Beach
RCP	Reinforced Concrete Pipe
Reefer	Refrigerated Containers
ro-ro	Roll-on/Roll-off
RC	Reinforced Concrete
RCC	Rolled-compacted Concrete
RPM	Radiation Portal Monitor
SFM	South Florida Materials
SOG	Slab-on-Grade
SOP	Standard Operating Procedures
STRAD	Straddle Carriers
STS	Ship-to-Shore Crane (Quay Crane)
RTG	Rubber-Tyred Gantry
TEU	Twenty-Foot Equivalent Unit
THC	Terminal Handling Charge
Tonnes	Metric Tonnes
Tropical	Tropical Shipping
Tropical Rum	Tropical Shipping Rum facility
ULCS/s	Ultra Large Containership/s (10,000+TEU)
USACE	U.S. Army Corps of Engineers

USDOT	U.S. Department of Transportation
US$	United States Dollar(s)
YOY	Year on Year
YTD	Year to Date



1 Executive Summary

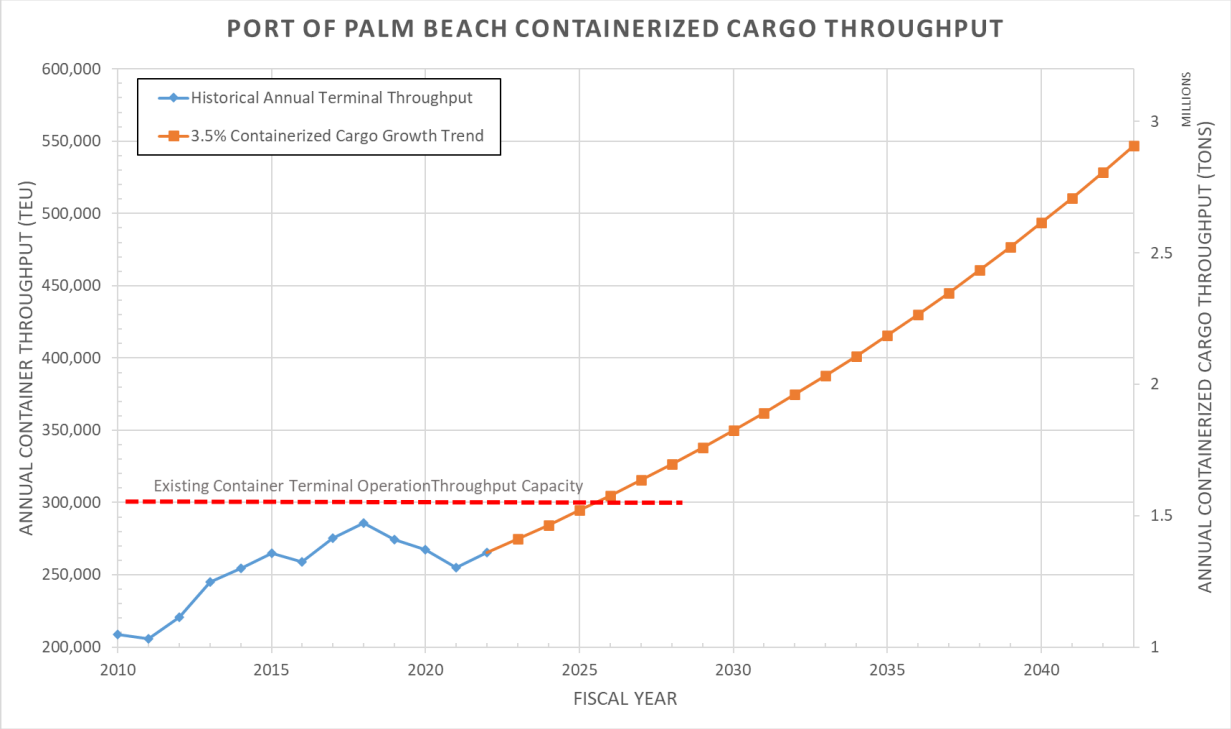
1. Executive Summary

The Port of Palm Beach (Port or POPB) sits in the heart of one of the fastest growing and most dynamic economies in the U.S. The Port serves as an important enabler of this growth by providing access to key infrastructure and equipment that allows its existing customer base to connect to the global market. Continued improvement in infrastructure and service offerings will allow these and future market entrants to extend their traditional market boundaries. By remaining flexible in its ability to adapt and accommodate the needs of its customers, the Port will remain at the forefront of economic growth in the region.

The Port is an engine of economic growth in Florida, connecting regional producers and consumers with the broader international market. Florida is already the third most populous state in the nation, and with annual gains at roughly twice the national average, it will become an increasingly larger contributor to the U.S.'s overall economic growth. The importance of commercial maritime ports to serve as efficient gateways for trade has come to the forefront, and the Port of Palm Beach's ability to offer premier facilities and service to its customers will continue to support the overall expansion of the regional economy.



The Port has traditionally been an "export-centric" gateway, with exports of containerized cargo destined to the Caribbean market representing the largest cargo volume by weight as nearly 55 percent of the Port's total cargo throughput. The Port's well-established relationship with the Tropical Shipping (Tropical) carrier and proximity to the market has allowed the Port to secure its place as a leading nexus to the Caribbean. This market is led by the pronounced tourism industry, which on average sees over 30 million visitor arrivals per year, and is affected by the seasonal hurricane patterns that can lead to severe damage throughout the islands. Both factors have a great influence on overall container trade to and from the region and would be expected to continue to influence the growth cycle of container trade through the Port. Historical containerized cargo throughput at POPB is presented below. For planning purposes, an average 3.5 percent long-term growth is expected for the Port of Palm Beach's container trade, where the carrier could realize up to 4 percent growth through additional market capture in the future.



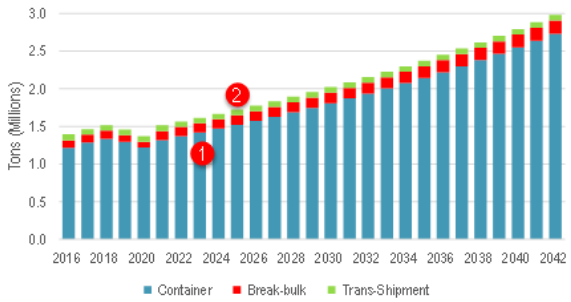
The Port is also a leading gateway for bulk commodity trade (import and export) to and from the regional Florida market, with the remaining Port cargo throughput split into 28 percent dry bulk, 4 percent break bulk, and 13 percent liquid bulk products. The Port is positioned to become one of the largest import gateways for cement in Florida, which will provide a significant boost to the dry bulk cargo throughput percentage.



Import volumes of cement are becoming a more important source of the material into the state; given the outlook of construction activity (residential and nonresidential), the outlook for a long-term need for imported cement appears to be well supported. On the export side of the equation, exports of locally produced sugar and scrap metal also appear well supported given the overall trends in domestic (sugar) and international (scrap metal) demand trends. As regional South Florida ports have focused capacity expansions on containers and cruise operations, bulk and breakbulk handling capacity could become a more specialized offering at the Port. The capture of non-containerized cargo growth opportunities will allow the Port to develop a more balanced and diverse revenue.

PPB's total throughput could reach over 5.4 million tons over the coming 20yrs, led by growth in containerized and dry bulk cargo

Containers & General Cargo

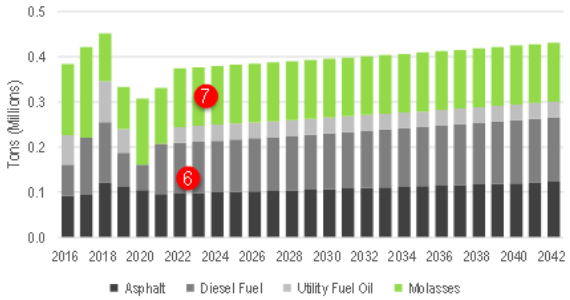


1. Container volumes are grown by 3.5% annually reflecting stable, long-term, economic conditions in the Caribbean
2. Break-bulk cargo is grown by 2% per year reflecting organic growth in the Caribbean
3. Cemex imports increase to 250,000 tons in 2023, grown at 4% thereafter. Ozinga is fully operational in 2023 – 150,000 tons in 2023 and ramps up to 250,000 tons in 2024, grown at 4% thereafter as well
4. Sugar is grown at 1.5%, following US consumption trends
5. Recyclable steel volumes are kept at 50,000 tons in the forecasts
6. Petro-products grown at population growth of roughly 1.2%
7. molasses exports held constant at 130,000 tons per annum

Dry Bulk



Liquid Bulk



The POPB provides strong access to drive- and fly-cruise passengers as a niche facility with access to high-net-worth individuals. The Port has easy-to-navigate terminal and shoreside facilities with excellent pre- and post-cruise stayover opportunities. The Port has a proven track record of accommodating 400,000 to 500,000 annual cruise guests. The single cruise ship terminal and berth provides a challenging opportunity to grow cruise activity with limited options for target ships and lines. Three possible opportunity scenarios are a primary year-round homeport, a multi-homeport brand, or a hybrid of year-round and seasonal option.



If the Port of Palm beach were to advance improvements to maintain over time its market capture of 2.0% and potentially shift its capture rate to 3.5% of total Caribbean revenue passengers (via homeporting), the Port could potentially achieve cruise passenger throughput levels of between 1.5 and 2.1 million cruise guests per annum approaching 2043.

As a landlord port, property is a port's largest and most strategic asset and it therefore faces property challenges, which need to be addressed to accommodate cargo and cruise activity growth. Successfully

meeting these challenges will result in numerous opportunities, many of which are critical to the Port's long-term viability.

The dynamics of port property economic utility is in the combined influence of port infrastructure, operations, real estate, and supply chains, and this dynamic is where value is created.

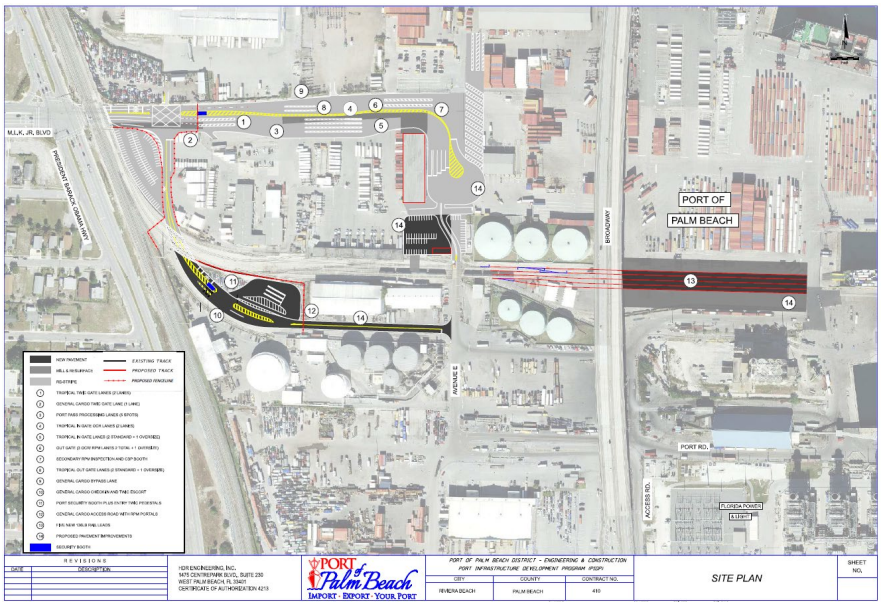
Optimal economic utility of port land ensures that the POPB will:

- Keep up with client cargo capacity and velocity growth needs in the future.
- Develop the highest number of competitive advantages resulting from the most strategic use of the Port's property portfolio.
- Maintain maximum revenue generation to support critical Port infrastructure.
- Provide ongoing optimal enhancement of the Port's value.

Of the Port's total 165-acre site, containerized cargo operations occupy 35 percent of the area and, based on 4 percent growth, could exceed the throughput capacity of the container terminal area in three years. Additional and more efficient site acreage dedicated to containerized cargo operations will support the viability of their respective growth at the Port. Recommendations are provided to grow the Port to the north and to reconfigure existing non-containerized cargo facilities to generally provide a larger and more contiguous containerized cargo operational area along the northern half of the Port.

Waterside and landside access to the Port are key considerations for attracting new cargo and accommodating existing cargo growth at the Port. Based on the current vessel calls, maintaining the existing channel and berth depths provides waterside access to the Port that is anticipated to be suitable for near-term growth. Both landside road congestion and rail at grade crossing blockages will continue to be a challenge at the Port.

The Port's adjacency to the FEC rail mainline and associated connectivity is a key differentiator that must be leveraged to capture cargo share and realize the benefits of rail capability for intermodal cargo movement and the associated reduction in truck trips. Continued partnering with the Florida East Coast Railway (FEC) is essential to increase the opportunity for cargo truck trips transitioned to rail in order to reduce congestion, improve safety, reduce truck emissions, and increase cargo movement capacity by opening opportunities for increased cargo flow on FEC mainlines and the FDOT State Infrastructure System.



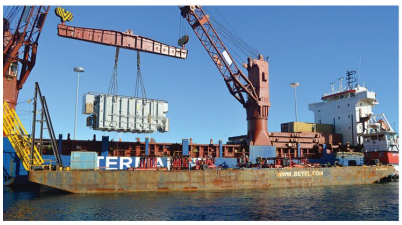
In 2021, the Port was awarded a $13,224,090 Port Infrastructure Development Program (PIDP) grant by the U.S. Department of Transportation Maritime Administration (MARAD) for a new on-dock intermodal container transfer facility capable of serving multiple-berthed vessels simultaneously, and for a new optimized Port gate and internal roadway improvements. The project components have to potential to increase the Port's intermodal rail cargo movement efficiency and capability from 44,000 TEUs per year to 95,000 TEUs per year – a 116 percent increase in capacity. The completion of this project is

critical to addressing the major challenge to the Port realizing its maximum container throughput and reaching its full potential as a regional economic engine with minimal negative impact on the regional highway network.

The rail and gate improvements generated by the Port's current PIPD grant are a proactive step to improve cargo movement and truck flow efficiency through truck gate improvements, separation of container truck gates from general cargo gates, and increased rail capability to transfer cargo from road to rail. Further recommendations are provided for the future growth of the railyard in its existing position, with improved operational access, and realignment of the rail yard storage track.

The anticipated containerized and dry bulk cargo growth will continue to stress the availability of berth space in slips 1 and 2 to prevent unacceptable ship queues. Long-term recommendations are provided to result in additional berth space and improved berth occupancy to accommodate cargo within the existing vessel fleet and existing berth depths.







The Port's infrastructure is the backbone that supports efficient and resilient cargo operations. The continuous maintenance and improvement of aging site infrastructure and development of hardened facilities that are fit for purpose will provide the Port's customers the ability to coordinate cargo movement in times of severe stress on the existing infrastructure and operations. A port infrastructure condition assessment identifies key infrastructure and recommends the development of a geographic information system (GIS) to provide improved access to conditional and maintenance data to better support operations, security, asset management, and a timeline of capital expenditure investment to maintain and upgrade infrastructure.

The POPB will always be challenged by their constraining site boundary and its limited opportunity to expand. Therefore, the Port needs to look at expanding its reach with offsite properties and logistic centers that support cargo movement.

Palm Beach County is home to 6.8 percent of Florida's total population; however, it is home to just 3.4 percent of the state's total traditional warehouse operations and 3.0 percent of the refrigerated establishments. This compares to the other import gateway-counties in South Florida, which have concentrations of warehouses roughly in line with, or far exceeding, their respective population shares. The comparatively lower share of warehousing in Palm Beach County suggests an opportunity. Proximity to consumer bases as well as the Port as a key export gateway could potentially serve as the catalyst for the development of warehouse operations that could perform traditional storage, consolidation, and value-added services.

An inland logistics center would be a benefit for the movement of goods for all of South Florida. The Port should be a champion of an inland logistics center and, in conjunction with other South Florida ports and regional stakeholders, support further studies and evaluation.



2 Introduction

2. Introduction

The Port has existed for over 100 years in Palm Beach County, and it serves as the lifeline between the mainland and the Caribbean. Its tenants' just-in-time shipping operations to the islands from Freeport to St Lucia and beyond depend on the Port's commitment to providing the best in operational efficiency and as a hub for economic development now and in the future. The port district views its mission as a proactive endeavor in the regional international trade community. Port users are encouraged to maximize the total infrastructure capabilities of the port district.

The Port is a full-service, diversified port, offering cruise and cargo services to more than 30 onsite tenants and users. At 165 acres, the Port's efficiency is unparalleled, processing more than $15 billion in commodities, 2.5 million tons of cargo and up to 400,000 cruise passengers annually. The Port of Palm Beach is the fourth busiest container port of Florida's 14 deepwater ports and is the 18th busiest container port in the United States. Unlike most ports in the United States, the Port of Palm Beach is an export port, with approximately 80 percent of its cargo being exported, with the subsequent improvement in the balance of trade. Most of the exported cargo goes toward supporting the island nations of the Caribbean. The Port of Palm Beach supplies 60 percent of everything consumed in the Bahamas and is the essential lifeline to the rest of the Caribbean.

The Port is an independent special taxing district, a subdivision of the State of Florida governed by five elected commissioners. The Port of Palm Beach District has statutory authority to levy ad valorem millage taxes but has not done for more than four decades. Since 1975, the Port of Palm Beach District has strategically managed to maintain the port's facilities and invest in capital projects, without using taxes from residents in the district, which consists of approximately 50 percent of Palm Beach County.

The Port of Palm Beach is the grantee of Foreign Trade Zone #135, which now covers Palm Beach, Martin, and St. Lucie Counties.

2.1. Historical Context

Though military and cargo ships started using what was then called Palm Beach Harbor as early as 1915, the first passenger ship did not arrive until January 1926. Named the Mary Weems, it was not much bigger than a luxury yacht, holding 75 travelers. But with its large exhaust stack and double masts festooned with flags, it was big enough to draw a large welcoming committee of local boaters.

"She was 300 feet long, owned by Baltimore & Carolina Steam Ship Co.," said Port spokeswoman Tara Monks. After the Mary Weems, the Port was a slow place for decades. In 1935, the harbor was officially named the Port of Palm Beach and was part of the Lake Worth Inlet District. Then, in the 1950s, the Port teamed up with the Florida East Coast Railroad to provide freight service to Cuba via the Havana Car Ferry, which brought more commercial business to the Port, and led attempts to bolster cruise ship operations as well.



The Mary Weems, the first passenger ship into the Port of Palm Beach, arrived in January 1926. (Port of Palm Beach/Courtesy)

In the early 1960s, the Williams Shipping Agency's MS Grand Bahama began the first regular passenger service, sailing three times a week to West End on Grand Bahama Island; however, it did not last long. In December 1976, Port officials gave the Stella Solaris, flagship of the Sun Line, and its 600 European passengers a warm reception before it sailed to South America, though it never returned. In the early 1980s, the Scandinavian Sun, a 10-deck liner operated by Scandinavian World Cruises, arrived at the Port for a trial basis.

In 1982, the Port established a task force to attract cruise lines and it paid off. In 1985, Crown Cruise Line started offering one-day cruises to the Bahamas in the Viking Princess, which later became the Palm Beach Princess. At the time, there was no passenger terminal, so a freight terminal was temporarily used.

Cruise business grew, including the arrival of the Crown Monarch, offering luxury seven-day cruises to Key West, Grand Cayman, Jamaica, and Haiti. In January 1990, a 20,000-square-foot, $1.7 million cruise terminal was opened.

The Port celebrated its 100th anniversary in 2015.

2.2. Goals

To continue to carry out the Port's mission and operations into the future, the Port has prepared an update of its Strategic Master Plan. The goals of the plan are to:

- Evaluate future growth and economic viability within the Port's current footprint and explore opportunities to expand its boundaries.
- Position the Port for general, container, bulk, and roll-on/roll-off (RoRo) cargo and cruise market growth and shaping the goods movement landscape in the region.
- Support inland intermodal logistics centers.
- Provide the basis for a capital improvement plan.
- Create the planning envelop consistent with the 2020 PIDP GRANT intermodal and gate improvement components.
- Built in resiliency with strategies to reduce impacts of events, hardening of infrastructure to reduce vulnerability, and bolstering aging assets to function effectively.
- Engage with adjacent communities and project stakeholders.
- Continue the awareness of sensitive natural resources and consider opportunities for sustainability.
- Maximize the Port's partnership with the Florida Department of Transportation (FDOT) and the U.S. Department of Transportation (USDOT) for additional state and federal funding.
- Comply with Florida statutes and be consistent with Palm Beach County Comprehensive Plan, FDOT Plan and other local government goals and plans.




Tropical
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2.3. Planning Area

The study area considered in the Master Plan is limited to the Port of Palm Beach District boundary, and Master Plan alternatives are restricted to the POPB boundary primarily within the City of Riviera Beach, although Peanut Island and its submerged lands are located within the unincorporated area of Palm Beach County.

The Port District encompasses approximately 50 percent of the land area and population of Palm Beach County, as shown in Figure 1.

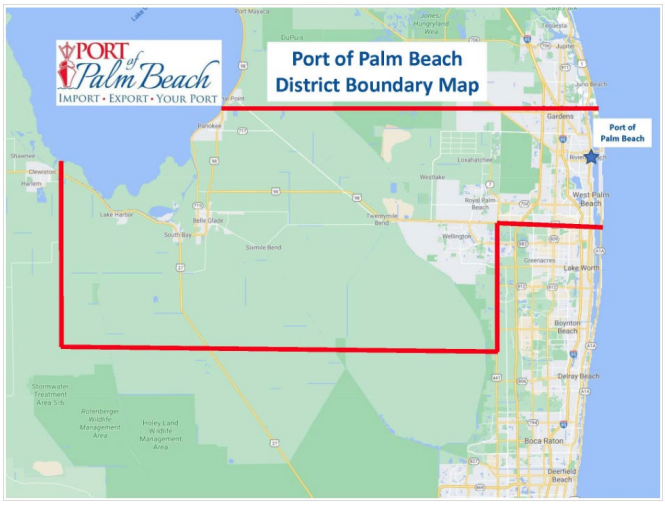
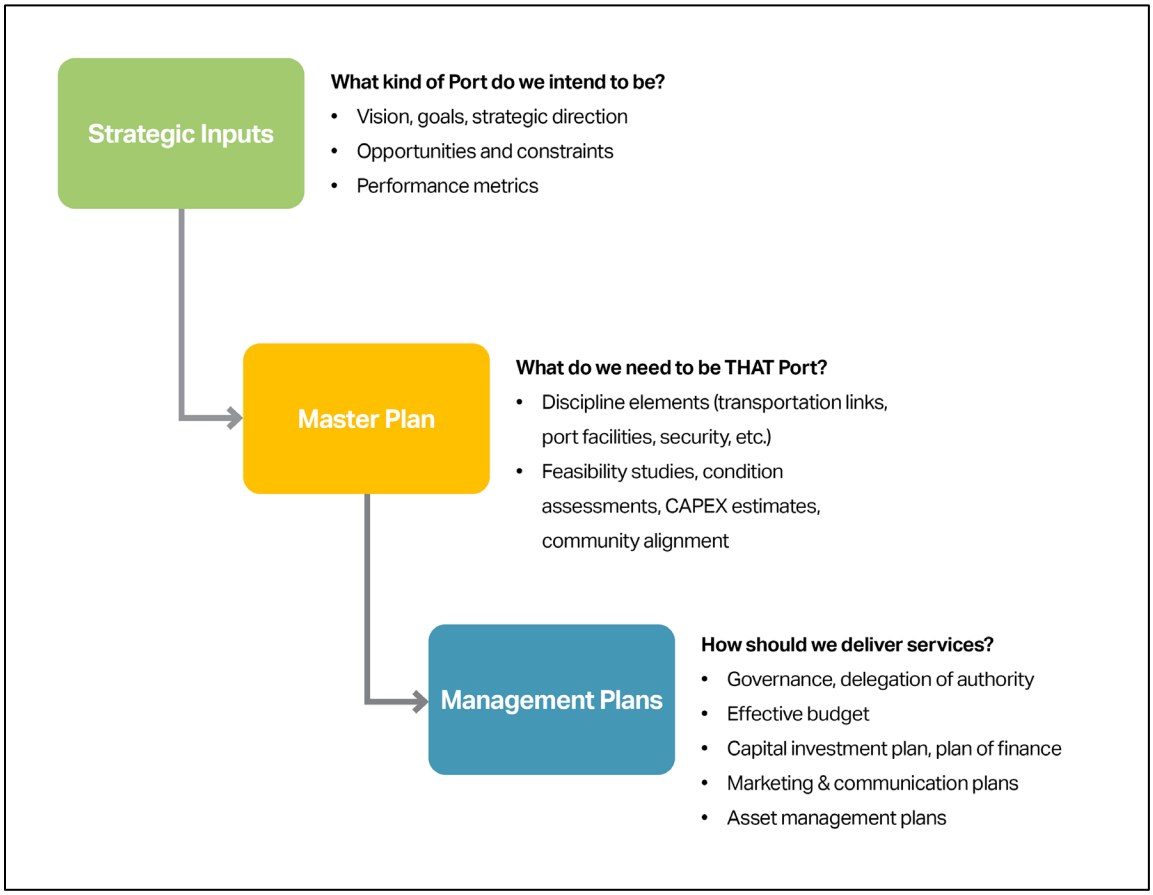


FIGURE 1. PORT OF PALM BEACH DISTRICT BOUNDARY MAP

2.4. Planning Process

The overall planning process, summarized in Figure 2, was a stepwise approach that started with strategy, that was used to inform the required plan elements, and was finalized by positioning the Port with a plan for implementation.

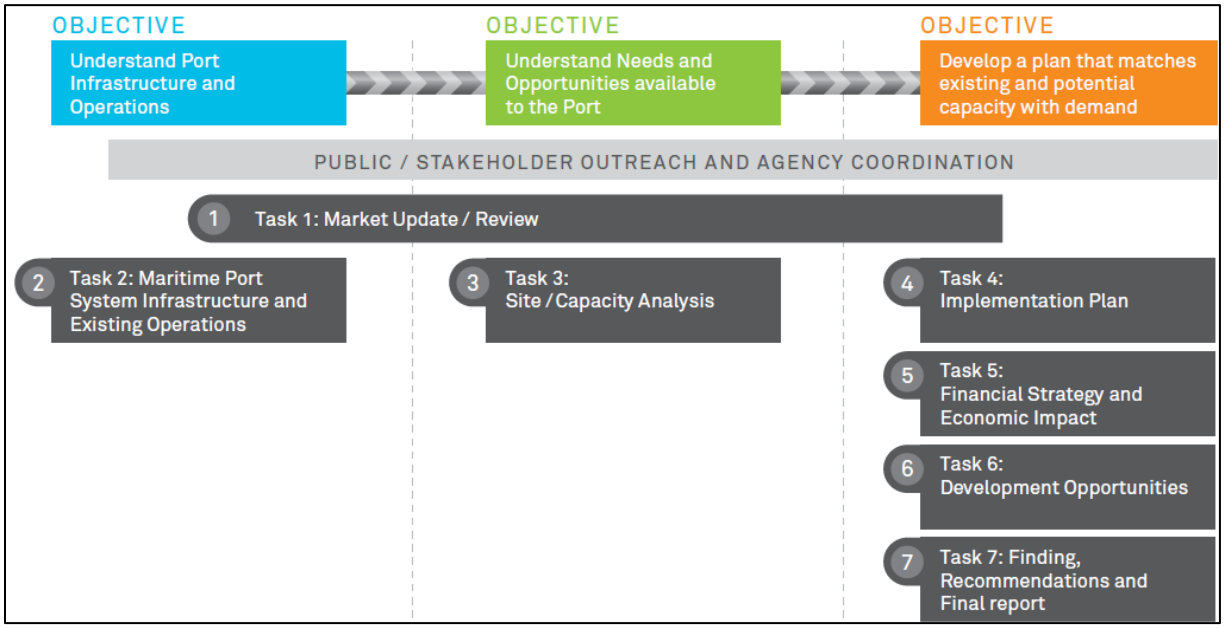
FIGURE 2. OVERALL PLANNING APPROACH



The planning process had three key objectives (see Figure 3).

1. Understand the POPB infrastructure and operations.
2. Understand the needs and opportunities available to the POPB.
3. Develop a Strategic Plan that matches existing and potential capacity with demand.

FIGURE 3. PLANNING PROCESS SUMMARY



The strategic master plan objectives for this project were guided by five main tasks.

1. Economic Development
2. Infrastructure Development and Improvement
3. Intermodal Transportation Facility
4. Physical, Environmental, and Regulatory Barriers
5. Intergovernmental Coordination

2.4.1. Economic Development

The Port's understanding of the underlying economic trends that influence the movement of freight through the Port allows the extrapolation of these trends to predict future existing business growth and new business capture. The economic development task goal was to define the POPB's position in the market and identify and target business opportunities. The task was separated into a Commercial Cargo Baseline Study and a Cruise Market Study. The planning team bolstered both studies with tenant and POPB interviews and research to provide an understanding of the Port's current position in the southern Florida port industry and to identify growth opportunities. Both studies are discussed in detail in Section 4 of this Draft Master Plan.

2.4.2. Infrastructure Development and Improvement

As a landlord port, the condition of the Port's infrastructure, developing new, and maintaining existing, enables Port tenants to move cargo and generate Port revenue. A key understanding of the existing POPB tenant operations was required to complete this task. The planning team conducted multiple interviews with existing and future POPB tenants to evaluate their on-site operations and their respective waterside and landside access requirements for ship, truck, and rail. Growth opportunities and constraints were discussed, and the team collected cargo throughput data to inform the capacity analyses. Tenant interviews are presented in Section 5 of this Draft master plan. Tenant leases were reviewed and analyzed to identify opportunities and timing for site improvements.

In parallel, the master plan team assessed site infrastructure to identify existing condition and remaining life of existing facilities. Section 4 of this Draft Master Plan presents the condition surveys, GIS location, and photo records that were collected for the berths, pavement, select buildings, waterline, storm drain, lighting, and electrical systems. The assessment was done to inform the opportunities or requirements to abandon, repurpose, renovate, or relocate on-site facilities.

2.4.3. Intermodal Transportation Facilities

The connection of a Port to the intermodal rail network is a key component to capture cargo destined or sourced outside the region, to improve cargo movement efficiency without sole reliance on the roadway system, and to leverage the opportunity to move cargo without truck emissions and associated roadway congestion. The Port is well positioned with direct connection to the FEC mainline tracks and has access to CSX mainline track and is positioned to develop facilities for intermodal cargo.

As part of this development, POPB has been awarded a MARAD PIDP Grant. The PIDP Project will improve the Port's on-dock intermodal freight rail infrastructure and provide radiation portal monitor (RPM) scanning infrastructure to screen import rail containerized cargo. This rail infrastructure is a key driver that required an update of the POPB Strategic Master Plan to align with the PIDP grant project.

Several on-dock intermodal operational scenarios were evaluated by the master plan team and coordinated with other on-site rail uses. Once an operational scenario was selected by the Port, the initial PIDP rail infrastructure layout was the driver for future railyard expansion opportunities to increase on-dock rail yard containerized cargo throughput while maintaining rail spur access for other tenants.

Off-terminal roadway access opportunities and constraints were evaluated, and intersection improvements identified for future POPB truck access. On-terminal circulation was evaluated to provide safe and efficient cargo operation flow. Channel and berth existing conditions and future recommendations were researched and addressed. Waterside, roadway, rail mainline, and on-dock railyard access, operations and future layouts are presented in Sections 3, 4, and 6 of this Draft Master Plan.

2.4.4. Physical, Environmental, and Regulatory Barriers

Research was conducted to define the physical boundaries of the site and to identify opportunities for expansion of Port boundaries. Existing environmental and regulatory permits and protection measures were researched and included as compliance measures of the Master Plan.

2.4.5. Intragovernmental Coordination

The POPB is an economic engine for the region, and its operations benefit and impact many stakeholders, communities, and intra-governmental agencies. A successful master plan cannot be developed in a vacuum and must reach out for stakeholder input. Interviews were conducted with agencies including, the U.S. Army Corps of Engineers (USACE), FDOT, Palm Beach County planning and transportation divisions, and City of Riviera Beach, to develop a basis of regulatory requirements to guide the compliance sections of the Master Plan. Stakeholder outreach was also conducted with neighboring cities and planning groups and an extensive public engagement process was enacted to obtain comprehensive input into the goals of this master plan and to strive for consistency with neighboring comprehensive plans. The outreach program is summarized in Section 5 of this Draft Master Plan.

2.5. Master Plan Compliance

The Master Plan has a 20-year horizon and is to be provided and structured to comply with Florida Statue 311.14 Seaport Planning., specifically including the following:

1. The plan shall contain an Economic Development Component that identifies targeted business opportunities for increasing business and attracting new business for which the Port of Palm Beach

facility has or can develop a strategic advantage over its competitors. This component shall identify financial resources and other inducements to encourage growth of existing business and acquisition of new business. It shall also provide a schedule for the attainment of the plan's goals.

2. The plan shall contain an Infrastructure Development and Improvement Component that identifies all projected infrastructure improvements within the plan area which require improvement, expansion, or development in order for the Port of Palm Beach to attain, or maintain a strategic advantage for competition with national and international competitors.

3. The plan shall include an Intermodal Transportation Facilities component, including sea, air, rail or road facilities, which are available or have potential, with improvements, to be available for necessary national and international commercial linkages and provides a plan for the integration of port, airport, and railroad activities with existing and planned transportation infrastructure.

4. The plan shall include a The Physical, Environmental and Regulatory Barriers Component that identifies physical, environmental, and regulatory barriers to achievement of the Port of Palm Beach plan's goals and provide recommendations for overcoming these barriers.

5. The plan shall include an Intergovernmental Coordination Component that specifies modes and methods to coordinate the Port of Palm Beach's plan goals and mission with the missions of the Florida Department of Transportation, other State of Florida Agencies, and affected local, general purpose government including but not limited to the City of Riviera Beach, and Palm Beach County.

To the extent feasible, the Port of Palm Beach strategic plan must be consistent with the local government comprehensive plans.

A detailed description of the Master Plan Goals, Objectives, and Policies is provided in Appendix A.



3 Existing Conditions

3. Existing Conditions

3.1. Introduction

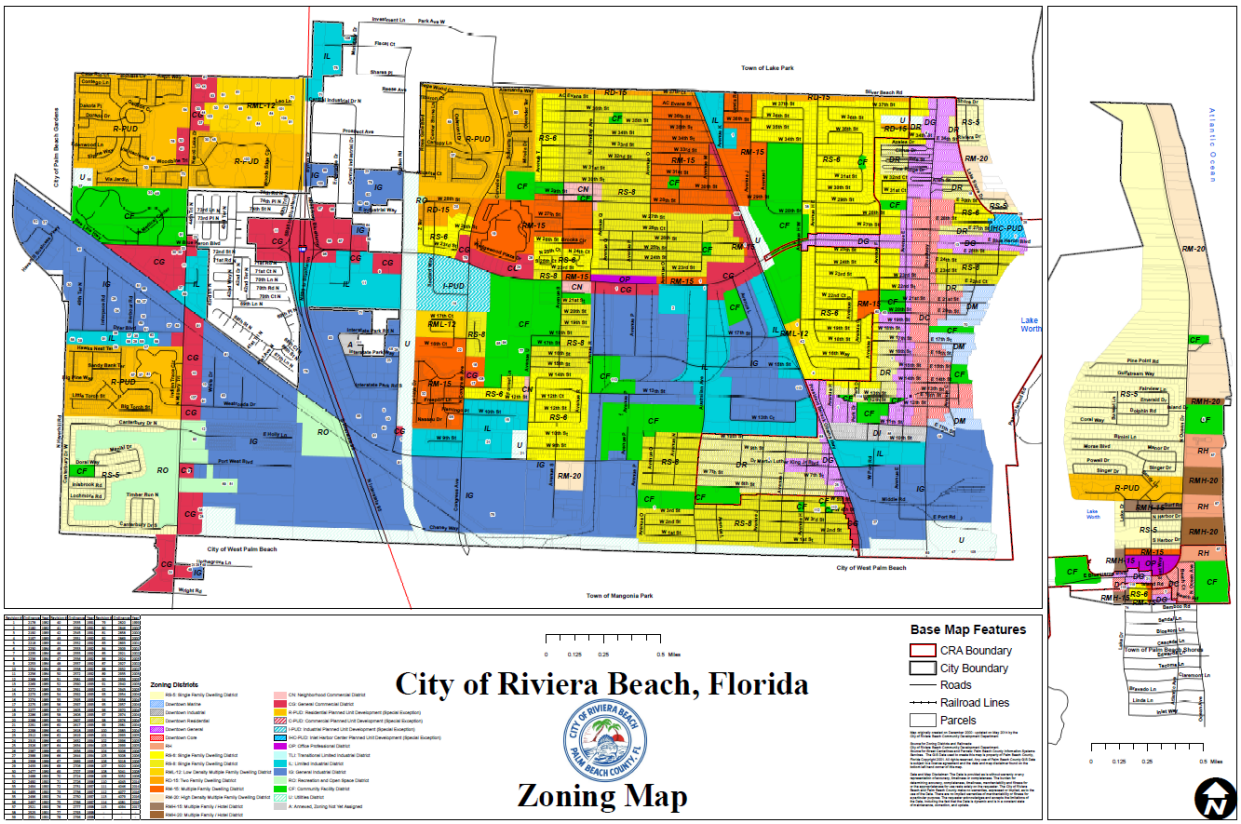
The Port of Palm Beach District is in Palm Beach County, Florida. It covers a land area of 971 square miles or approximately 50 percent of the county area. The Port of Palm Beach is a 165-acre, full-service, diversified landlord port located in Riviera Beach, Florida. The Port has three slips, 17 berths, and four ro-ro ramps all combined providing over 6,500 linear feet of berthing space. The Port's docks are a 20-minute transit from the first sea buoy. The Port facilitates the cruise business and the movement of varied cargo types on trucks, trains, and ocean-going vessels.

The Port is regionally accessible from I-95, Florida's Turnpike, and the FEC, allowing for seamless, cost-effective cargo movement. The FEC provides twice-daily service to the Port's rail interchange. Offering the convenience of on-dock rail, the Port owns and operates a locomotive and 6.5 miles of track.

3.2. Land Use

As indicated in Figure 4, the Port property is primarily zoned for general industrial use. The Port is bounded by a utility zone to the south, and marina and light industrial to the north, east and west of Broadway, respectively. The land use west of President Barack Obama Highway is zoned for general downtown and commercial.

FIGURE 4. CITY OF RIVIERA BEACH ZONING MAP



3.3. Port Access

3.3.1. Waterside

The Lake Worth Inlet provides ocean-going vessels waterside access to the Port. The Lake Worth Inlet is 80 miles north of Miami and 125 miles south of Port Canaveral. The entrance channel is 35 feet deep mean low water (MLW), 400 feet wide, and 3,700 feet long, and merges with an inner channel that is 33 feet deep MLW, 300 feet wide, and 3,200 feet long. The inner channel connects with a turning basin with a diameter of 1,600 feet. The turning basin is adjacent to the Port's slips and berths. Waterside access has no aerial obstructions. Based on present shoaling conditions, the maximum operational draft of the channel is limited to 33 feet at high water and 30 feet at low water. Vessels carrying petroleum products are limited to 32 feet at high water and 29 feet at low water.





3.3.2. Landside Roads

Landside cargo truck access to the Port from the South Florida region is primarily through the Florida Turnpike and Interstate 95. Principal arterial roadway access to the Port includes Dr. Martin Luther King Boulevard (MLK) and West Blue Heron Boulevard. Minor arterial roadway access is along 45th Street, President Barack Obama Highway, and Broadway Avenue/Highway US1. The FDOT classified MLK to allow trucks with tandem cargo trailers, as MLK is the preferred truck access to the Port's main gate. When rail traffic blocks the main gate, some cargo trucks prefer to re-route down 45th Street and travel along Broadway Avenue to access the Port's South Gate off a frontage road just north of 59th Street.

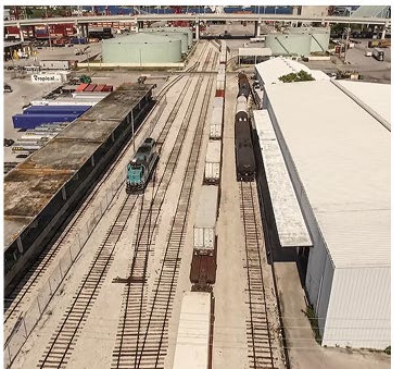
Landside cruise passenger access to the Port is along Blue Herron or 45th Street to Broadway Avenue. The cruise terminal and Port Administration building can be accessed through the intersection of Broadway Avenue and East 11th Street.

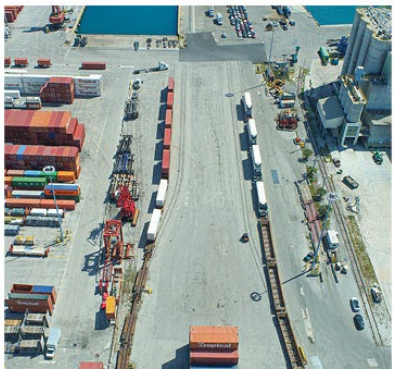


3.3.3. Landside Rail

CSX Transportation (CSX), a Class I railroad, and FEC, a Class II regional railroad, serve the Port. CSX has an operating agreement with the FEC and can access their rail track through a single line spur connector locally in Jacksonville and Miami. The FEC mainline tracks along the western boundary of the Port provide rail access to the terminal. There are two mainline FEC tracks to the west, a FEC siding track and a Port interchange track to the east. The Port's locomotive cannot access the FEC mainline tracks, has limited access to the FEC siding track, and primarily moves port cargo on the Port interchange track. The FEC siding track extends south of 45th Street and north of Blue Heron Boulevard. The Port Interchange track comprises 4,700 lf (linear feet) of arrival/departure track. The Port interchange is crossed at grade by MLK and 13th Street. There is 1,800 lf of interchange track between MLK and 13th street, and 2,700 lf between 13th Street and the FEC mainline switch near West Blue Heron Boulevard.







3.3.4. At-Grade Rail Crossings

Port rail operations currently affect, or have the potential to affect, several at-grade rail-highway grade crossings now, and into the future. The Port's rail operations extend north to West Blue Herron Boulevard crossing and south to 36th Street, along the FEC Railroad's main line. FEC operations related to the Port

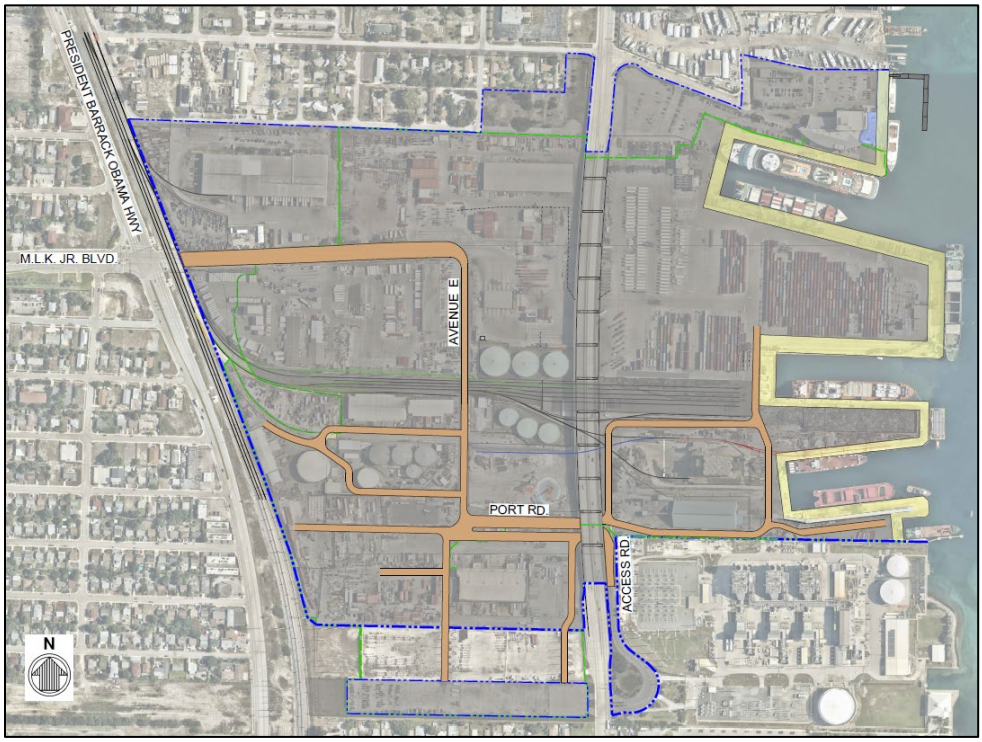
interchange also affect grade crossings. FEC has two broad types of service on its tracks, conventional freight trains, such as those serving the Port, which tend to be longer and slower and thus result in longer crossing blockages (potentially as much as several minutes), as well as the Brightline passenger trains, which are shorter than freight trains and tend to operate at higher speeds, thus resulting in shorter crossing blockage times.

Each crossing affected by Port operations, or by FEC's operations serving the Port, is discussed in detail in Appendix B.

3.4. On-site Traffic Circulation

On-site roadways within the Port boundary are indicated in Figure 5. Containerized cargo access to the waterside berths is available through the containerized cargo terminal North of the on-dock railyard. Access to the waterside berths for all other cargos is through Port Road, adjacent to the South Gate.

FIGURE 5. On-Site Port Roadway System



Skypass bisects the Port into 60 acres of eastern waterside operations and 100 acres of western landside operations. The existing clearances under Skypass between Bents 1 to 12 are indicated in Figure 6, along with clearance available to allow container handling equipment (CHE) to pass under the bridge. The color bands, shown in Figure 6, indicate select CHE access, where darker bands indicate higher clearance requirements associated with taller CHE. The bands indicate the decreasing ability to accommodate taller CHE as you move towards the north and south ends of Skypass. Existing Port infrastructure and facilities are shown in the background for reference. Figure 6 shows the following based on the clearance height of Skypass:

- Trucks with a high cube container (14 feet high) can pass under between Bents 1 to 12.
- Double stack rail cars (20 feet high) can pass under between Bents 2 to 11.
- One over two straddle carriers (STRAD) (42 feet high) can pass under between Bents 5 and 8.
- A low profile 1 over 2 rubber-tired gantry crane (about 45 feet high) can only pass under between Bents 6 and 7, if at all.





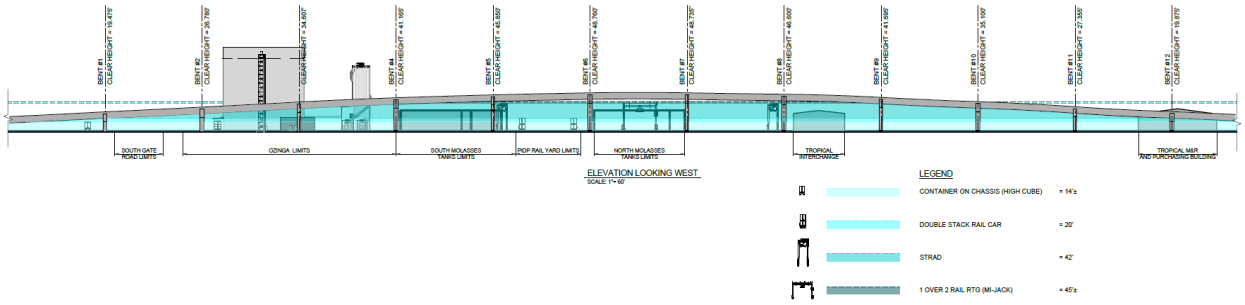
Currently, the only access under the bridge between the waterside and landside port area located south of the existing railyard is between Bents 1 and 2 at Port Road. The Ozinga lease area and associated infrastructure occupies the accessway between Bents 2 and 4, and the south Florida Sugar and Molasses Exchange (FS&M) tanks block the accessway between Bents 4 and 5.

The existing on-dock intermodal yard (IY) and associated equipment circulation currently occupies the accessway between Bents 5 and 6.

Currently the only access under the bridge between the waterside and landside port area located North of the existing railyard for large CHE, is between Bents 7 and halfway between Bents 8/9. The north FS&M tanks block the accessway between Bents 6 and 7. The remaining accessway from halfway between Bents 8/9 and to the north, is limited to truck height access and mostly blocked by container storage and maintenance functions. Currently, the accessway between Bents 7 and 8 is primarily used by containerized cargo trucks traveling between the terminal interchange gate and the STRAD transfer lanes.

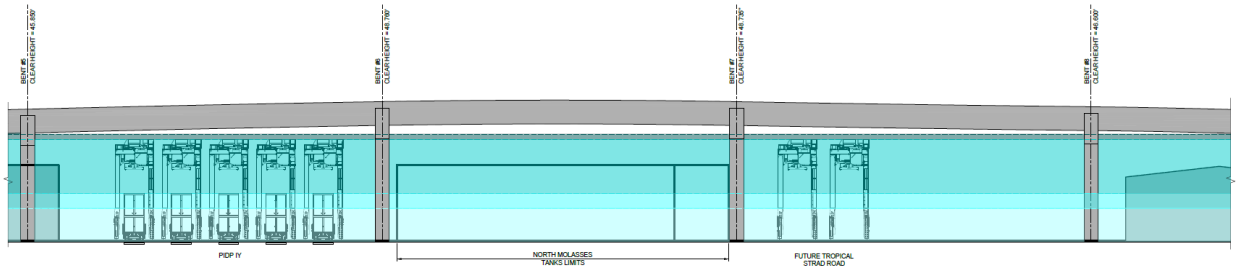
In addition, the current locations of Buildings 12 and 11, and the north and south FS&M tanks prevent CHE access to the western end of the on-dock IY. With the growth of existing cargo and as new leases are realized for additional cargo, access from the parcels landside of Skypass to the waterside berths will become more congested.

FIGURE 6. SKYPASS ELEVATION LOOKING WEST AND ASSOCIATED UNDERBRIDGE CLEARANCE



As cargo throughput increases, the equipment circulation demands on the limited accessways between the landside and waterside of the Port is anticipated to become a choke point that constrains growth. Vehicle access from the SW properties to the waterside operations will be challenging. The access constraint will mostly impact containerized container operations as the STRAD-operated container yard expands west of Skypass. Skypass clearance for 1 over 2 STRAD is only provided between Bents 5 and halfway between Bents 8/9 (see Figure 7). Currently, only the area between Bent 7 and 8 is available for STRAD circulation to the port area west of Skypass.

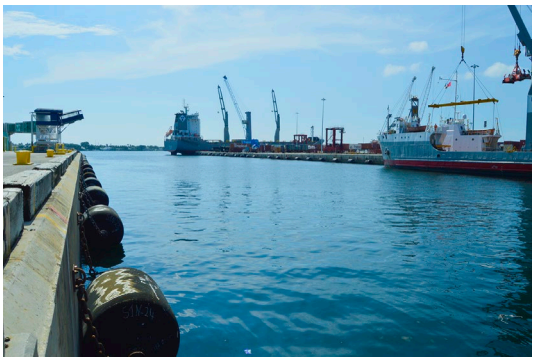
FIGURE 7. SKYPASS ELEVATION LOOKING WEST AND UNDERBRIDGE CLEARANCE FROM BENTS 5 TO 8



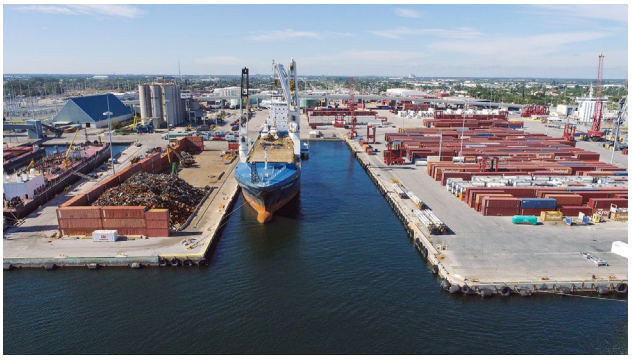
3.5. Existing Berths

The Port berths, shown in Figure 8. POPB Berth Map, are composed of three slips, 17 berths and four ro-ro ramps that provide 6,500 feet of cargo vessel berthing and 700 feet of cruise vessel berthing.









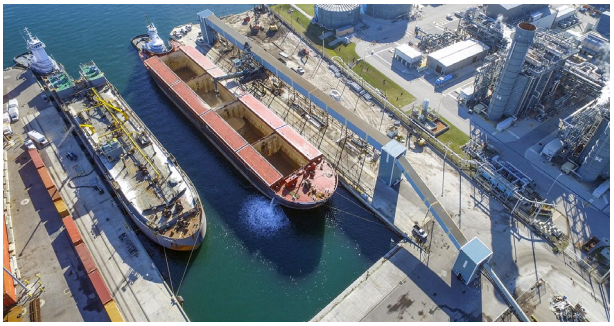
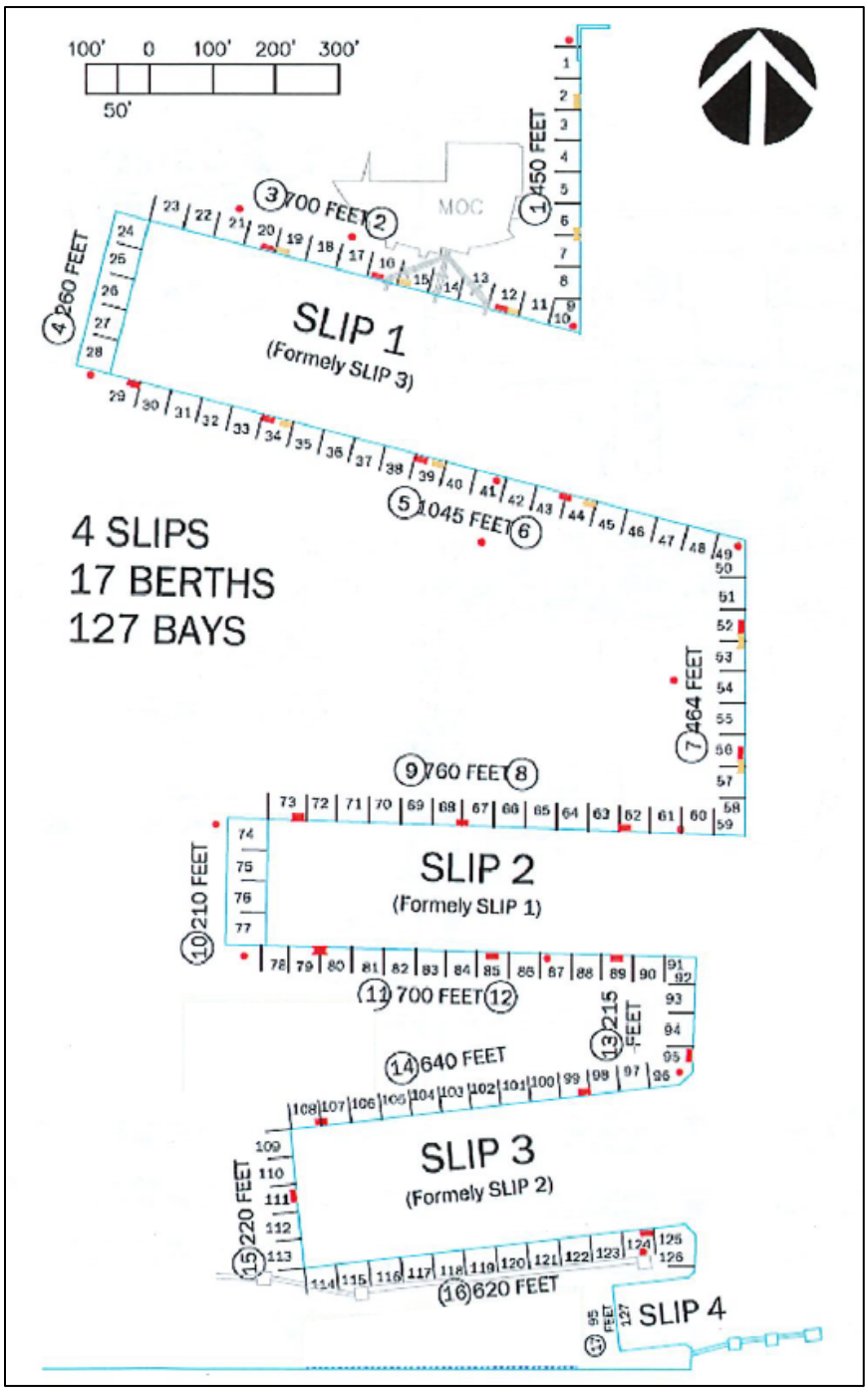






FIGURE 8. POPB BERTH MAP

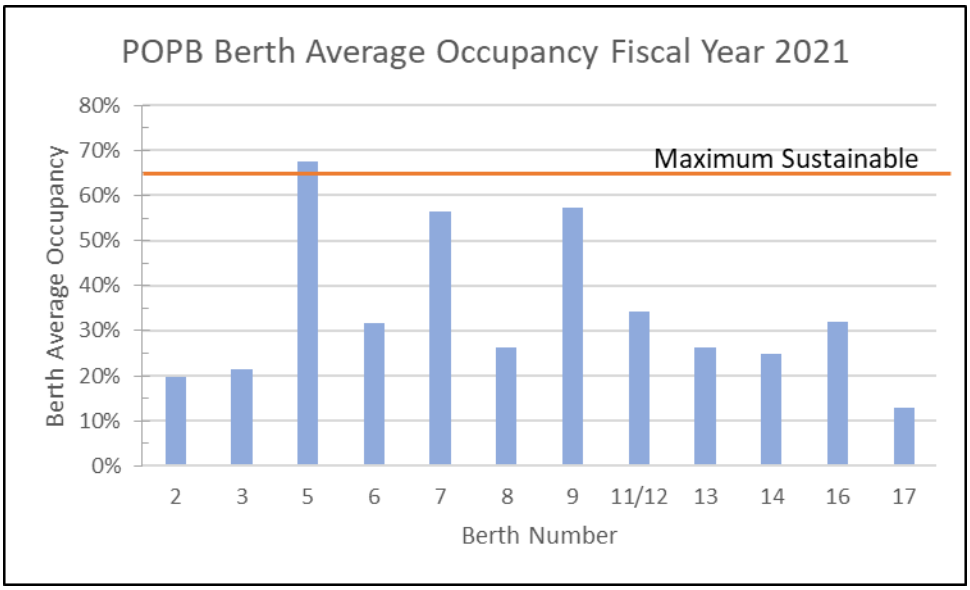


Berths 1 to 3 are primarily used for luxury yachts and cruise vessels. Berths 5, 6, and 7 are the primary container berths, with secondary container berthing at Berths 8 and 9. The four ro-ro Ramp Berths 4, 10, 15 and 17 move general break-bulk and containerized ro-ro cargo. Liquid bulk, dry bulk, and recyclable metals are primarily loaded and discharged at Berths 11, 12, 14, and 16. These berths along with Berth 13 are secondarily used for general break-bulk cargo vessels.

3.5.1. Berth Occupancy

POPB berth average occupancy not including tug parking for Fiscal Year 2021 is indicated in Figure 9. Berths not shown had zero occupancy recorded. For berth planning purposes, 65 percent average annual occupancy for a marine terminal berth is anticipated to be the maximum sustainable. It can be seen that the primary containerized cargo Berth 5 is above maximum sustainable berth occupancy, and containerized cargo Berths 7 and 9 are approaching the maximum sustainable berth occupancy criteria. It should be noted that when a large containerized cargo vessel is occupying Berth 5, it usually displaces the ability to berth a vessel at Berth 6. In addition, when a large vessel is berthed at Berths 11 and 12, it usually displaces the ability to dock a large or medium sized vessel at Berths 8 and 9.

FIGURE 9. POPB BERTH AVERAGE OCCUPANCY



POPB monthly average berth occupancy not including tug parking is indicated for the berths with primary cargo of containers, and dry and liquid bulk in Figure 10 and Figure 11, respectively. It should be noted that most liquid or dry bulk vessels that arrive into Slip 2 occupy the entirety of Berths 11 and 12, and due to the current width of Slip 2, displace the ability to dock a large vessel at Berths 8 and 9. Figure 10 indicates that the primary containerized cargo berths 5, 6, and 7 reach up to 80 percent occupancy during the peak season and are nearing their sustainable throughput capacity. The smaller containerized cargo vessels are relegated to berths 8 and 9, that have limited opportunity to accommodate larger vessels. Containerized cargo growth will be limited by berth availability.

Figure 11 indicates that Berth 16 that primarily serves dry bulk sugar exports is nearing its occupancy capacity. Berths 11 and 12 are fairly busy throughout the year but still have some available capability. Berth 14 cargo throughput currently peaks twice a year and has available occupancy capacity. With the addition of the second cement dry bulk company at the Port and the resulting sustained dry bulk throughput, it is anticipated that Berth 14 occupancy may increase significantly in the future. It is possible that cement dry bulk throughput could increase up to triple the current throughput volumes over the next two to three years, which may result in a Berth 14 occupancy level that is not sustainable and will result in vessel queues

FIGURE 10. POPB MONTHLY AVERAGE OCCUPANCY FOR PRIMARILY CONTAINERIZED CARGO BERTHS

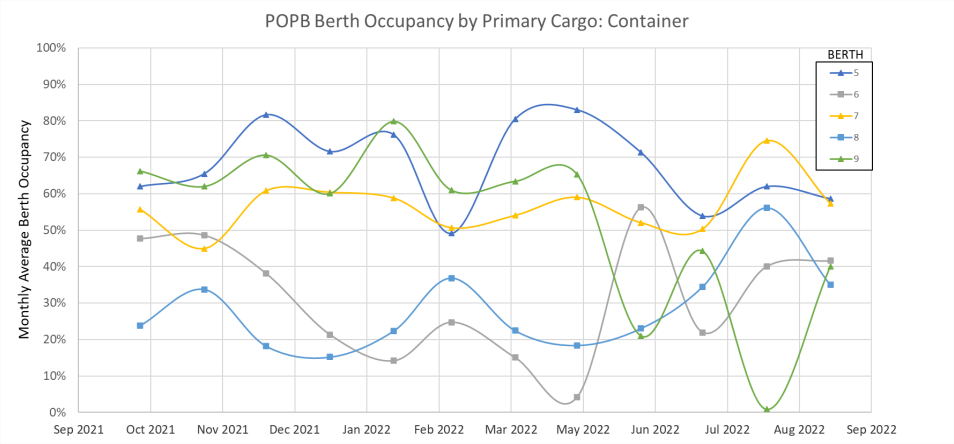
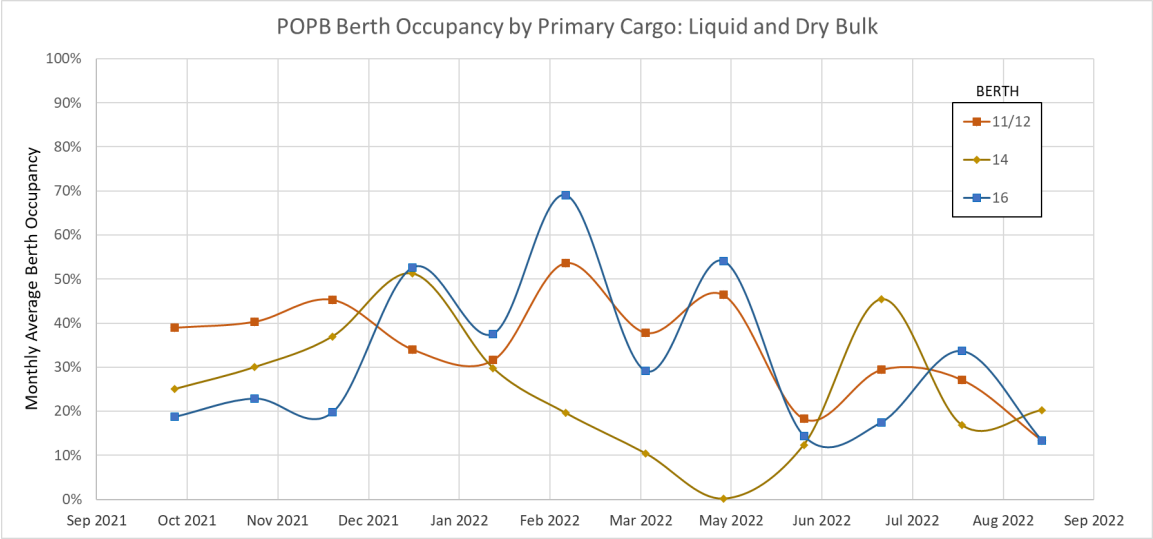
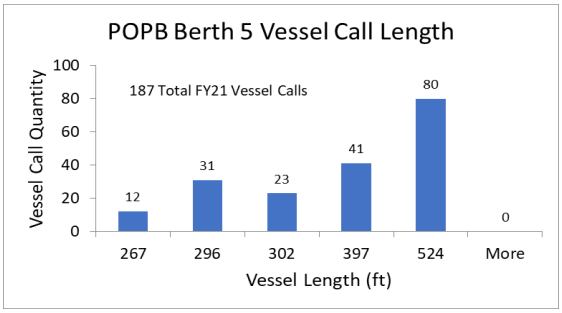


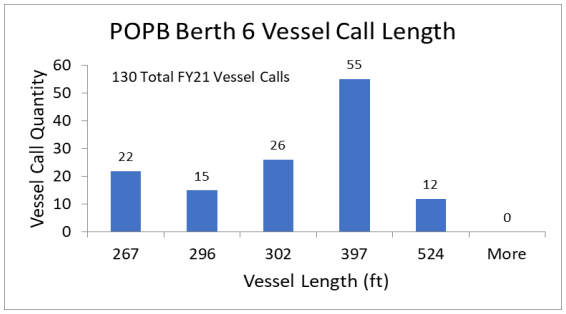
FIGURE 11. POPB MONTHLY AVERAGE OCCUPANCY FOR PRIMARILY LIQUID AND DRY BULK CARGO BERTHS

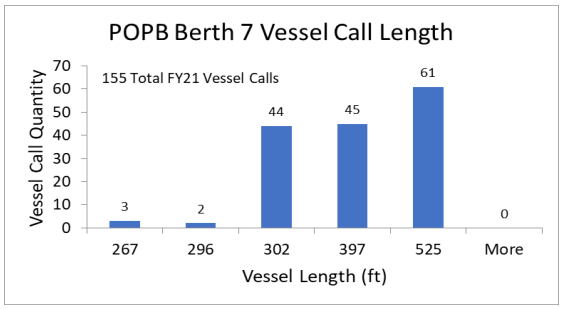


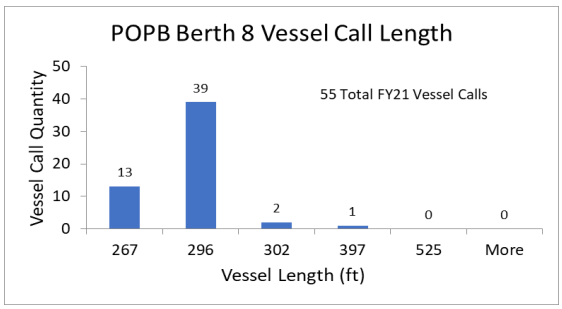
Vessel call quantity and corresponding vessel length for containerized cargo vessels for fiscal year 2021 are indicated in Figures 13.

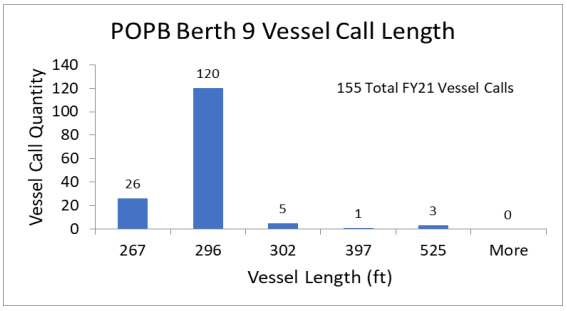
FIGURE 12. CONTAINERIZED CARGO VESSEL CALL LENGTH QUANTITY BY BERTH











The containerized cargo vessel fleet and their corresponding sizes currently calling the POPB are shown in Figure 13. This data indicates that only small containerized cargo vessels utilize Berths 8 and 9, probably due to a Slip 2 width constraint and interference with vessels at Berths 11 and 12, discussed below.

FIGURE 13. CURRENT CONTAINERIZED CARGO VESSEL FLEET SIZE CALLING POPB

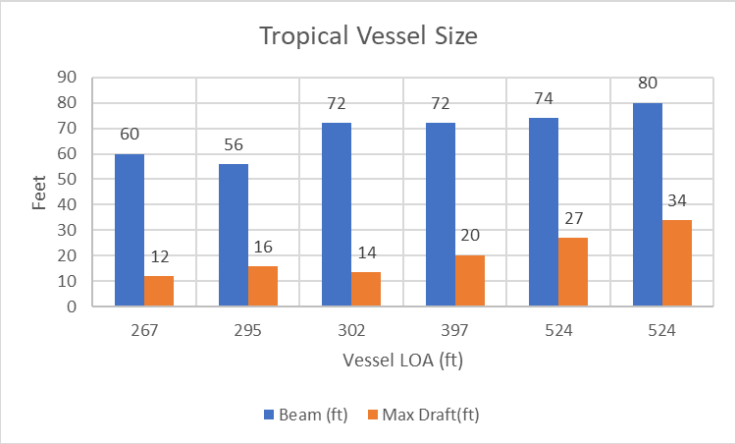


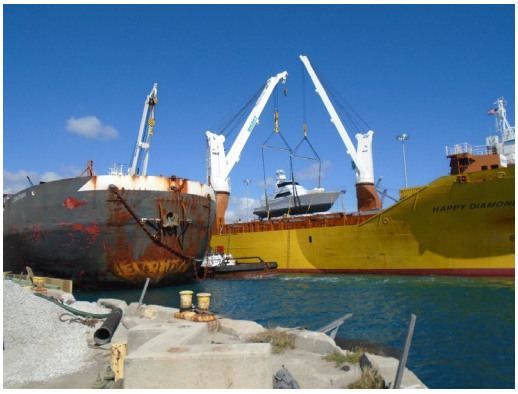
Figure 9 and Figure 10, indicate that berth occupancy is becoming a constraint for the key containerized cargo Berths 5, 7 and 9. Future containerized growth of the larger ships in the range of 397 to 524 feet length overall (LOA) may increase berth occupancy of the larger ships at Berths 5 and 7, and thereby resulting in an increase of 397 feet LOA vessel occupancy at Berth 6. This growth may result in cascading of the smaller LOA vessels to Berths 8 and 9, of which Berth 9 is already highly occupied. with containerized cargo vessels longer than 297 feet LOA currently have a beam that challenges the existing Slip 2 width (see Figure 13). Future increases in vessel occupancy of Berths 11 and 12 to accommodate dry bulk operations may limit the availability of Berths 8 and 9 to serve container ships with a beam above 60 feet.

3.5.2. Slip 2

The 210-foot-wide Slip 2 is the narrowest of the POPB's three slips. Slip 2 serves Berths 8 and 9 to the north, 10 to the west, and 11 and 12 to the south. As a basis for evaluating opportunities to renovate and increase the width of Slip 2, the Slip 1, 2, and 3 berths age and current uses are summarized below:

- Berth 7 between slips 1 and 2 is a 464-foot-long berth utilized by containerized cargo operations. It was built in 2000 with a 67-foot-deep sheet pile bulkhead with soil anchors.
- Berths 8 and 9 in Slip 2 provide 760 feet of berth length and are primarily utilized by containerized cargo operations. It was built in 1988 with a 67-foot-deep sheet pile bulkhead tied to a 12.5-foot-deep sheet pile anchor wall.
- Berth 10 in Slip 2 is a 210-foot-long by 55-foot-wide ro-ro berth that is primarily used by general cargo ro-ro operations. It was built in 1988.
- Berths 11 and 12 in Slip 2 provide 700 feet of berth length and are primarily utilized by South Florida Materials liquid and Stonerock dry bulk operations. It was built in 1988 with a 67-foot-deep sheet pile bulkhead tied to a concrete deadman.
- Berths 13 between Slips 2 and 3 is a 215-foot-long berth that was built in 2015, with king- and sheet-pile bulkhead with soil anchors.
- Berth 14 in Slip 3 provides 640 feet of berth length that was built in 2015 with a sheet and soldier pile bulkhead with soil anchors.

The current width of Slip 2 poses the most immediate safety related concern for tug operators. The current width of Slip 2 leaves little room to effectively operate a tug when ships are berthed on each side of the slip. Widening the slip to a width of 250 feet between face of fenders was envisioned. This is anticipated to require 270 between face of adjacent bulkheads to account for 10 feet of fender on each side of the slip required for manatee protection.

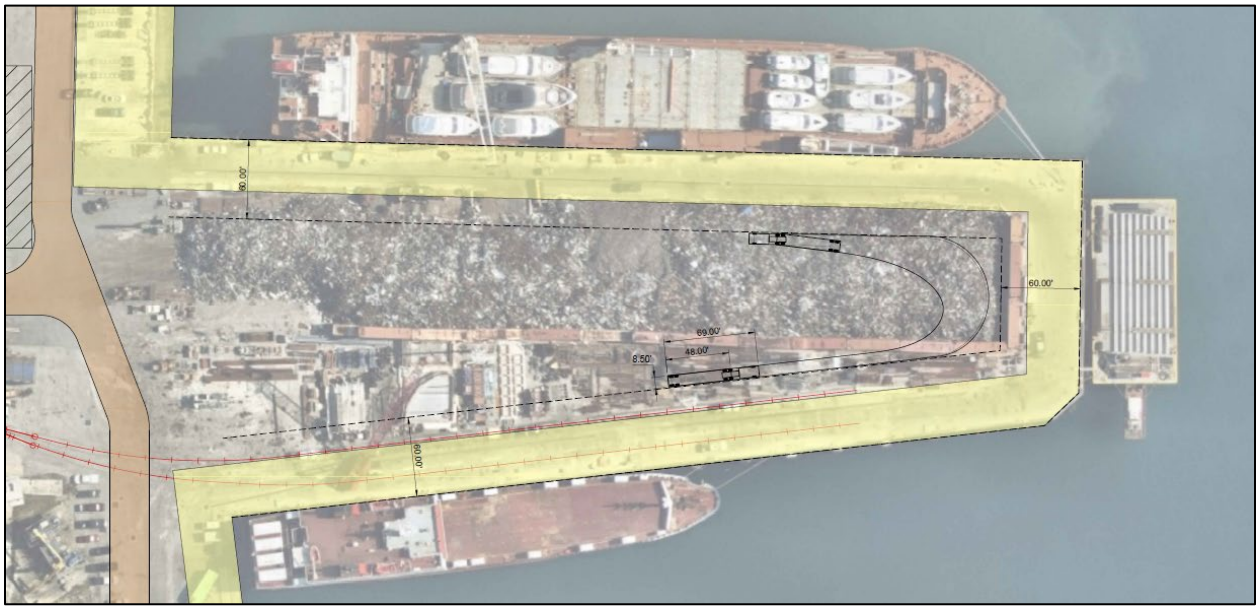






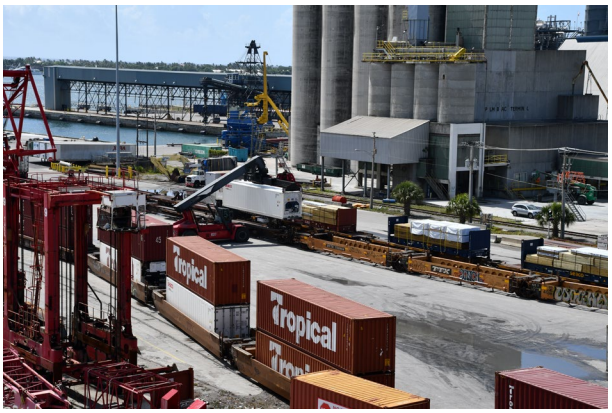
A circulation study was performed to determine the minimum width of the finger pier between Slips 2 and 3 to support simultaneous cargo loading operations on the north, south, and east sides. The study criteria were to provide 60-foot-wide unobstructed water side operational areas on the north, south, and east sides of the finger pier and to allow a cargo truck to simultaneously circulate along the pier without fouling the waterside operational areas. The resulting space requirements (see Figure 14) indicate little to no finger-pier width available to be sacrificed to accommodate the widening of Slip 2. Therefore, to widen Slip 2 to a width of 250 feet between face of fenders, the width of the finger pier between Slips 1 and 2 will need to be reduced by approximately 60 feet.

FIGURE 14. CARGO TRUCK CIRCULATION PATH ON FINGER PIER BETWEEN SLIPS 2 AND 3



3.6. On-dock Railyard / PIDP Project Improvements

The existing intermodal transfer area consists of 4 stub ended working tracks with in-line storage tracks to the west. The working tracks are of varied lengths that up to recently accommodated operations on up to 33 deep well rail cars. The existing tracks operational access has been recently improved to accommodate operations on up to 45 deep well rail cars. These tracks are all worked by reach stacker equipment that moves containers between a trackside intermodal transfer area that consists of grounded container storage positions and the intermodal railcars. The grounded containers are moved between the intermodal transfer area and the waterside operations areas by a fleet of straddle cranes.



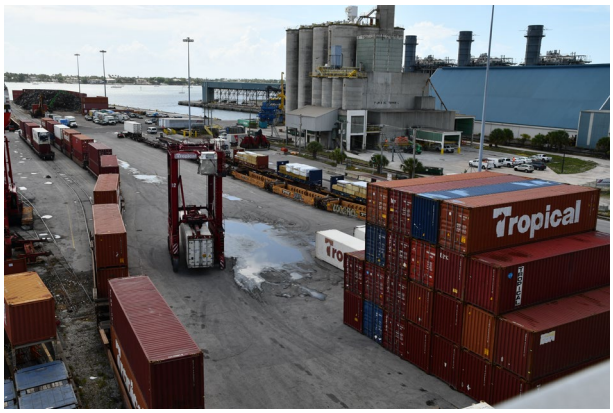
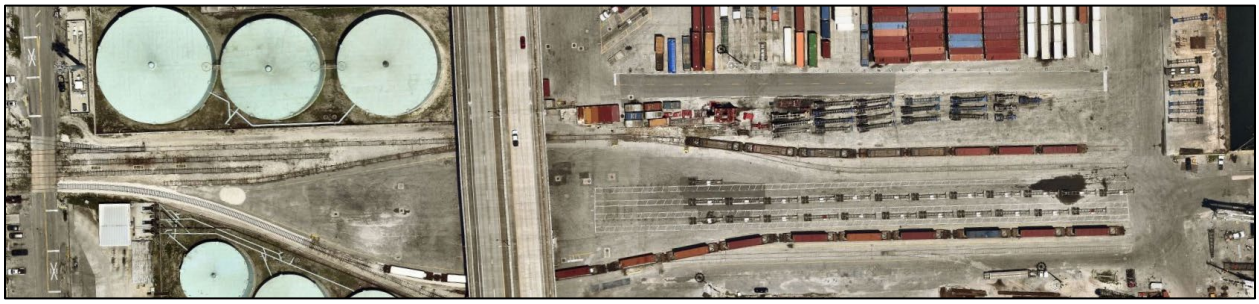


FIGURE 15. EXISTING ON-DOCK RAILYARD CONDITIONS



The containerized cargo on-dock rail operations are in close proximity to the waterside container activities. This minimizes the travel distance and transfer time for the horizontal transport of containerized cargo by the straddle carriers between the container storage yard and the intermodal transfer area. To the west of the intermodal transfer area, Skypass limits the use of some CHE because of vertical and horizontal clearances, although it can afford sufficient clearance for straddle carrier travel and reach stacker operations around and below the structure.

The current rail yard throughput and resulting operation is limited by available working track accessible to the CHE, along with the railcar switching operations required during the day to provide for additional container transfers upon the same working track segments. The Port provides for this railcar switching operations on a timely basis with its own labor and equipment. The current railyard has sufficient track capacity for the storage of off-spot railcars for current cargo throughput volumes, but due to the limited available working track, it is less efficient than providing for container transfer without repetitive railcar switching. The current Port-provided rail operations are detailed in Appendix C. The paired track arrangement requires that inner tracks must be cleared to provide CHE access to the shorter adjacent tracks, which further decreases the efficiency of lift operations while the railcars are being switched.



FEC provides the Port with excellent service, with a single drop-off, and a pick-up each day that is scheduled to mitigate at-grade rail crossing blockages during peak traffic and Port daily operations. FEC's current service allows the Port to historically move up to approximately 35,000 TEUs (20,000 railcars arriving and departing) per year by intermodal rail. This equates to an approximate average of 375 intermodal

containerized cargo moves per week. Historically the intermodal containerized cargo component has been an average of 11.4 percent of total container throughput. Although, currently, the railyard primarily imports (returns) empty containers to inland destinations on departing railcars that arrived unladen. At the current service level provided by FEC, working track 45 car spots, and an operating railyard at 5 days per week, the maximum intermodal rail throughput is approximately 44,000 TEUs per year.

The Port is currently very close to exhausting their freight rail capacity. Without the development of additional intermodal freight rail capacity, there will be an intermodal throughput capacity shortfall assuming the growth of containerized cargo holds steady at 3.5 percent and the demand for rail continues at a potential upper bound of 15 percent. Without the efficiencies of cargo movement afforded by the PIDP project, the Port on-dock intermodal yard may reach its maximum containerized cargo throughput capacity by 2026.

In addition, the Port's on-terminal freight rail processing tracks are very old, deteriorated, and inadequate to support continued growth. The entrance tracks from the FEC mainline have been recently improved to address safety of operation issues; replace deteriorated and antiquated rail, ties, crossings, and switches; and realign the tracks for safer operations based on current track standards of the American Railway Engineering and Maintenance-of-Way Association (AREMA).

The PIDP grant project currently underway that will address the remainder of the Port's on-dock intermodal freight rail infrastructure. The PIDP project will increase the Port's intermodal rail cargo capability from 44,000 to 60,000 annual TEUs , based on working track that accommodate up to 52 deep well rail cars and an operating railyard at 6 days per week, and FEC single daily service. The improved annual throughput capacity equates to a 36 percent increase. Assuming the growth of containerized cargo holds steady at 3.5 percent and the demand for rail continues at a potential upper bound of 15 percent, the Port on-dock intermodal yard, with the additional rail capacity afforded by the PIDP project may reach its maximum containerized cargo throughput capacity by 2033. The throughput capacity of the PIDP project on-dock railyard may be increased up to 99,000 TEU per year by increasing the FEC service to twice a day, increasing storage tracks length and capacity, or by increasing the volume of inbound containerized cargo by rail.

The completion of this project is critical to addressing the major challenge to the Port's realizing its maximum container throughput and reaching its full potential as a regional economic engine with minimal negative impact on the regional highway network.

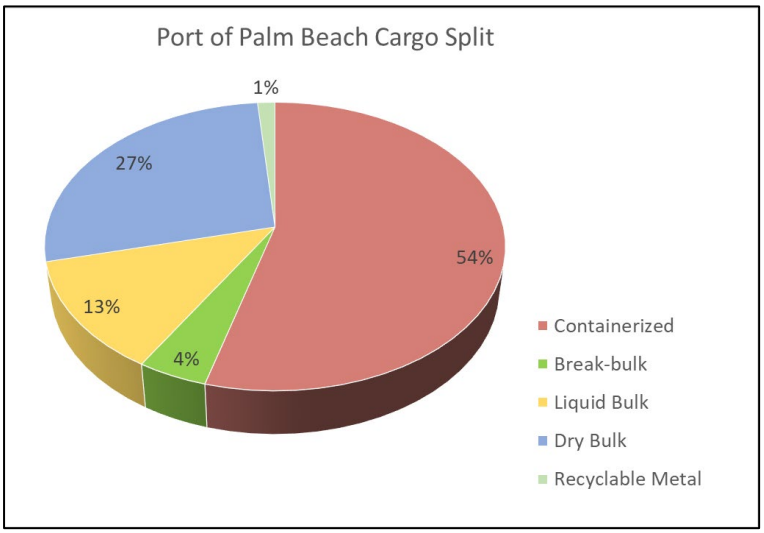
The PIDP Grant Work covers three closely related and interdependent elements summarized below.

1. The on-dock intermodal container transfer facility: The intermodal rail facility provides new entrance tracks from recently replaced terminal access tracks (completed in 2018) to a proposed intermodal freight rail facility with four working tracks with one center storage track, each 736 feet in length, for a total of 2,944 feet of process track. The tracks are spaced to allow for reach stacker loading and unloading. Two CHE access areas are sited at the eastern and western ends of the facility. Three new at-grade crossing panels are to be located for truck passage at the western end of the terminal access tracks.

2. New cargo access and egress gates, scales and RPMs: A improved container gate with scales and an RPM scanning facility will be located on the main cargo entrance roadway (Port Road) to meet Customs and Border Patrol (CBP) requirements. The gate will be automated with technology to improve gate truck processing capability.

3. Realignments of, and improvements to, internal terminal roadways: Port Road will be improved and widened to more efficiently accommodate increased truck traffic entering and leaving the terminal. A new roadway to accommodate non-containerized cargoes will be built along the Port's western boundary between the Port entrance on Port Road. The separate two-lane gate for non-containerized cargoes will include a 24-hour security building and an RPM scanner.

3.7. Existing Operations



The Port and its tenants continue to be a powerful engine for economic development and job creation, employing more than 4,000 people in the South Florida region and the State. The Port handles cruise passengers and a full range of cargo including containerized, refrigerated, dry bulk, liquid bulk, break-bulk, roll-on/roll-off (ro-ro) and heavy lift and project cargoes. The modal split for the Port's cargos has remained consistent over the past 10 years. With the addition of a new cement terminal, the percentage of dry bulk mode is expected to increase. The Port moves this cargo across 165 site acres fronted by three slips, 17 berths and four ro-ro ramps with 6,500 feet of cargo vessel berthing and 700 feet of cruse vessel berthing.

The Port is an important distribution center for commodities shipped all over the world, especially the Caribbean Basin. Cargo operations include containerized, general break-bulk (including ro-ro, heavy-lift/project, and oversize), liquid bulk, dry bulk, and recyclable metals. Additionally, the Port has provided a foreign-trade zone to the region since 1987, which encompasses both port and private sector sites. The Port consistently ranks as the fourth busiest container port of Florida's 15 seaports.







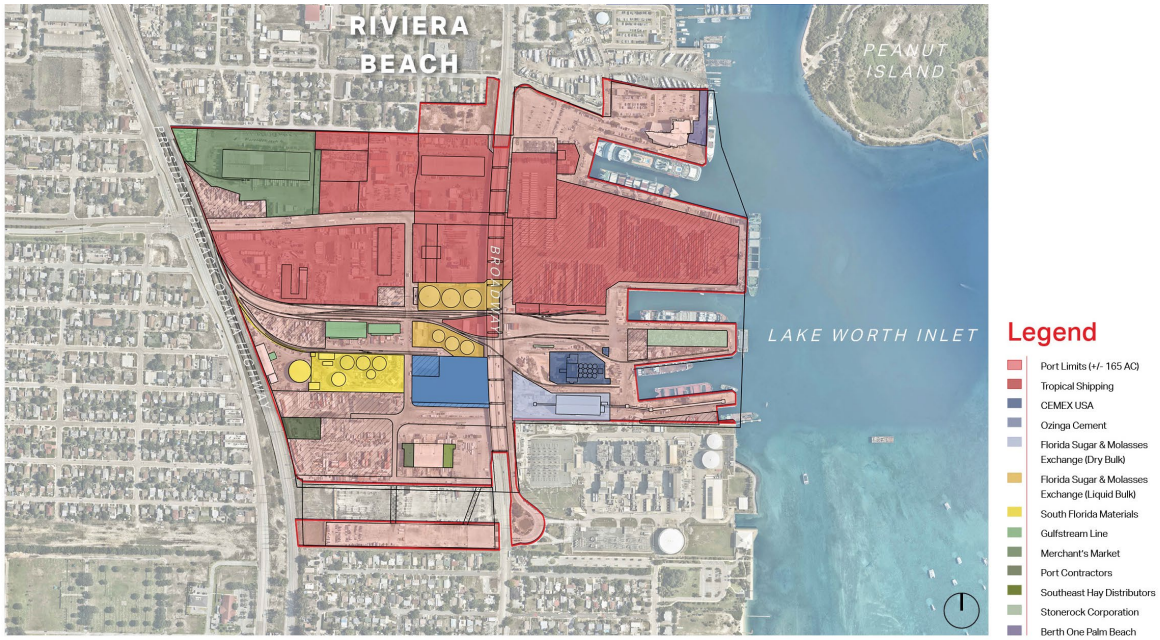


The Port's efficiency is unparalleled, annually processing nearly $15 billion in cargo, with consumables being the Port's primary export commodity. Almost 80 percent of all goods passing through the Port are exported, making the Port of Palm Beach one of only 16 "Export Ports" in the country. Most of the exported cargo goes toward supporting the island nations of the Caribbean. The Port of Palm Beach supplies 60 percent of everything consumed in the Bahamas and is the essential lifeline to the rest of the Caribbean. The Port of Palm Beach ships 100 percent of the exported raw sugar that is produced in the Glades area, nearly 500,000 tons, annually. Today, the Port is the only U.S. exporter of molasses, with over 100,000 tons annually. Additionally, all Cruzan Rum is shipped from St. Croix to the Port of Palm Beach to be bottled. More than 2.4 million tons of cargo and 270,000 TEUs move through the Port of Palm Beach on nearly 1,400 cargo vessels every year.

In addition to cargo, the Port offers a two-night cruise service through Bahamas Paradise Cruise Line. In April 2022, the Port became home to the first Margaritaville brand cruise ship called Margaritaville Paradise. The exclusive cruise line, Margaritaville at Sea, offers passengers two-night cruises to Grand Bahamas Island. The cruise line provides a unique ship-to-shore experience allowing passengers to add a four-to-six-night vacation at all-inclusive hotels on Grand Bahama Island.

The Port is a landlord port that designates its acreage into the current tenant parcels shown in Figure 16, designated by their respective cargos to include containerized cargo (red), dry bulk cargo (blues), liquid bulk cargo (yellows), breakbulk cargo (greens), and luxury vessel accommodation (purple). The remaining pink area is available for port administration and maintenance facilities, wharf operational area, port roadways and site circulation, rail access, and automobile parking, with the balance of areas available for short-term leases for existing tenant operations and future tenant parcel leases.

FIGURE 16. POPB TENANT PARCEL MAP



Together, the Port of Palm Beach and its tenants are one of the larger employers in Palm Beach County and serve as an economic engine for the County. Over 4,000 people are employed directly because of the Port. The Port and its tenants contribute over $254 million in business revenue and the Port's tenants contribute over $24 million in state and federal taxes.

3.7.1. Port of Palm Beach Operations

The Port administrative offices are located on-site in the Maritime Office Complex at One East 11th Street, Riviera Beach, Florida. The fourth and sixth floors of the complex are suitable to house the Port administration personnel and functions. The lower floors of the complex are leased to tenants and cruise terminal activities. The Port's maintenance facility is in Building 13 along the western boundary of the Port. The maintenance building is at the end of its functional life. Security personnel are in the Main Gate and South Gate guard buildings, located at the two landside roadway access points to the Port.



3.7.2. General Cargo Operations

General cargo accounts for 58 percent of all cargo that moves through the Port. General cargo encompasses containerized, break-bulk, project cargo, roll-on roll-off (RORO), and heavy lift.

3.7.2.1. Containerized Cargo

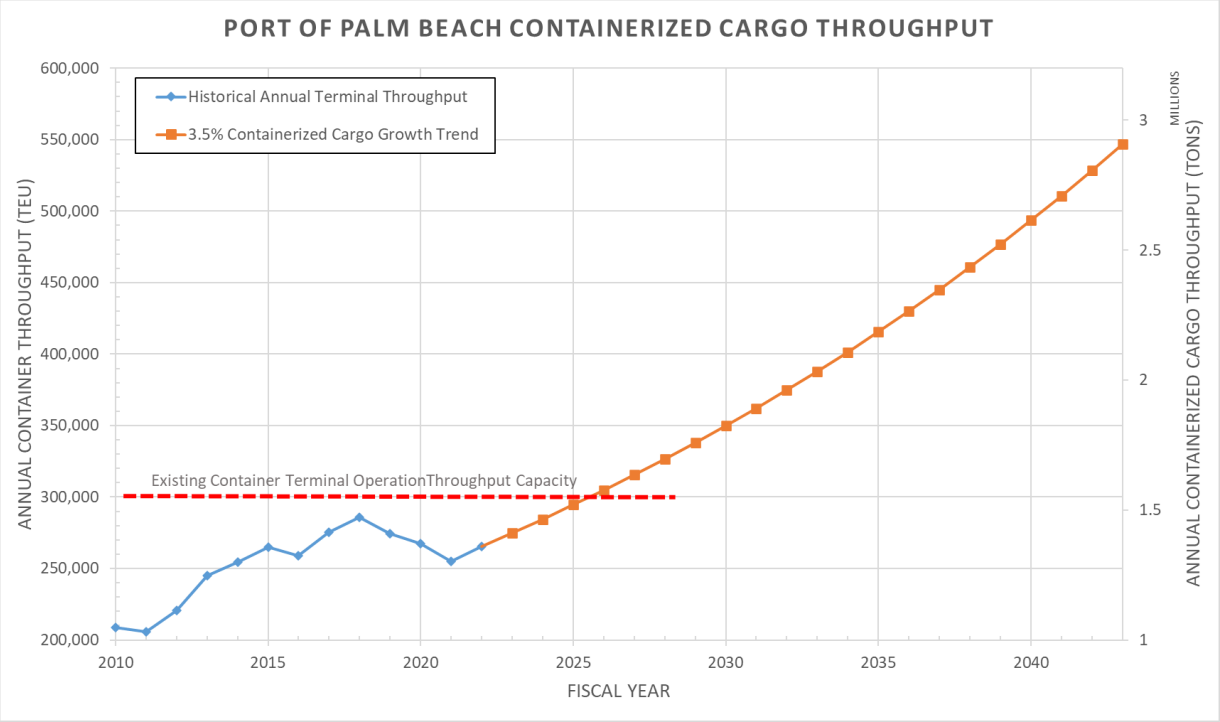
In 2022, containerized cargo moved through the Port amounted to nearly 1.4M tons or 266,000 TEU of containerized cargo. Loaded export containers account for 95 percent of the container throughput.

The containerized cargo terminal currently occupies approximately 56 acres (cross hatched in Figure 17) within the Port of Palm Beach, of which 25 acres is net container yard storage area (diamond hatched in Figure 17) that directly supports the terminal's containerized cargo throughput. It is estimated that the 25 net container yard acres can support an annual terminal throughput of approximately 300,000 TEU with current Straddle Carrier mode of operation. The Port's historical annual containerized cargo throughput is summarized in Figure 18. Based on a 3.5 percent containerized cargo throughput growth, containerized cargo throughput will exceed the net container yard capacity with their current mode of operation in 2026. The net container yard acreage needs to be increased to support containerized cargo growth.

FIGURE 17. CONTAINERIZED CARGO OPERATIONAL AREA WITHIN PORT BOUNDARY



FIGURE 18. PORT OF PALM BEACH HISTORICAL CONTAINERIZED CARGO THROUGHPUT



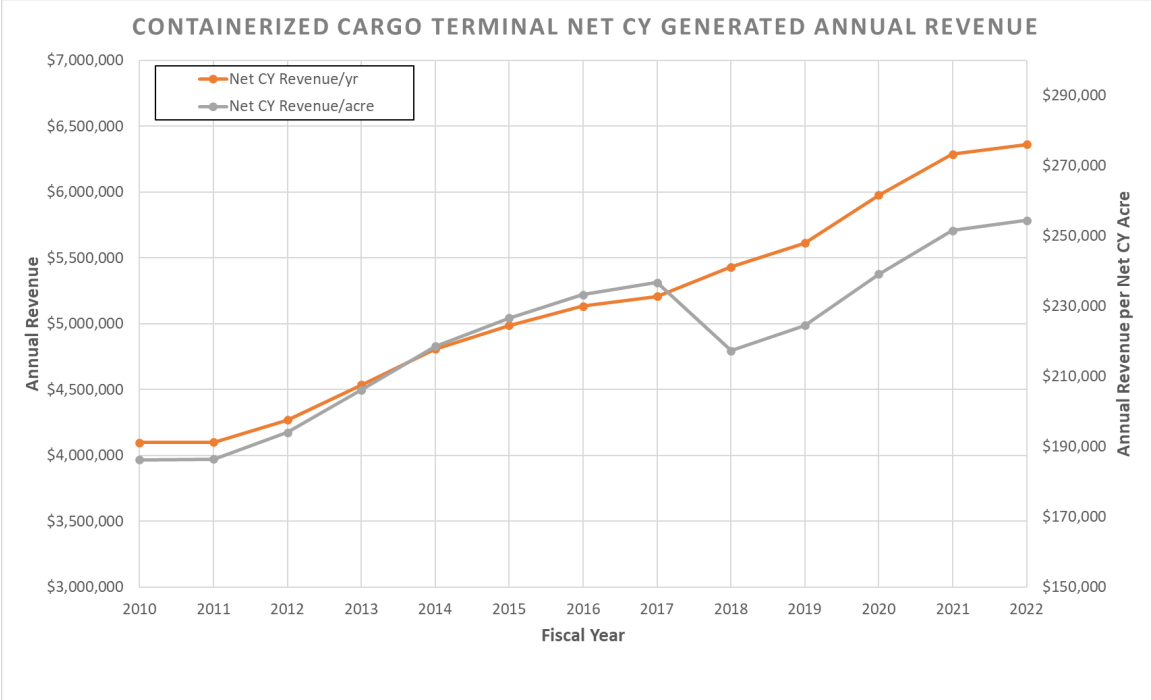
In addition to the net container yards, the container terminal currently occupies 31.1 acres of ancillary facilities to support their operation but are not directly used for active containerized cargo storage and therefore are not considered net container yards. These facilities include purchasing, chassis and container repair, POV parking, CES and associated parking, refrigerated containers and genset repair, power shop and parking, reefer wash and pre-trip, rum dock facility, E-house, bare chassis storage, truck Interchange and circulation area, and IY operating area.



The Port revenue that is directly generated by containerized cargo throughput can be assumed to come from rent, wharfage, and dockage and is shown as the orange line in Figure 19. This annual revenue can be directly associated with the net container yard acreage of the container terminal to arrive at a revenue per acre shown as the grey line in Figure 19. In 2022, the container terminal net container yard area generated over $250,000 per acre.



FIGURE 19. PORT REVENUE GENERATED BY CONTAINER TERMINAL NET CY



Containerized cargo is discharged and loaded back at the berths using mobile harbor gantry cranes. STRADs provide the horizontal transport of containers between the berths and the CY and provide the storage and retrieval of containers in the CY stacks. Landside trucks enter and depart the terminal through

the main gate interchange canopy. Containers are transferred between the STRAD and landside truck at a truck exchange area. STRADs provide the horizontal transport of containers between the CY and on-dock IY storage buffer that is located trackside. Front end loaders are used to strip and IY load containers between the IY buffer and double stack railcars. All rail-bound import containers are scanned by a CBP RPM before loading onto the railcar. A STRAD transfers the container from the CY onto a truck that drives it through a radiation portal monitor and back to a STRAD that transfers the container back into the CY to await delivery to the IY.





The container terminal facility features the following:

Description	Containerized Cargo
Operating Area	56 Acres
Berths	Primary Berths: Slip One 5/6, Berth 7 Secondary Berths 4 Ro-Ro Ramp, Slip Two 8/9
Facilities	E-house: STRAD Maintenance and Stevedore Trailers Maintenance & Repair/Purchasing Interchange Canopy Interchange Trailer Reefer Maintenance Power Shop Customs Examination Station Rum Dock Fumigation Office space (9,448 sf) in Port Admin 5th floor
Rail	On-dock
Road Access	North Gate Exclusively
Growth	Containerized cargo growth 3.5% historically
Challenges	Container storage yard is near capacity. Rail yard working track length is limiting. CHE access west of Skypass is limiting. Interchange gate is inefficient and has legacy technology.






3.7.2.2. Containerized - Reefer Container Consolidation

Supporting containerized cargo throughput, on-port facilities are located in the northwest corner of the Port that provide chilled cargo procurement and consolidation facilities that supply direct ship customers and their island distributors. The facilities consist of a cold storage warehouse, with a truck loading dock, rail spur, and adjacent storage of trailers and reefer containers on chassis. Containerized cargo is exported and imported through the container terminal.

Reefer consolidation on-Port chiller facility features the following:

Description	Reefer Containerized Cargo
Operating Area	10.7 acres
Berths	Container Terminal
Facilities	Perry Warehouse building (99,360 sf) with truck loading dock Outside storage areas (8.4 acres) Located outside the Ports restricted boundary.
Rail	Rail spur
Road Access	North Gate exclusively
Growth	Closely tied to containerized cargo growth
Challenges	Need more efficient warehouse space

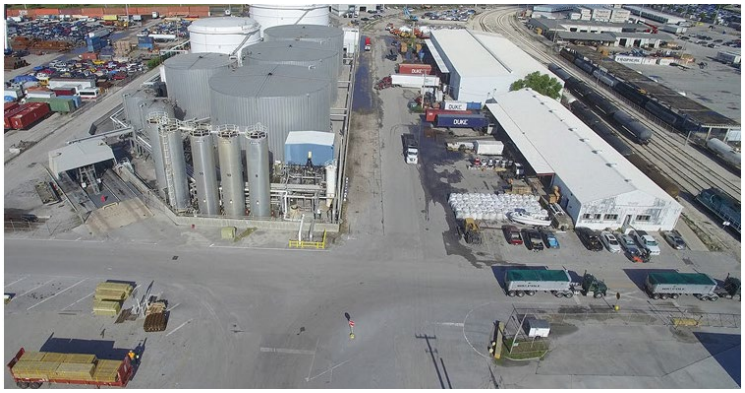



3.7.2.3. Breakbulk / RORO / Project / Heavy Lift / Cargo

Port breakbulk, RORO, project, and heavy lift cargo processing and storage is partially accommodated in Buildings 11 and 12 and adjacent area at the middle of the Port and west of Skypass. This facility primarily exports all types of break bulk, neo bulk, project, oversize, containerized and RoRo general cargo. Buildings 11 and 12 are at the end of their functional life. This facility loads and discharges the cargo from Berths 11 through 17. Most of the cargo arrives and departs by truck into the warehouses, although box cars have

been used. This facility's equipment and operators deliver the cargo between the storage areas and the berths.





This on-port facility features the following:

Description	Breakbulk / RORO / Project / Heavy Lift Cargo
Operating Area	1.9 acres
Berths	Berths 11 to 17
Facilities	Warehouse 11 (12,000 sf) and 12 (25,000 sf) with truck loading dock/ramp (4,729 sf) Office space (1,765 sf) in Bldg. 13 Outside storage areas Warehouse 11 storage area (5,120 sf) NW of South Gate (32,640 sf)
Rail	Rail spur (600') with loading dock
Road Access	North Gate preferred; use South Gate during rail blockages.
Growth	Closely tied to Caribbean and Bahamas Gross Domestic Product (GDP) growth, say 1.5% long term.
Challenges	Need 60,000 sf covered warehouse space with loading dock for 53' trailers. Need more open and transit covered storage space.

An additional facility is located in the west end quarter of the South Gate Facility, of which the north side is outside of the TWIC boundary, and the outside storage area is to the west adjacent to the Ports western boundary. This facility primarily exports all types of general, ro-ro, project, oversize, and heavy lift cargo to the Bahamas. This facility loads and discharges their cargo from Berths 11 and 12, and Berth 14 and the ro-ro ramps at Berth 10 and 15. Most of the cargo arrives and departs by truck, although heavy lift cargo may arrive by rail. This facility's equipment and operators deliver the cargo between the storage areas and the berths, and they have a heavy lift crane at Berth 14.





This on-port facility features the following:

Description	Breakbulk / RORO / Project / Heavy Lift Cargo
Operating Area	1.7 acres
Berths	Berth 11&12 and 14, RoRo Berths 10 and 15
Facilities	Offices and truck bay in South Gate Facility (10,490 sf) Outside storage (1.5 acres) to the west Heavy lift crane
Rail	Rail spur to Berth 14
Road Access	South Gate preferred
Growth	Closely tied to Caribbean and Bahamas GDP growth, say 1.5% long term.
Challenges	Draft restrictions Ship LOA restrictions Need heavy lift rail spur relocated to dockside (currently 46’ away). Berth topside damage Over width access to South Gate Some OTR drivers do not have TWIC

A facility that presently has a short-term lease for project cargo is located at the east end of the south side of the pier between Slips 2 and 3.

3.7.2.4. Breakbulk Animal Feed

Another on-port facility that supports the import of breakbulk animal feed is located at the east end quarter of the South Gate Facility, of which the north side is outside of the TWIC boundary. This facility imports animal feed products from the north primarily by truck and some by rail. Imported cargo that arrives by rail is offloaded at the Port’s rail dock. The animal feed is subsequently exported by truck to within a 230-mile radius from the Port or containerized and exported by ship at the container terminal.







This on-port facility features the following:

Description	Breakbulk / Animal Feed Cargo
Operating Area	0.3 Acres
Berths	Container Terminal
Facilities	Offices (1,550 sf) and Storage bay (9,540 sf) in South Gate Facility
Rail	Rail Ramp
Road Access	South Gate preferred
Growth	Closely tied to improvement with FEC service.
Challenges	OTR drivers do not have TWIC. FEC commitment to provide rail service. Need rail spur with off-loading dock.

3.7.3. Liquid Bulk – Asphalt and Diesel

The on-port liquid bulk facility that imports asphalt and diesel is mostly located on a privately held parcel in the middle western portion of the Port, although it includes the lease of a small area for the most western diesel tank. This facility imported 83,000 tons of diesel fuel and 88,000 tons of asphalt from local refineries in FY 2021. The asphalt and diesel primarily offloads at their preferred Berth 12; alternatively, Berth 14 may be used. Separate diesel and asphalt manifolds pump the liquid bulk cargo from the berth through an

underground pipe system to the respective storage tanks. Alternatively, asphalt may be imported to the facility by rail tank cars on a dedicated rail spur with eight bottom dump asphalt manifolds. Trucks import diesel and asphalt from this facility into the south Florida region. Trucks pull into the respective drive-through two-lane diesel or asphalt top-loading facilities.







The on-port facility features the following:

Description	Liquid Bulk – Asphalt and Diesel
Operating Area	1.8 Acres of Port Property/3.2 acres of Private Property
Berths	Primary Berth 12 (preferential berthing) or secondary Berth 14
Facilities	Two western diesel tanks Six eastern asphalt tanks
Rail	Rail spur for eight tank cars with eight bottom-dump manifolds
Road Access	North Gate preferred; uses South Gate during rail blockages.
Growth	None anticipated beyond existing capacity at Port.
Challenges	Infeasible rail imports to South Florida region Tank height restriction Gasoline product not allowed at Port

3.7.4. Liquid and Dry Bulk – Molasses and Sugar

The on-port sugar dry bulk warehouse is at the southeast boundary of the Port, east of the Skypass and west of Slip 3, while the molasses liquid bulk tank farm is in the middle of the Port, west and adjacent to the Skypass. These facilities exported 670,000 tons of raw sugar and 150,000 tons of molasses in FY 2021. The dry bulk raw sugar and liquid bulk molasses export cargo is delivered by truck and tanker and offloaded at the on-port warehouse and tank farm, respectively. Raw sugar is gravity fed from the warehouse and transferred by an overhead conveyor to be loaded onto ships at Berth 16. Molasses is pumped through an above- and underground pipe system and gravity loads onto the ships at Berth 16.

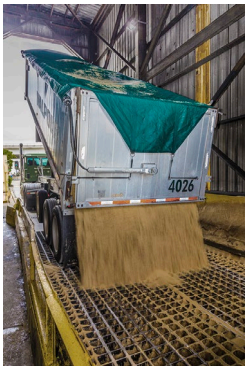
The on-port facility features the following:

Description	Liquid Bulk – Molasses / Dry Bulk - Sugar
Operating Area	4.1 acres of liquid bulk tanks/3.1 acres of dry bulk area
Berths	Primary Berth 16
Facilities	Sugar warehouse (21,000-ton capacity) (3,933 sf). Drive-through truck end dump unloading bay with scale. 6 tank farm molasses storage (4.1 acres). Back in truck bottom dump unloading bay with scale. Ship loaded with above-ground conveyor and pipeline system (3 acres).
Rail	None
Road Access	North Gate preferred; use South Gate during rail blockages.
Growth	None anticipated beyond existing capacity at Port.
Challenges	Infeasible cost of rail car equipment, mainline transport, and local switching, bottom-dump facilities, coupled with timing of sugar delivery. Draft restrictions for molasses ships.









3.7.5. Dry Bulk

3.7.5.1. Cement

Dry bulk cement cargo is currently imported at two separate facilities in the Port.

One facility and silos are in the southeast area of the Port, east of the Skypass and west of Slip 3. This facility imported a meagre 17,000 tons of dry bulk gray cement, slag, fly ash, and white cement in FY 2021. The throughput capacity is estimated to be 150,000 annual tons. The dry bulk cargo is discharged from the ship at Berth 14 and pneumatically pumped to the 12 on-port silos for loading primarily by truck for import to the south Florida region. Off-loading pipelines are installed to Berths 11 and 12, but are currently not connected to the facility.

This on-port facility features the following:

Description	Dry Bulk - Cement
Operating Area	2.56 Acres
Berths	Primary Berth 14, potential Berths 11&12
Facilities	Office building 12 Storage Silos Drive through truck loading bay Rail car loading bay New pneumatic ship unloaded with underground pipeline
Rail	Spur (400’)
Road Access	South Gate preferred
Growth	Anticipated to utilized existing capacity at Port
Challenges	Site throughput is vessel constrained. Rail spur is 90 lb. rail. Rail scale is not operational. Challenging traffic circulation from South Gate to operating area.





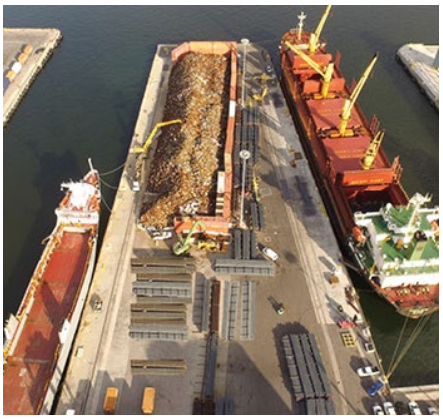
The other cement dry bulk import facility is currently under construction in the middle of the Port west of and adjacent to Skypass. Future annual throughput could be up to 250,000 tons of dry bulk cement, slag, and flyash. Initially, the cement will be discharged from the ship at Berth 14 and pneumatically pumped to the cement dome, then transferred to the adjacent tank for loading into trucks for import to the south Florida region.

The new on-port facility will feature the following:

Description	Dry Bulk - Cement
Operating Area	4.0 Acres
Berths	Primary Berth 14, potential Berths 11&12
Facilities	Cement Dome Cement tank with truck loading capability
Rail	None
Road Access	North Gate preferred; use South Gate during rail blockages.
Growth	Anticipated to utilize new capacity at Port
Challenges	Slip 3 berth utilization; need access to Slip 2. Need rail access for import and export opportunity. Ship draft constraints.

3.7.5.2. Recyclable Metal

The recyclable metal on-port facility is located at the east end of the north side of the pier between Slips 2 and 3. This is the only scrap metal export facility in South Florida and exported 35,000 tons in FY 2021 with four to five vessel calls per year, with growth. The facility anticipates future growth up to 10 to 12 vessel calls per year. The facility stores a limited capacity of material on port for short-term storage prior to loading onto export vessels and does not perform on-site processing. The storage area has a 25,000-ton capacity, but vessel capacity is limited from 9,000 to 18,000 tons. The facility loads scrap metal onto vessels at Berth 12 using rock grabbers or by operating ship gear. Trucks deliver the material from 14 south Florida sources and arrive at the facility over a truck scale and radiation detector, then a subsequent inspection occurs prior to off-loading into the storage area on the pier. The POPB monitors the scrap metal operation and contractual agreement provides protection and mitigation of environment impacts. The POPB is actively engaged in finding cost feasible/best practice methods of handling scrap metal and is also exploring cost feasible enclosure options.





The on-port facility features the following:

Description	Dry Bulk – Recyclable Metal
Operating Area	1.0 Acre
Berths	Berths 11&12
Facilities	Offices (450 sf) in South Gate Facility Outside storage area (1 acre) Drive-through truck scale and radiation detector
Rail	None
Road Access	North Gate preferred
Growth	Anticipated to double annual vessel calls long term
Challenges	Draft restrictions. Stormwater drainage contamination. Scrap pile height restrictions/visually unappealing to neighbors. Rail delivery has potential but is determined by customer's capability. Truck congestion at the gate and in the Port.

3.7.6. Cruise and Luxury Yachts Operations

3.7.6.1. Cruise

The Port of Palm Beach maintains a single cruise ship terminal in the Port Administration Building and berths the cruise ship at Berths 2 and 3 in Slip 1. Valet parking is provided to cruise passengers in lots north and west of the Cruise terminal. Prior to COVID-19, the Port supported an average of 421,820 multi-day passengers per year. The current cruise activities from the Port, offer two-day deployments homeporting for the Port of Palm Beach, and traveling to the Bahamas.

Growing cruise activities to the Port is challenging. Passenger service capacity has limited the capability of Slip 1 to welcome vessels and the available land surrounding the facility. Slip 1 can support vessels of up to 725 feet for full homeport operations and potentially 860 feet maximum.









The on-port facility features the following:

Description	Cruise
Berths	Berths 2&3
Facilities	Cruise Terminal in Port Administration Building Outside parking area (1 acre)
Road Access	North Gate preferred
Challenges	Draft and Channel Width restrictions. Slip length. Close proximity parking area.

3.7.6.2. Luxury Yacht Services

Berth 1 provides a mega-yacht service with office facilities on the first floor of the Port Administration building. Berth 1 accommodates luxury yachts up to 400-foot-long dockage at the berth and alongside an offshore floating dock to perform maintenance, service, fueling, and provisions. Secondarily, yachts have historically utilized Berth 2, but it is not preferred because of the proximity to containerized cargo operations on the south side of Slip 1.









4 Planning, Studies and Analysis

4. Planning, Studies and Analysis

4.1. Overview

The planning studies and analysis presented in this section provide the backup for the recommendations and improvements proposed in the alternative master plan layouts presented in Section 6. These studies and analysis include summaries of the following. The comprehensive study and analysis findings can be found in the respective appendices:

- Economic Development
  - Market Analysis and Industry Tends
  - Existing Cargo Trends
  - Future Cargo Trends
  - Cruise
- Asset Strategy
- Facility Infrastructure Assessment
- Facility Planning Studies
- GIS Integration
- Resiliency



4.2. Economic Development

POPB is an engine of economic growth in Florida, connecting regional producers and consumers with the broader international market. Florida is already the third most populous state in the nation, and with annual gains at roughly twice the national average, it will become an increasingly larger contributor to the U.S.'s overall economic growth. The importance of commercial maritime ports to serve as efficient gateways for trade has come to the forefront in light of the global supply chain issues of 2019 to 2022, and the Port of Palm Beach's ability to offer premier facilities and service to its customers will continue to support the overall expansion of the regional economy.

The analysis presented in this section of the study evaluates the underlying economic trends that influence the movement of freight through the Port and extrapolate these to produce a long-term estimate of future activity. The largest cargo types/commodities (by weight/volume) included in the review are containerized goods, bulk shipments of cement, petroleum products and scrap metal, and agriculture products including sugar and molasses.

4.2.1. Market Analysis and Industry Trends

Trade through U.S. commercial ports is sensitive to both domestic and international conditions and can be affected by slow-cycle economic trends, including population growth, manufacturing output and retail trade activity, as well as singular events including weather-related disruptions or the entrance/loss of a large cargo owner. Containerized trade growth, when compared to growth in bulk and breakbulk goods, is generally more influenced by fluctuations in the economic cycles. This is due to the types of commodities these differing cargo types typically handle. Containerized commodities are to a large extent finished and/or semi-finished consumer, manufacturing, and food/beverage related goods, which are sensitive to changes in consumer and manufacturing behavior and shipped in smaller increments. Bulk shipments are generally made up of a singular or closely related raw commodity including bulk grain, aggregates, ore, or petroleum products. These commodities can be stored in bulk facilities (dry or wet) and are often routinely distributed in larger segments to a smaller set of end-users, which makes their demand-cycles more predictable and less volatile.

POPB has traditionally been an export-centric gateway, with exports of containerized cargo destined to the Caribbean market representing the largest cargo volume by weight handled at the Port. The Port's well-established relationship with the Tropical Shipping carrier and proximity to the market, has allowed the Port to secure its place as a leading gateway to the Caribbean. This market is led by the pronounced tourism industry, which on average sees over 30 million visitor arrivals per year and is influenced the seasonal hurricane patterns that can unfortunately lead to severe damage throughout the islands. Both factors have a great influence on overall container trade to and from the region and would be expected to continue to influence the growth cycle of container trade through the Port. For planning purposes, an average of 1.5 percent long-term growth is expected for the Port of Palm Beach's container trade.

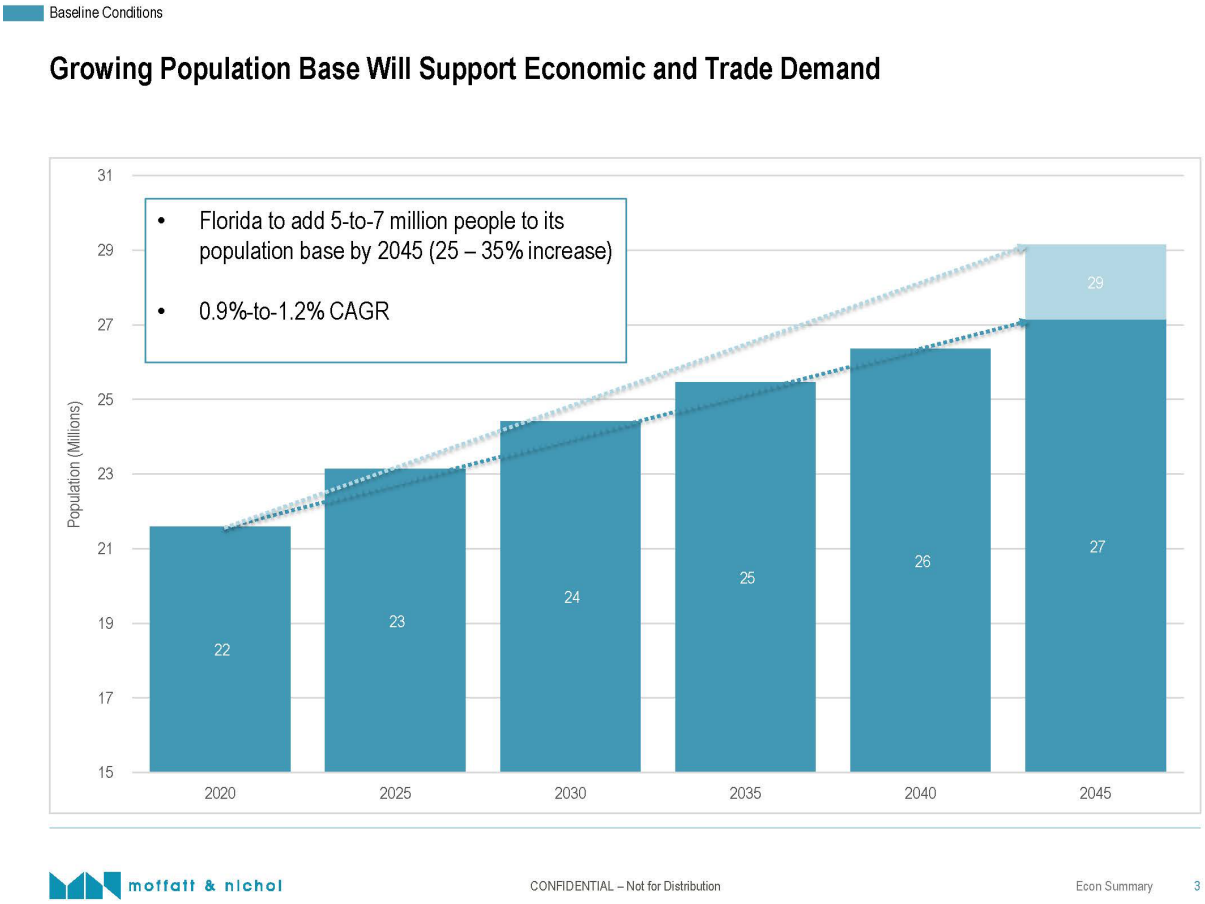
The Port is also a leading gateway for bulk commodity trade (import and export) to and from the regional Florida market. Most recently, the recommencement of operations at the Cemex facility and the imminent (2023) start of the Ozinga terminal means that the Port will become one of the largest import gateways for cement in Florida. Import volumes of cement are becoming a more important source of the material into the state; and given the outlook of construction activity (residential and nonresidential), the outlook for a long-term need for imported cement appears well supported. On the export side, locally produced sugar and scrap metal also appear to be well supported given the overall trends in domestic (sugar) and international (scrap metal) demand trends. As regional South Florida ports have focused capacity expansions on containers and cruise operations, bulk and breakbulk handling capacity could become a more specialized offering at the Port of Palm Beach.

Please review the following pages for a more detailed discussion of the Port of Palm Beach's trade profile and the associated economic drivers of demand and supply.

4.2.1.1. Cargo

The POPB sits in the heart of one of the fastest growing and most dynamic economies in the U.S. The Port serves as an important enabler of this growth by providing access to the key infrastructure and equipment that allows its existing customer base to connect to the global market. Continued improvement in infrastructure and service offerings will allow these and future market entrants to extend their traditional market boundaries. By remaining flexible in its ability to adapt and accommodate the needs of customers, the Port of Palm Beach will remain at the forefront of economic growth in the region.

FIGURE 20. GROWING POPULATION BASE WILL SUPPORT ECONOMIC AND TRADE DEMAND



With a population base of 22 million, Florida is already the third most populous state in the U.S. and the outlook suggests that it will continue to see strong growth. By 2045, five-to-seven million people will be added, bringing the population total from 27 to 29 million. This implies average growth of 0.9 percent to 1.2 percent annually, which is roughly two times (or more) the rate of growth projected for the U.S., which is projected at 0.5 percent.

Note that the differential in population growth of 0.4 percent to 0.7 percent (40 to 70 base points (bps)) between Florida and the U.S. suggests that at a minimum, economic growth (as measured by real GDP) in Florida could be expected to outpace the U.S. by 40 to 70 bps annually. Therefore, for example, the trend of GDP growth of 2.4 to 2.7 percent annually could be expected if the U.S. base is 2.0 percent of GDP growth.

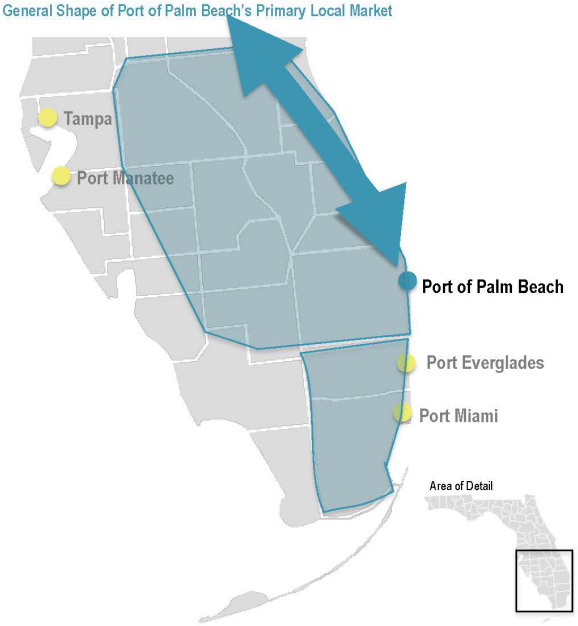
Population growth in the Port's local market will likely be even faster. In the counties which collectively account for the Port's local market, which extends north and west into Polk and Osceola counties and south into Miami-Dade and Broward counties, total population is projected to increase by an average 1.1 percent annually, compared to 0.9 percent statewide. Population growth sets the base for economic growth, suggesting that the Port of Palm Beach's local market will likely experience even stronger economic growth than the rest of Florida.

FIGURE 21. POPB HINTERLAND MARKET COLLECTIVELY PROJECTED TO OUTPACE THE STATE

Baseline Conditions

PPB's Hinterland Market Collectively Projected to Outpace the State

General Shape of Port of Palm Beach's Primary Local Market



	2020	2030	2035	2040	2045	CAGR
Palm Beach	1,466,494	1,612,167	1,668,575	1,716,971	1,758,539	*0.7%*
Polk	715,090	840,192	888,368	929,316	965,766	*1.2%*
Osceola	387,055	512,481	560,690	603,577	643,089	*2.1%*
St. Lucie	322,265	384,794	407,451	426,418	443,052	*1.3%*
Indian River	158,834	181,673	189,917	196,897	203,110	*1.0%*
Martin	161,301	177,612	183,467	188,675	193,311	*0.7%*
Highlands	104,834	112,385	115,203	117,667	119,883	*0.5%*
Hendry	40,953	44,380	45,554	46,570	47,468	*0.6%*
Okeechobee	42,112	44,497	45,314	46,043	46,698	*0.4%*
Glades	13,609	14,811	15,222	15,560	15,851	*0.6%*
Region Total	**3,412,547**	**3,924,992**	**4,119,761**	**4,287,694**	**4,436,767**	*1.1%*
Broward	1,932,212	2,083,767	2,142,335	2,192,705	2,237,840	*0.6%*
Miami-Dade	2,832,794	3,128,267	3,234,615	3,322,226	3,398,177	*0.7%*
Sub Toral	**4,765,006**	**5,212,034**	**5,376,950**	**5,514,931**	**5,636,017**	*0.7%*

FEC & Connection to CSX Network extends the addressable market

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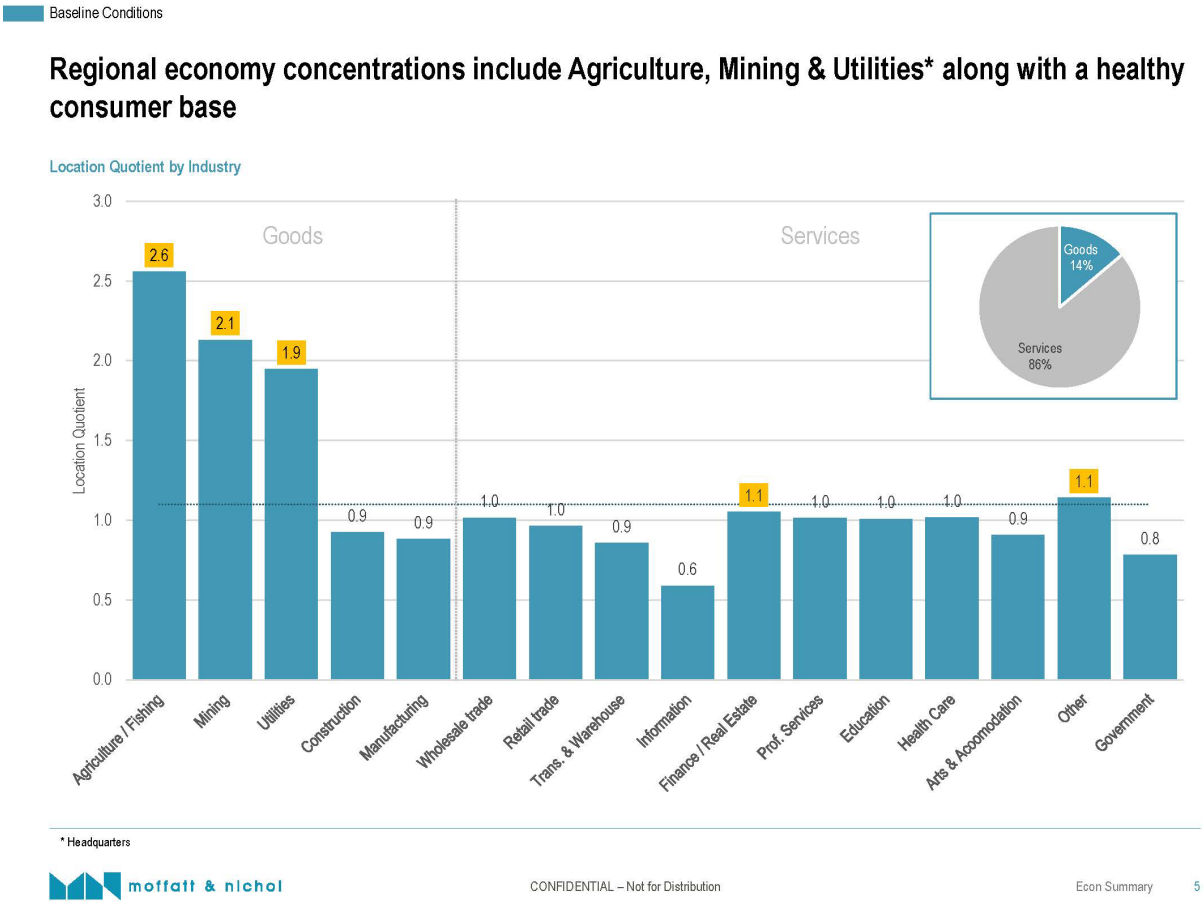
People need places to live, food to eat, goods to consume, and services of various kinds (e.g., education and healthcare) to support their livelihoods, all of which contributes to the economic composition of the region. Demand for freight movement, the import and export of domestic and international goods, is a response to the level of economic activity in the region and is shaped by the concentration of industries located in that region.

The local market shows high concentrations in industries, which help define the customer and trade profile at the Port's existing operations. Industry concentrations are measured using the location quotient metric, which measures, for a given region, the value of output for a particular industry over the total value of output (e.g., Palm Beach Agriculture GDP/Palm Beach GDP) compared to similar rate for a benchmark region (e.g., Florida Agriculture GDP/Florida GDP). If the ratio is above 1.1, it indicates a high concentration of activity within the region.

In the Port's local market, these concentrations are observed in the agriculture, mining, and utilities industries, as well as the finance and real estate and other services industries. Agriculture includes the production of fruits and vegetables including sugar cane, as well as fishing. The mining industry includes aggregate production for concrete manufacturing. Strength in the service economy, particularly in finance and real estate, reflect the suggested high-income consumer base. Consumers are the largest source of containerized trade into the region. The trade of goods associated with these industries will be discussed in more detail throughout this section.

One of the industries where the region shows a relative under-representation is in trade and warehousing.

FIGURE 22. REGIONAL ECONOMY CONSIDERATIONS



Palm Beach County is home to 6.8 percent of Florida's total population; however, it is home to just 3.4 percent of the state's total traditional warehouse operations and 3.0 percent of the refrigerated establishments. This compares to the other import gateway-counties in South Florida, namely Broward (Port Everglades) and Miami-Dade (Port Miami), which have concentrations of warehouses roughly in line with or far exceeding their respective population shares. Miami-Dade in particular shows a high concentration of warehousing activity, which is related to the Port's traditional role as a leading containerized import/export facility, as well as the Miami International Airport being one of the largest cargo airports in the U.S. Similarly, warehousing activity in Polk County far exceeds its population base and is largely associated with the counties' agriculture sector as well as proximity (intermediate position) to Port of Tampa and Orlando.

The comparatively lower share of warehousing in Palm Beach County suggests that there could be an opportunity for some of this activity to be developed within the County. Proximity to consumer bases as well as the key export gateway that is the Port of Palm Beach could potentially serve as the catalyst for the development of warehouse operations. These facilities could perform traditional storage, consolidation and/ or value-added services as needed.

FIGURE 23. WAREHOUSE DISTRIBUTION (PERCENT OF FLORIDA)

Baseline Conditions

Palm Beach County is under-represented in traditional warehouse and refrigerated storage facilities

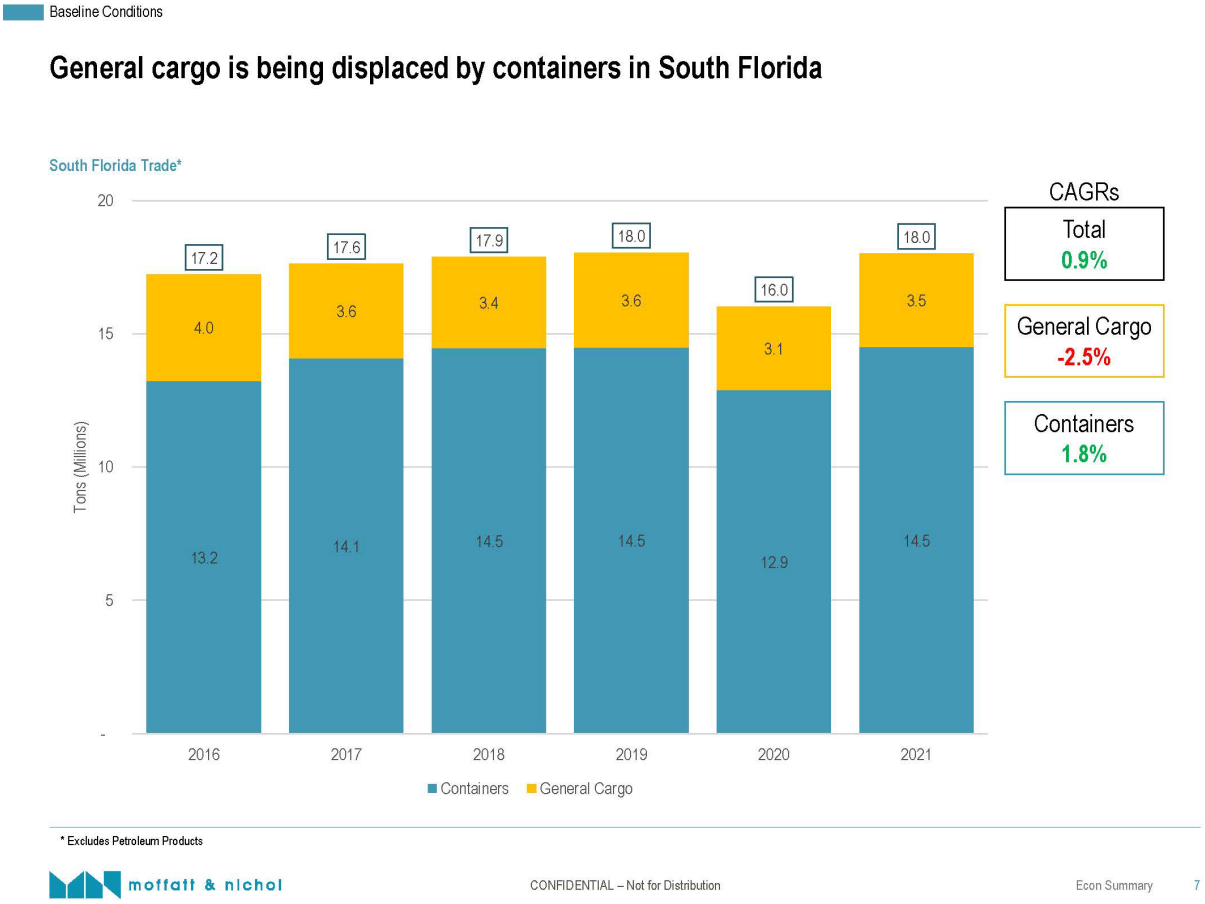
Warehouse Distribution (% of Florida)

County	Population	Warehouses	Refrigerated	E-Commerce
Palm Beach	6.8%	3.4%	3.0%	7.9%
Polk	3.3%	6.1%	9.1%	1.2%
Osceola	1.8%	0.5%	0.1%	1.1%
Saint Lucie	1.5%	0.6%	0.1%	0.8%
Indian River	0.7%	0.6%	NA	0.6%
Martin	0.7%	0.8%	NA	0.7%
Highlands	0.5%	0.3%	NA	0.2%
Hendry	0.2%	0.0%	NA	NA
Okeechobee	0.2%	0.2%	NA	0.1%
Glades	0.1%	0.0%	NA	0.1%
-				
Broward	8.9%	9.1%	7.6%	11.9%
Miami-Dade	13.1%	21.0%	33.3%	17.8%

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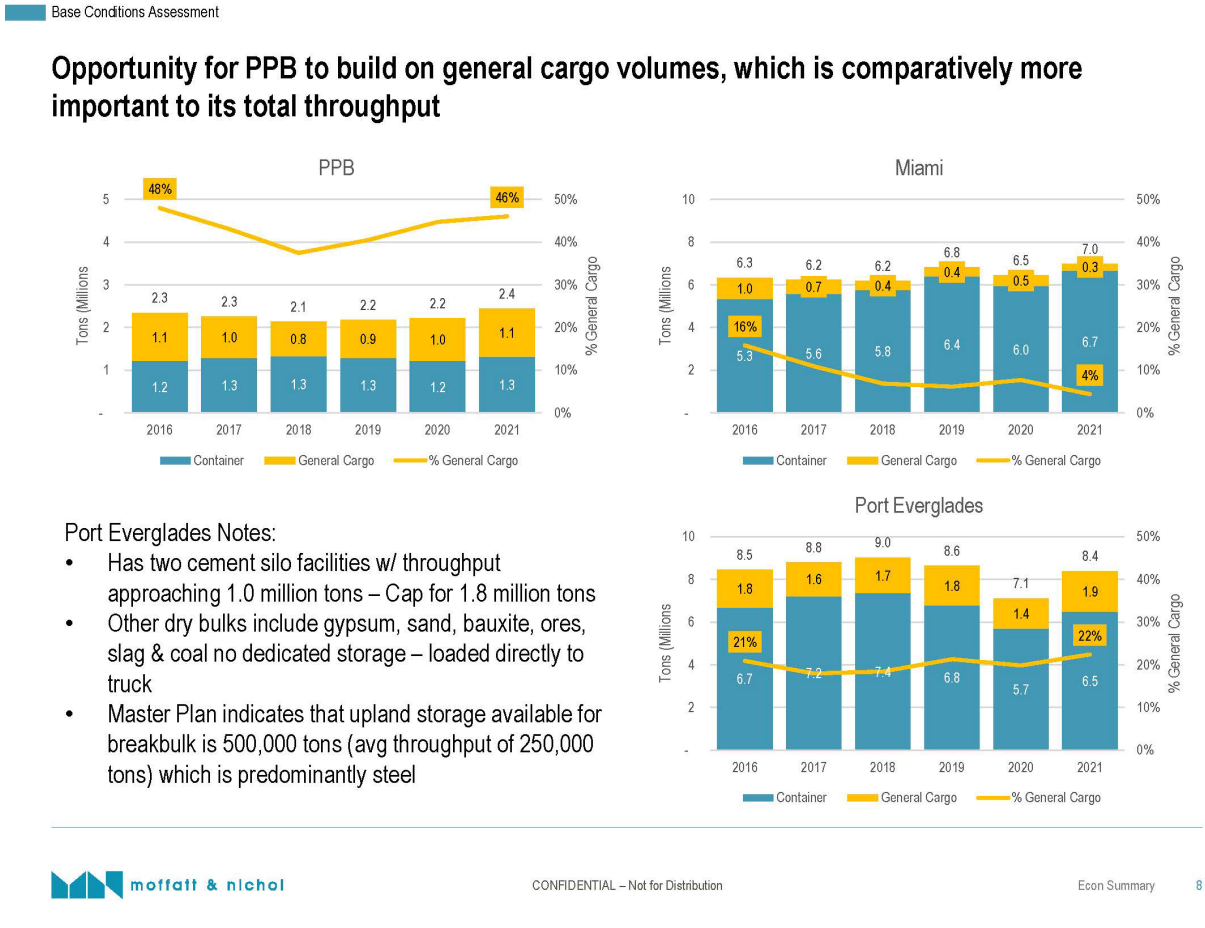
Trade volume through South Florida has been averaging 0.9 percent growth annually since 2016, which includes the entrance into and recovery from the COVID-led pandemic. Total volume reached 18 million tons in 2021 and includes 3.5 million tons of general cargo trade (bulk and break bulk) and 14.5 million tons of containerized trade. It is the containerized volumes that have been leading overall growth, expanding by an average 1.8 percent annually over the observed period compared to the -2.5 percent recorded for general cargo. General cargo volumes are being displaced in favor of containerized trade. This act of displacement offers an opportunity for POPB to actively support regional general cargo demand.

FIGURE 24. SOUTH FLORIDA TRADE



At POPB, general cargo represents roughly 1.1 million tons or 46 percent of the Port's total volume by weight. The general cargo volumes are led by trade of sugar, molasses, petro-products including asphalt and diesel fuel, breakbulk shipments and more recently cement and related commodities. While the share of general cargo at the Port of Palm Beach has slipped over the observed period, it remains the highest portion of the three region's ports included in the analysis. Furthermore, with the incremental volume of cement from Cemex and Ozinga, general cargo will become a significantly larger contributor to the Port's total volume. General cargo volumes at Port Miami have fallen to just 4 percent and consists primarily of shipment of steel products, as the Port does not have any designated bulk and/or breakbulk equipment or infrastructure to accommodate this type of trade. Port Everglades handles the largest volume of general cargo at 1.9 million tons in 2021 (note this does not include petro-product imports) with volumes consisting primarily of cement, gypsum, sand, bauxite, ores, and slag. Port Everglades maintains two dedicated silo facilities for cement (Lehigh and Cemex) with capacity of roughly 1.0 million tons per year. Port Everglades also provides laydown area for breakbulk cargo (primarily steel) for which it has room for an estimated 500,000 tons per year.

FIGURE 25. OPPORTUNITY FOR POPB TO BUILD ON GENERAL CARGO VOLUMES



At POPB, container volumes have been growing by an average 1.6 percent annually over the observed period of 2016 through 2021, which includes the COVID-led declines in 2019 and 2020, followed by recovery in 2021. From 2011 to 2018, container volumes grew at an average of 4% annually. Container trade is associated with several island economies, which are heavily reliant on tourism to drive economic growth. With the travel limitations put in place in response to the pandemic, many of these countries suffered sizable contractions in economic growth, which is discussed in more detail below. Breakbulk trade has performed well at the Port. Volumes in 2021 reached 116,000 tons and exceeded the pre-COVID peak. Breakbulk shipments include machinery, parts, and construction-related elements destined predominately for the Bahamas. Imports of asphalt and diesel fuel have grown by an average of 1.5 percent annually and are largely associated with the local levels of construction and recreational boating activity. Exports of recyclable steel has grown by an average 5.0 percent annually, with exports destined to Mexico and Turkey. The Stonerock facility is the only bulk export facility of scrap metal in South Florida, and therefore is unique. Exports of sugar have declined but are assumed to remain relatively stable, driven by underlying demand both within the U.S. and the Caribbean.

FIGURE 26. POSITIVE GROWTH TRENDS

Baseline Conditions

Positive growth trends at PBB across the majority of cargo-types / commodities

PPB Tonnage Summary

	2016	2017	2018	2019	2020	2021	CAGR
CARGO TONNAGE							
Container	1,217,929	1,286,999	1,335,262	1,295,036	1,222,954	1,319,161	*1.6%*
Break-bulk	93,564	102,885	111,564	88,216	74,147	116,628	*4.5%*
Trans-Shipment	87,823	70,179	66,806	70,289	73,530	77,104	*-2.6%*
Sub-Total General Cargo	**1,399,316**	**1,460,063**	**1,513,632**	**1,453,541**	**1,370,631**	**1,512,893**	***1.6%***
Bulk and Dry Cargo							
Asphalt	92,437	93,970	120,928	112,290	104,623	95,936	*1.8%*
Diesel Fuel	68,199	126,588	134,027	74,866	56,194	110,951	
Utility Fuel Oil	66,104	-	90,406	52,934	-	-	
Miscellaneous	-	-	6,345	18,680	1,495	17,747	*NA*
Cement	-	-	-	-	-	22,883	*NA*
Recyclable Steel	37,122	35,618	43,909	54,630	32,459	47,320	*5.0%*
Molasses	157,145	200,346	105,849	93,149	146,525	124,012	*-4.6%*
Sugar	748,436	565,027	465,645	555,832	662,116	720,400	*-0.8%*
Sub-Total Bulk and Dry Cargo	**1,132,321**	**985,931**	**967,109**	**962,381**	**1,003,412**	**1,139,248**	***0.1%***

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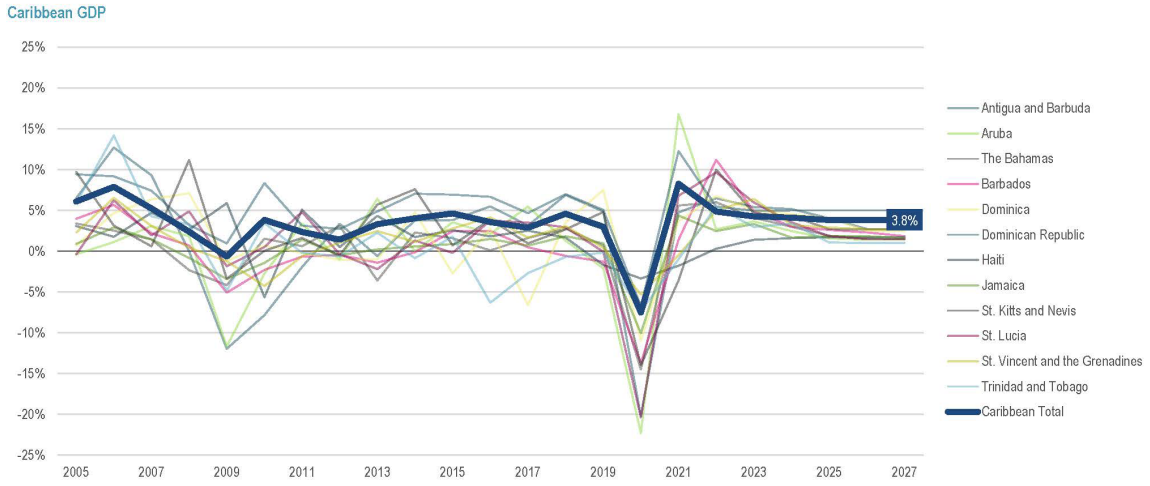
Economic growth in the Caribbean in aggregate is projected to grow at roughly a 3.8 percent trend growth, according to the April 2022 World Economic Outlook from the International Monetary Fund (IMF). The trend growth outlook follows a steep contraction in 2020 of -7.5 percent at the height of the COVID-led halts on travel, of which the Caribbean is particularly dependent on for economic growth. Some countries, including Aruba, Jamaica, and those of the Leeward Islands experienced double-digit declines in GDP. 2021 saw a marked recovery in the region, with total GDP expanding by 8.3 percent. The countries that experienced the sharpest declines did see some of the strongest recoveries.

The return to positive trend economic growth in the region should be supportive of growth in trade to and from these markets, of which POPB is a vital gateway. The Bahamas, one of the key destination markets for Tropical's container trade, is expected to experience trend GDP growth of 2.5 percent, and the Dominican Republic 5.0 percent.

FIGURE 27. CARIBBEAN GDP

Baseline Conditions

The broader Caribbean economy is projected to recover from a COVID-led contraction; GDP trend growth of roughly 3.8% is expected in the coming years



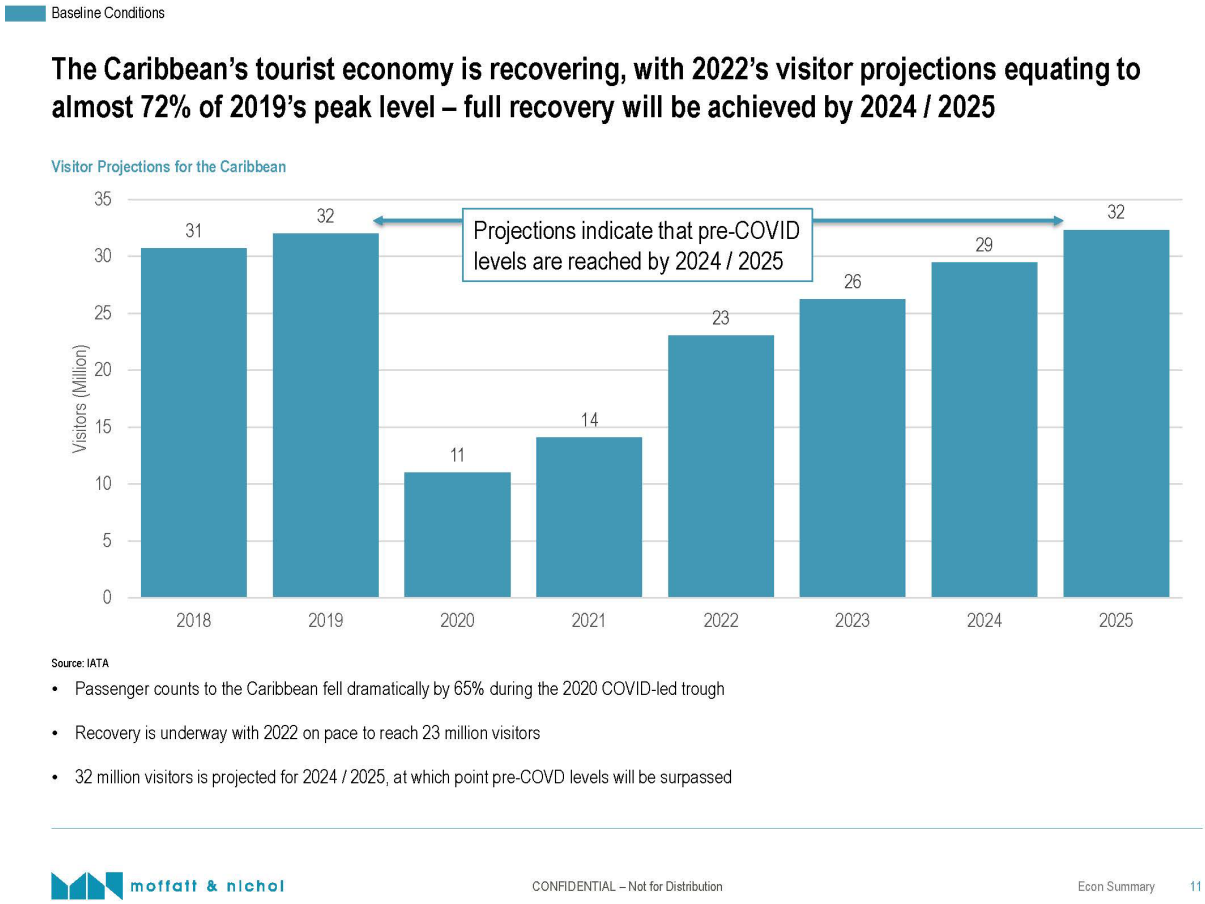
Source: IMF

- Following a weak 2019 / 2020 – the Caribbean market has demonstrated a recovery, with 8.3% GDP growth in 2021
- Trend projections indicate growth of roughly 3.8% going forward for the region as a whole
- The Dominican Republic is projected to be the regional leader at almost 5.0%
- Other important markets for PPB include the Bahamas (1.5%), the Leeward Islands (1.4%) and Turks & Caicos (about 2.5% - not shown)

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Tourism remains an important driver of growth in the Caribbean, and the decline and subsequent recovery in GDP growth is mirrored in the level of and projected visitors to the region. The year 2019 saw a record 32 million international tourist arrivals in the Caribbean, which fell by 66 percent to 11 million in 2020. The outlook suggests that, by 2025, the level of tourists will have reached (if not surpassed) the 2019 peak level. As with the overall GDP outlook provided by the IMF, the return of tourists to the region is another indicator supportive of trade growth to and from the region. These visitors are large consumers of food, beverages, clothing, and other related products, all of which, for the most part, must be imported into the islands in containers. Similarly, the tourism sector is a key driver of construction activity in the region, as hotels and other leisure-related infrastructure are developed to support the activity. Along with containerized volumes, the construction activity supports trade of break bulk/project cargo elements through POPB.

FIGURE 28. VISITOR PROJECTIONS FOR THE CARRIBBEAN



Container trade growth in the Caribbean reached 6.2 million TEU in 2021 and has been growing by an average of 1 percent annually since 2010. This total volume includes gateway trade (import and export) as well as transshipment volumes. It is the last category of trade that has weight particularly on the total volume growth of the region, as storm-related delays and damage has in the past forced ocean carriers to alter their transshipment services. This was particularly true during the 2016 and 2017 seasons (Hurricane Matthew in 2016; Ira and Maria in 2017) that saw a substantial amount of transshipment activity shifted away from Freeport Bahamas. Nevertheless, the long-term outlook for GDP growth in the region, as well as the continued development and recent expansion of container terminals in the market (e.g., Caucedo and Kingston) indicate that container trade demand will remain well supported.

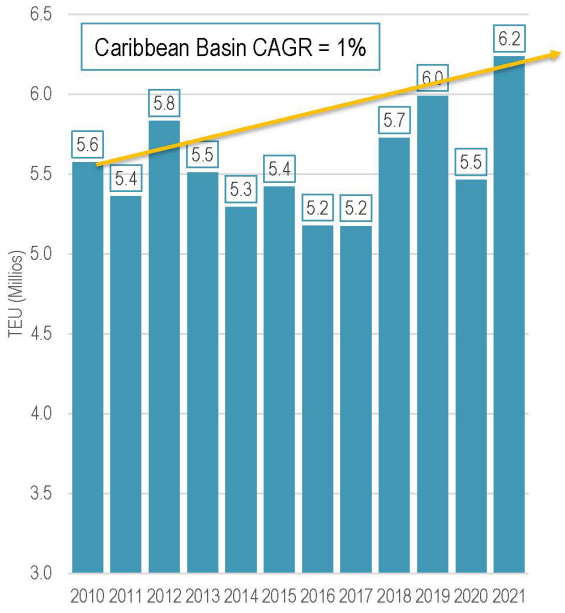
Tropical Shipping is one of the key carriers supporting trade to/from the Caribbean, with the POPB being its sole port-of-call in the U.S. Tropical offers seven regularly scheduled ship calls to the Caribbean, with a total 4,385 TEU in capacity, the most of any of the carriers specializing in trade to the region from South Florida. Other carriers—including King Ocean, Crowley, and Seaboard—also offer strong connectivity, but much of their respective service profiles are split between the Caribbean and Central America (Guatemala, Honduras, and Costa Rica). The larger global carriers also offer connectivity into the region, but much of their capacity is dedicated to transshipment and/or gateway trade from Asia and Europe. Tropical remains one of the clear leading carriers of trade between the U.S. and the Caribbean. Note that Tropical's trade is primarily gateway volumes (imports to and exports from) the islands, and therefore it is not surprising that container trend growth through the Port of Palm Beach (1.6 percent) has outpaced that of the region (1.0 percent).

FIGURE 29. CARIBBEAN CONTAINER TRADE (TEU)

Baseline Conditions

Caribbean basin container trade averaging 1% annual growth. Tropical offers the most direct service calls to the Caribbean in South Florida

Caribbean Container Trade (TEU)



Weekly Container Services from South Florida to Caribbean & Central America

Carrier	Weekly TEU	Notes
Tropical	4,385	7 services out of PPB* (one service reaches Suriname)
King Ocean	2,881	4 services out of Port Everglades - only 3 call the Caribbean
Crowley	1,465	5 services out of Port Everglades - only 2 call the Caribbean
Seaboard	4,335	6 services out of Miami - only 4 call the Caribbean
GWF	1,819	1 service out of Port Everglades - Dedicated fruit
Hyde	691	2 Service out of Port Everglades
National	285	1 service out of Port Everglades
Antilean	235	2 services out of Miami
CMA CGM	1,850	Two smaller express services
MSC	17,509	Mainly transhipment activity in Caucedo and Freeport; Feeder services to Bahamas and DR from Port Everglades
Maersk	1,778	Central America service - no Carribean calls
HS\HL	7,205	Calls to Cartagena (traditional home port for HS)
THEA	4,913	Pendulum service with transshipment call in Caucedo

* Canada/PPB/Carib, Leeward Islands, Turks & Caicos, (Tuesday and Friday), Nassau Shuttle, Freeport Shuttle, Windward/Leeward Islands

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Cement trade is another important driver of growth at the Port of Palm Beach as evidenced by both the recommencement of operations at the Cemex facility and the development of the Ozinga facility. Cement is a key commodity used in residential and nonresidential construction. In Florida, the consumption of cement has been growing by an average 8 percent per year, fueled by the high population growth and need for housing and other supportive infrastructure. Florida has increasingly become more dependent on imports to meet overall demand as local Florida and other domestic sources cannot keep up production pace. Import volumes have grown on average by 24 percent per year and now total almost 2.5 million tons, or roughly 30 percent of the total consumption.

Inside the State, the largest import gateways of cement are Tampa and Port Everglades, with both ports handling approximately 1.0 million tons of imports in 2021. Both ports have dedicated cement facilities. Cemex restarted operations in the fourth quarter of 2021 at POPB. Ozinga's operations will represent the second dedicated cement facility at the Port once it starts operations in 2023/2024. Both Cemex and Ozinga expect that in the early years of operations throughput of 250,000 to 300,000 tons per annum can be achieved, before ramping up to even higher levels and exceeding 500,000 tons. Such throughput tonnage would match the levels currently handled at both Tampa and Port Everglades.

FIGURE 30. FLORIDA CEMENT CONSUMPTION AND MARITIME IMPORTS

Baseline Conditions

Cement is a strong growth commodity for Florida and PPB

Florida Cement Consumption & Maritime Imports



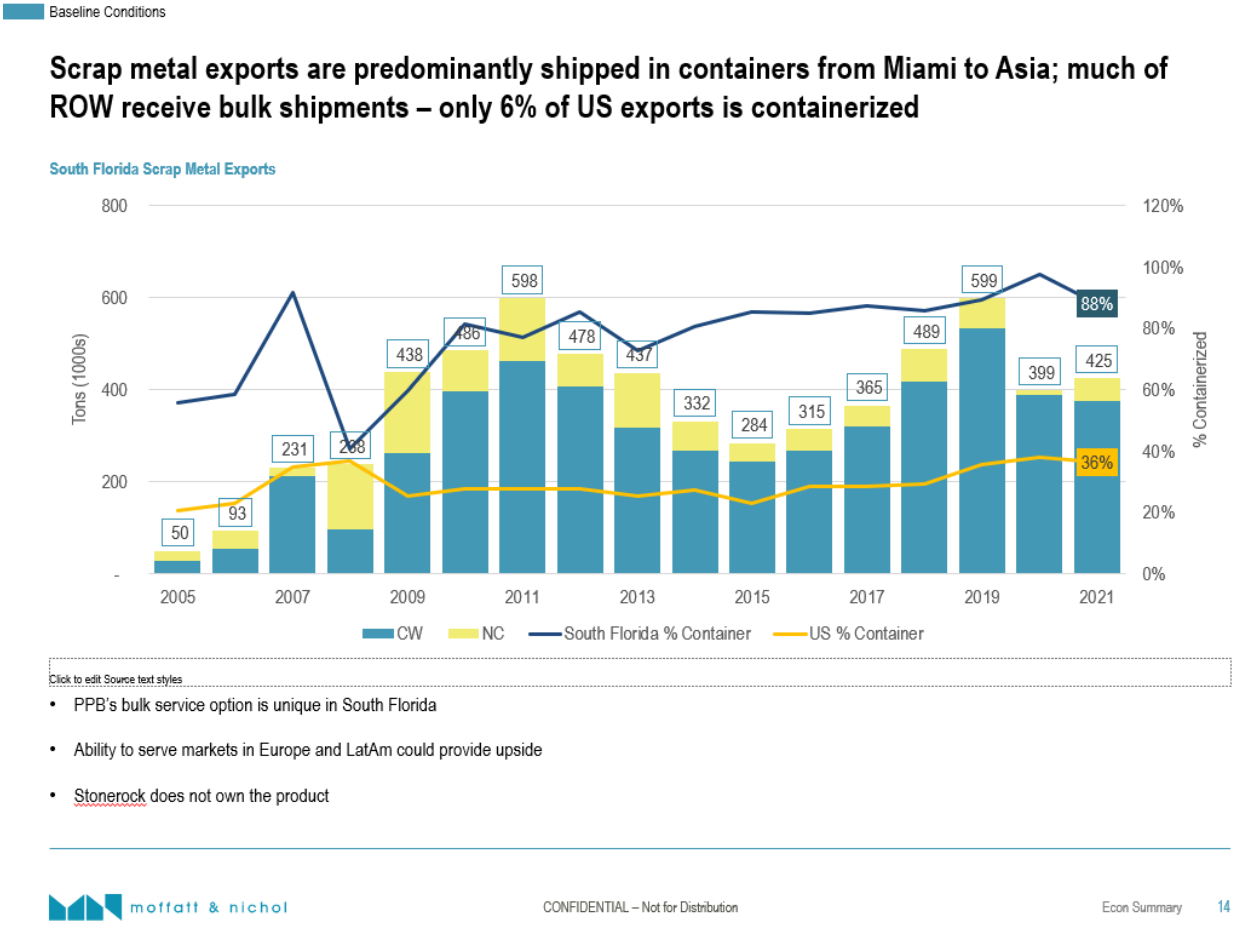
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Notes
Tampa	0.1	0.0	0.1	0.1	0.1	0.1	0.4	0.4	0.6	0.6	0.7	1.0	Cemex (2 terminals), Cemetir, Titan 130 k-ton static cap
Port Everglades	0.1	0.2	0.3	0.1	0.5	0.5	0.5	0.5	0.6	0.7	0.6	0.9	1.8 m-ton berth cap; 2.6 m-ton storage; Cemex & Lehigh
Port Manatee	0.0	-	-	-	-	-	-	-	0.0	0.1	-	0.1	
Jacksonville	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.1	
PBB	-	-	-	-	-	0.0	-	0.0	0.0	-	0.0	0.1	Cemex restarted operations in 2021, OZINGA in 2023/24
Port Canaveral	-	-	-	-	-	-	-	-	0.0	-	-	0.0	Cemex facility is not in use
Miami	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	
Fort Pierce	-	-	-	-	-	-	-	-	-	-	0.0	-	
Florida	0.2	0.3	0.4	0.2	0.6	0.6	0.9	1.0	1.3	1.4	1.5	2.2	

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Bulk scrap metal export is a trade that is unique to POPB within the South Florida market. Historically, total exports of scrap metal have trended between 300,000 and 600,000 tons per year. The majority (more than 85 percent) of this volume is exported in containers and is destined to Asia and Europe, which has allowed Miami to become the leading export gateway. It should be noted that the high incidence of export in containers through South Florida is much higher than the national average of 36 percent, suggesting that globally there continues to be demand for exports of bulk scrap metal. This affords the Stonerock operation at POPB to serve a niche role, being the sole bulk export terminal for scrap metal in the region, which has traditionally handled between 50,000 and 150,000 tons per year. Today, the key export destinations for the terminal are Turkey and Mexico. If it can continue to build business in Europe, and even Asia, this could allow it to participate in the broader bulk-export market.

Stonerock does not own the scrap metal, as it is a logistics provider. The volume handled through its terminal is sourced from processors through Palm Beach County. Scrap metal is a by-product of overall economic activity, and can be recycled from construction products, autos, and other household appliances. Given the outlook for population growth within the Port's local market, it would appear there will be no shortage of available recycled metals in the future for the Port of Palm Beach to handle.

FIGURE 31. SOUTH FLORIDA SCRAP METAL EXPORTS



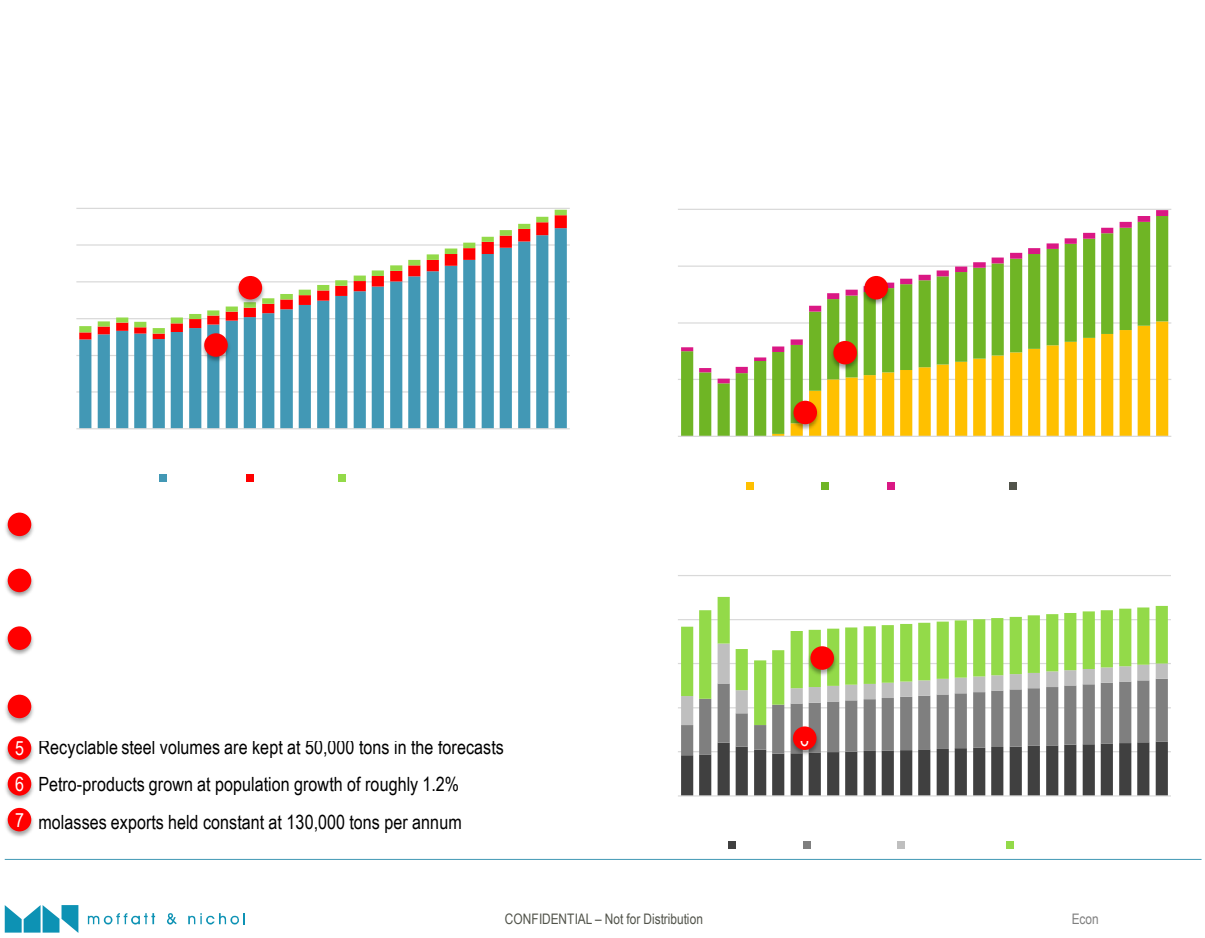
Based on moderate trend growth assumptions, the Port of Palm Beach's total throughput (on a tonnage basis) could 5.4 million tons over the next twenty years. This represents a 104 percent increase above existing levels. The largest increase is expected to come from the gains in bulk commodity trade, and in particular cement. Clearly, the start of Cemex and the introduction of Ozinga has the potential to significantly increase total volumes at the Port. Additionally, container trade is well positioned to experience sustained support given the overall outlook for growth expansion in the Caribbean. The forecasts presented above do not reflect any assumptions around market capture, and or the absorption of volume from another carrier. Some of the key assumptions underpinning the projections include:

- Cemex bringing 115,000 tons of imports in 2022 before ramping up 250,000 tons in 2023.
- Ozinga adding 150,000 tons in 2023, before ramping up in full to 250,000 tons in 2024.
- Cement volumes are grown conservatively at an average 4 percent, thus in line with overall construction activity over the 20-year period.
- Petroleum product throughput totaled roughly 250,000 tons in 2022 and has been growing by an average 1.2 percent annually, in line with regional population growth. The forecasts assume that the trend growth remains intact.
- Sugar exports have grown at 1.5 percent annually, which is consistent with overall consumption trends for the country.
- Molasses export volumes held constant at 130,000 tons, matching a volatile historical average. Exports have ranged between 90,000 and 200,000 tons.

- Container trade is projected to remain export centric and for planning purposes is projected to grow by 3.5 percent annually, matching Tropical's long-term historical trend.

As noted, these trend projections reflect growth associated with underlying long-term economic variables (GDP, population, consumption, and construction activity) and do not reflect capture and/or loss of market share. Strategic initiatives and/or market opportunities, which could add incremental volume to the Port, must be considered separately and weighed accordingly based on a business case and/or benefit-cost analysis.

FIGURE 32. TREND PROJECTIONS



One such opportunity is the concept of a rail-barge between the Port of Palm Beach and Mexico. This would be supported by Grupo Mexico, which is the owner of the FEC railway in Florida and is the largest rail owner in Mexico (Ferromex, Ferrosur, Texas Pacifico and Intermodal Mexico). The concept would be to offer customers in Florida and the U.S. Southeast a shortsea sailing option to and from Mexico as opposed to traditional truck and intermodal service (truck and rail). The Port's biggest challenge to leveraging this opportunity is the lack of berth availability, and the related infrastructure required to load the rails on barge would severely impact other cargo's access to the berths. GC Railway, a joint venture between Seacor and Genessee & Wyoming, started operating a rail on barge service between the Port of Mobile, Alabama and the Port of Coatzacoalas, Mexico in September 2021. Most products handled were industrial related chemicals, plastics and pulp and paper products, and traveled roughly 1,000 nautical miles (nm) by barge.

FIGURE 33. FUTURE CONSIDERATIONS: RAIL-ON-BARGE

Baseline Conditions

Future Considerations: Rail-on-Barge



CG Railway Ferry (Port of Mobile)



- CG Railway (Seacor, Genesee & Wyoming JV) – new rail on barge shuttle between Port of Mobile, Al and Coatzacoalas, Mexico
- Group Mexico is owner of FEC
- Target Florida and US Southeast

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One opportunity is the development of near-port warehousing and logistic centers. A good example of this is the Caucedo Logistics Center (CLC) being developed off-dock at the Port of Caucedo in the Dominican Republic. The Port has positioned itself not only as one of the largest gateway ports in the country, but also as a leading transshipment hub in the Caribbean. Today, the CLC serves a variety of functions for a variety of customers. This includes traditional warehouse and storage needs for dry commodities and products, transloading and repackaging, distribution activities, value-added services (finalization/specification of products) and cold storage for perishable items. Given the overall growth outlook for the South Florida market and the observed lower share of warehouse space (relative to population) within the immediate Palm Beach market, there could be an opportunity for the Port to help lead the development of a logistics center near-dock. The Port sits within the designated Free Trade Zone #135, which customers could use to support their businesses within the U.S.

4.2.1.2. Future Considerations

As with cement, fertilizers are another bulk commodity that is expected to experience sustained demand because of overall population growth. Florida is one of the leading agriculture production centers in the country, not just for citrus products and sugar cane but for winter vegetables and fruits including strawberries and tomatoes. Florida has averaged approximately 300,000 tons of imports (by sea) per year, with most of this volume handled through Port Tampa and Port Manatee, which have dedicated facilities through Yara, Mosaic and Kinder Morgan and are situated in proximity to the growth markets. Only

Jacksonville shows import tonnage in the 10,000s on Florida's Atlantic Coast. If POPB continues to improve its rail connectivity and/or decides to allocate space and infrastructure to an importer, the Port could become the second dedicated import gateway on the coast.



FIGURE 34. FLORIDA'S IMPORTS OF FERTILIZER

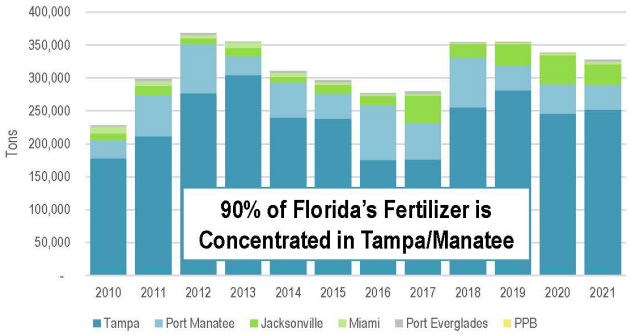
Baseline Conditions

Future Considerations: Expand Commodity Base – Fertilizer

UAN Storage Tanks in Wilmington, NC



Florida's Imports of Fertilizer



- Florida's agriculture sector demands fertilizer
- Tampa & Manatee have fixed infrastructure: Yara, Mosaic, Kinder Morgan

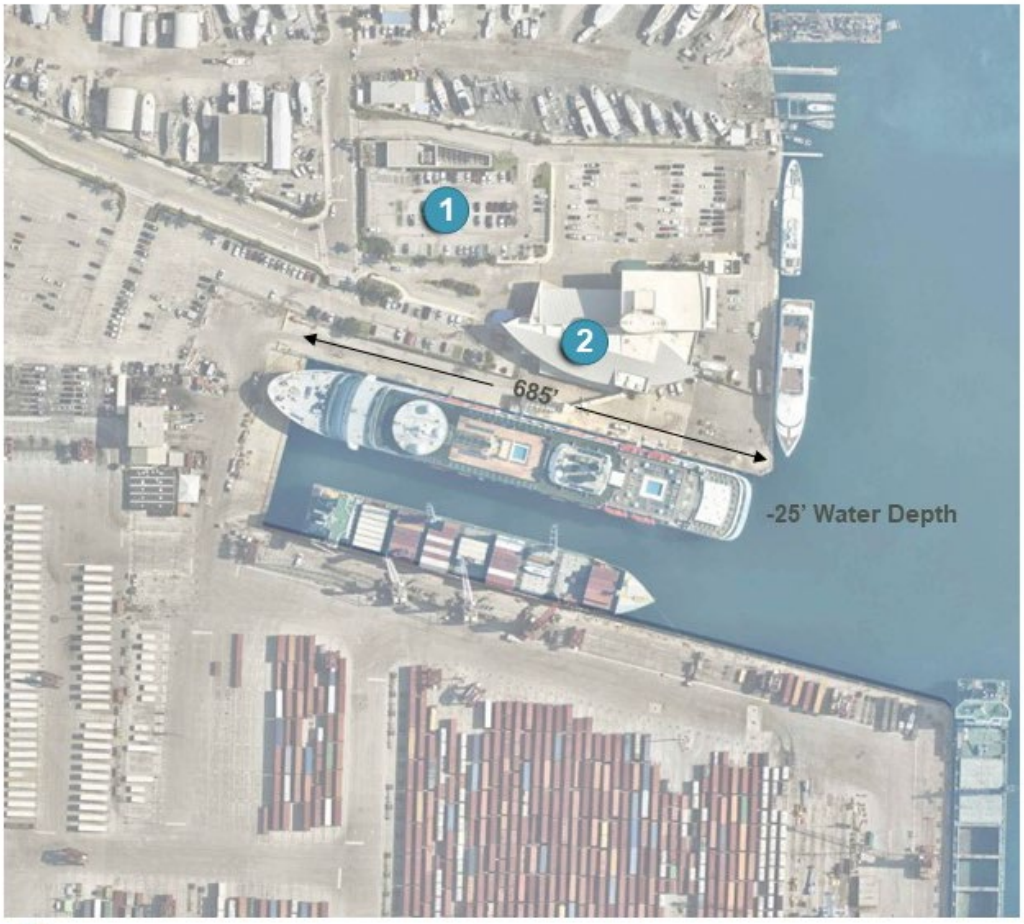
4.2.2. Port of Palm Beach Cruise Facilities

The Port of Palm Beach boasts a modern and efficient cruise terminal that caters to the needs of cruise passengers. The terminal building itself is spacious and well-designed, offering comfortable waiting areas, ample seating, and modern amenities. While the exact size of the cruise terminal may vary, it typically provides enough space to accommodate the embarkation and disembarkation process for multiple cruise ships simultaneously. The terminal is equipped with check-in counters, security checkpoints, and customs facilities to ensure a smooth and organized experience for passengers. The following summarizes Port relevant components of the cruise market study provided in Appendix E.

The Port's single cruise berth supports the 722' Margaritaville at Sea (ex-Bahamas Paradise) on its alternating daily deployments. The Port reports suggest that cruise vessels up to 860' may be supported at the berth (with some possible modification to mooring and fendering marine elements).

The Port of Palm Beach offers parking facilities for cruise passengers. Whether travelers choose to drive to the port or rent a car, there are convenient parking options available. The port provides secure parking areas in close proximity to the cruise terminal, ensuring easy access for passengers. The amount of available parking spaces can vary depending on the demand and the number of cruise ships in port, but the port management ensures that there is sufficient parking capacity to accommodate the needs of cruise passengers.

FIGURE 35. PORT OF PALM BEACH CRUISE FACILITIES - EXISTING CONDITIONS



1 Cruise Passenger Parking
2 Cruise Terminal (40,000 SF)

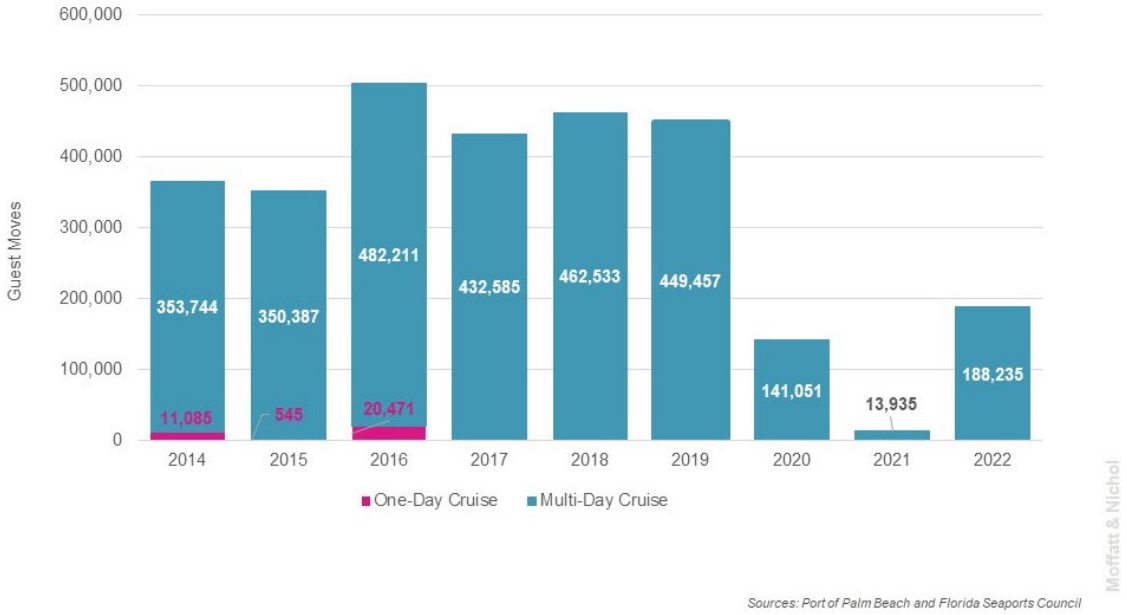
Sources: Port of Palm Beach

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4.2.3. Port of Palm Beach Cruise Guest Moves

The Port of Palm Beach welcomed 449,457 cruise passengers in 2019 and was on target for a similar throughput in 2020 prior to the COVID-19 Pandemic. Bahamas Paradise Cruise Line—now Margaritaville at Sea—is the primary operator contributing cruise activities to the Port.

FIGURE 36. PORT OF PALM BEACH GUEST MOVES (FY 2014-2022)



Sources: Port of Palm Beach and Florida Seaports Council

Margaritaville at Sea offers 3-day, 2-night cruise itineraries from the Port of Palm Beach. Over the course of two-weeks, the line homeports 7 times from the Port—once each day of the week over this period. Pricing per passenger (with on-going sales and discounts) is typically $100 to $150 per passenger, with higher rates charged for weekend departures.



The Port of Palm Beach provides a convenient departure point for cruise travelers. The Port's proximity to major airports and highways makes it easily accessible for both local residents and those flying in from other parts of the country. Margaritaville at Sea offers pre- and post-cruise packages that allow passengers to extend their vacation and explore more of what the Palm Beach area has to offer.

Consumer response to the Margaritaville at Sea cruise experience has been positive. Many guests appreciate the unique and immersive atmosphere onboard, with its tropical decor, live music, and relaxed vibe. Overall, passengers find that the Margaritaville at Sea cruise delivers on its promise of providing a fun and laid-back vacation experience that transports them to a tropical paradise.

FIGURE 37. PORT OF PALM BEACH GUEST MOVES - MARGARITAVILLE AT SEA TYPICAL SCHEDULE



Sources: Margaritaville at Sea

4.2.4. Cruise Forecasts for the Port of Palm Beach

4.2.4.1. Forecast Development

Overview

Preparation of forecasts for the Port of Palm Beach are linked to the foundational estimates of global industry growth (refer to Section 1) and the Caribbean region (refer to Section 2). As established in global projection developments, trends historically supportive of industry growth remain in place post-pandemic. The near- and long-term supply of lower berth capacity—structurally limited by the number of shipyards producing new vessels—is the primary datapoint used to estimate future growth. We know through review of shipyard orders the near-term trajectory of the industry. We also expect that the replacement cycle of smaller for larger vessels will continue for at least the next two decades (until old large ships are eventually swapped for new large ships of a similar size). This replacement cycle is primarily responsible for an uninterrupted net increase of vessel lower berth capacity since 2020. Finally—and barring another black swan event similar to the pandemic—actual passenger volumes carried on ships track above total lower berth capacity. In regions frequented by ships carrying families, occupancy may run at up to 115% of lower berth capacity. For all regions and cruise lines combined, the rate averages around 106%-107%.

As shown in forecast preparations for the Caribbean deployment region, the percentage of capacity deployed has remained relatively stable. As such, measurement of historical capture rates of berths and extrapolation of anticipated rates forward is a practical forecasting approach.

Market Capture Approach

This approach seeks to explore the potential long-term number of passengers and ships based on future market capture (share) levels/scenarios. It seeks to quantify the potential amount of business available. We used the market capture approach to provide an indication of the potential levels of cruise passengers that could be anticipated at a port overall. The market capacity approach is generally unconstrained by the supply of infrastructure available to welcome capacity levels unless otherwise noted. Inherent in the forecast are supply upgrades, and along with it, increases in deployment.

4.2.4.2. Summary of Strengths, Weaknesses, Opportunities, and Constraints

The following are considered the Strengths, Weaknesses, Opportunities, and Constraints (SWOT) of cruise operations at the Port of Palm Beach.

Strengths

- Strong access to drive- and fly-cruise passengers.
- Niche facility with access to high-net-worth individuals.
- Easy to navigate terminal and shoreside facilities.
- Excellent pre- and post-cruise stayover opportunities.
- Proven track-record of accommodating 400k to 500k guests per annum.

Weaknesses

- Without expansion, size of vessels and ability to do greater levels of guest throughput are limited.
- PortMiami, Port Everglades, and Port Canaveral continue to improve facilities for larger vessels. Brands are leveraging ground staff in these locations to cover deployments.
- Ferry operations are too cyclical to present additional viable market segment worthwhile for investments.
- Seasonal smaller vessels and luxury lines tend to change itineraries often.
- Current operator has option on open-day slots.
- Parking is limited and requires expansion to accommodate more traffic. Parking is a key revenue driver for cruise operations.

Opportunities

- Current Margaritaville-at-Sea may outperform, tapping into the strong lifestyle brand of Margaritaville.
- Potential to capture limited seasonal operations (mostly from Port Everglades) as berth slots are available. Smaller vessels may be squeezed out of traditional ports.
- Entrepreneur(s) looking to create distinctive opportunities.

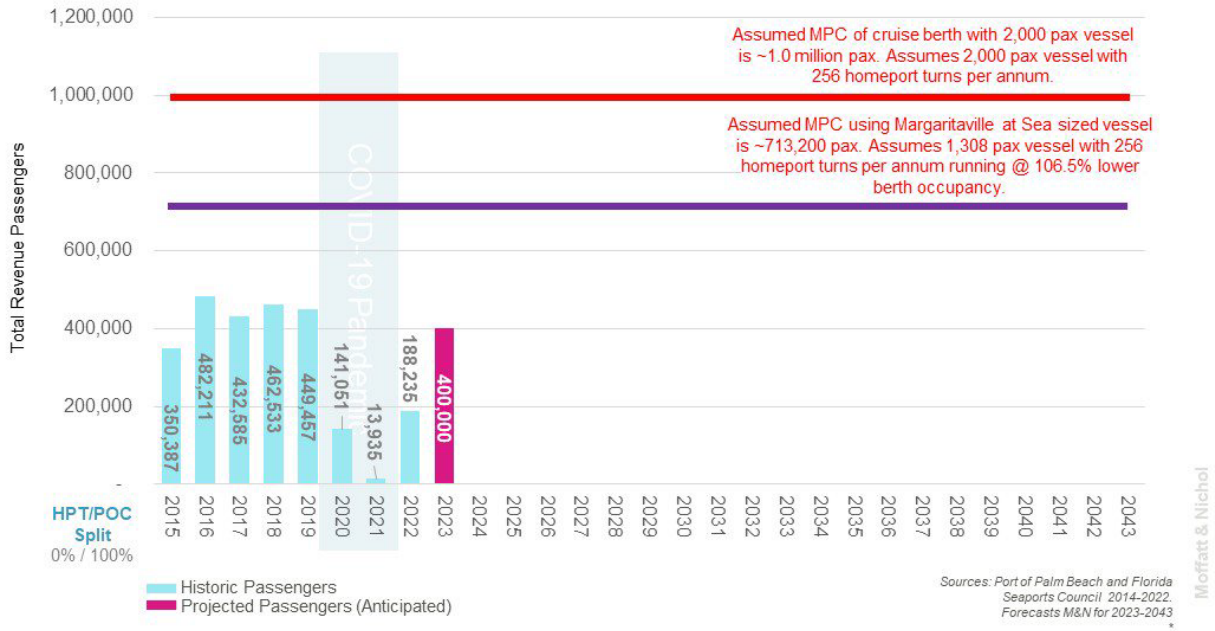
Threats

- Single cruise operator casts risk on the overall business line. Loss of business/operator creates significant downside with few other vessels able to move into Slip 1.
- Pressure by other non-cruise businesses for limited space at the Port.

Estimated Maximum Practical Capacity (MPC)

The Port of Palm Beach's single cruise berth supports the 722' Margaritaville at Sea. Discussions with the Port suggest that cruise vessels up to 860' may be supported at the berth (with some possible modification to mooring and fendering marine elements). Maximum Practical Capacity (MPC) is an estimate of the upper limit a cruise port's berths can reasonably operate. The utility of the berth is presently 50% (182 days) with Margaritaville at Sea. If this was increased to a theoretical 70%, the MPC using this vessel is estimated at ~713,200 revenue passengers (1,393 pax x 256 days x 2). If a 2,000-passenger vessel (under the 860' limit) were to operate a similar number of days, the MPC would be ~1.0 million revenue passengers.

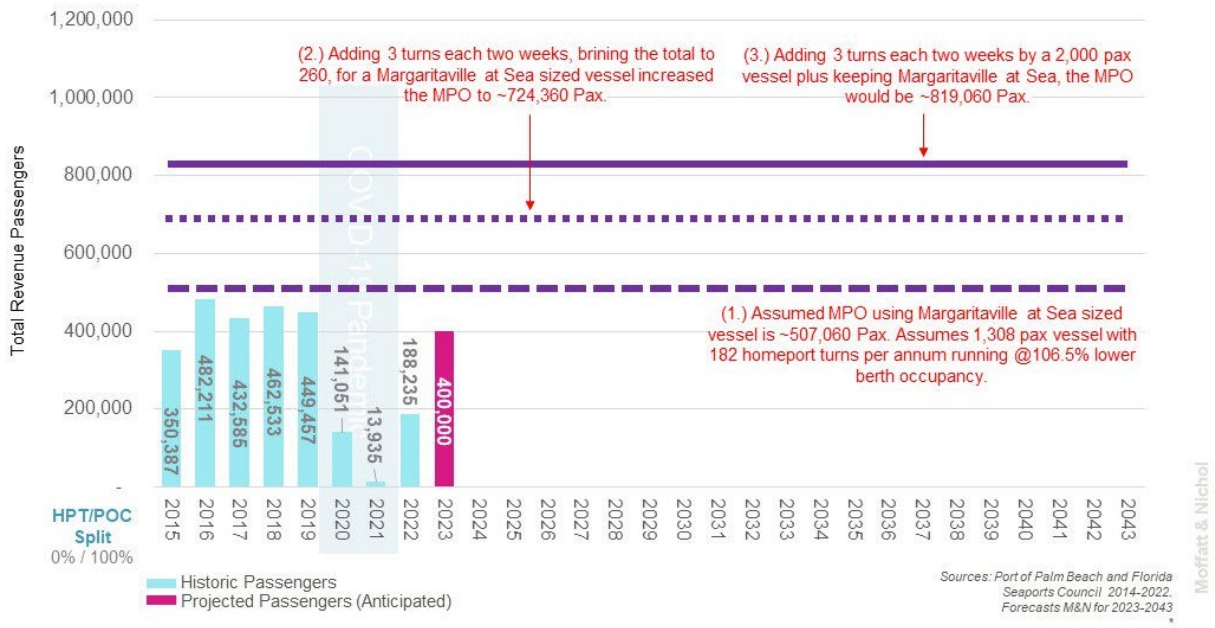
FIGURE 38. PORT OF PALM BEACH - ESTIMATED MAXIMUM PRACTICAL CAPACITY (MPC)



Estimated Maximum Practical Operability (MPO)

In application, the Margaritaville at Sea is likely already running at its Maximum Practical Operability (MPO) with 182 homeport turns per annum. The vessels use of the single berth on alternating days makes it difficult to schedule other homeporting vessels unless the next deployment could match or slot into the available 7-days each two weeks the facility is available. If another similar sized vessel can slot in 3 times per two weeks, the MPO would increase from ~507,060 pax (1,393 pax x 182 days x 2) to ~724,360 (1,393 pax x 260 days x 2)—a level near the estimated MPC of the berth for this sized vessel. Alternatively, if a larger, 2,000 passenger vessel could be brought in 3 times per two weeks, the MPO would increase to ~819,060 passengers.

FIGURE 39. PORT OF PALM BEACH - ESTIMATED MAXIMUM PRACTICAL OPERABILITY (MPO)



4.2.4.3. Forecast #1 - Port of Palm Beach

Under Port of Palm Beach Forecast #1, the Port continuous with existing facilities able to support the Margaritaville at Sea or similar vessels. With the assumption that utilization remains high—operations occurring every other day—total revenue passengers increase from 188,235 to the Port's MPO of 700,000 over the course of the next 5- to 7-years.

4.2.4.4. Forecast #2 - Port of Palm Beach

The Caribbean region is expected to perform well in terms of passengers returning to ships. If the Port of Palm Beach were able to advance a program to expand the existing slip (or similar approach), provide depth of water of ~38 feet, and create other needed upland supporting cruise infrastructure to allow homeport vessels of between 975 and 1,150 feet and carrying 2,000 to 5,000 guests, we expect this would be met with industry acceptance and use. South Florida homeports (Port Canaveral, Port Everglades, Port Miami) are continually challenged to meet growing homeport demand, especially given the continued success of 3\-, 4-, 5- and 7-day itineraries to the Bahamas and other Eastern and Wester Caribbean destinations. There are, however, several challenges (regulatory, financial, competition by other Port businesses for space) to meeting potential cruise demand at the Port addressed elsewhere in the Master Plan.

Under Port of Palm Beach Forecast #1, the Port expands to welcome one to two larger cruise vessels, thus lifting the MPO cap of the existing berth and expanding it market capture rate from 2% of the Caribbean to upwards of 3.5%. Under this scenario, the Port could potentially achieve cruise passenger throughput levels of between 1.5 and 2.1 million cruise guests per annum approaching 2043.

FIGURE 40. PASSENGER PROJECTIONS FY 2023-2043 (2% MARKET CAPTURE)

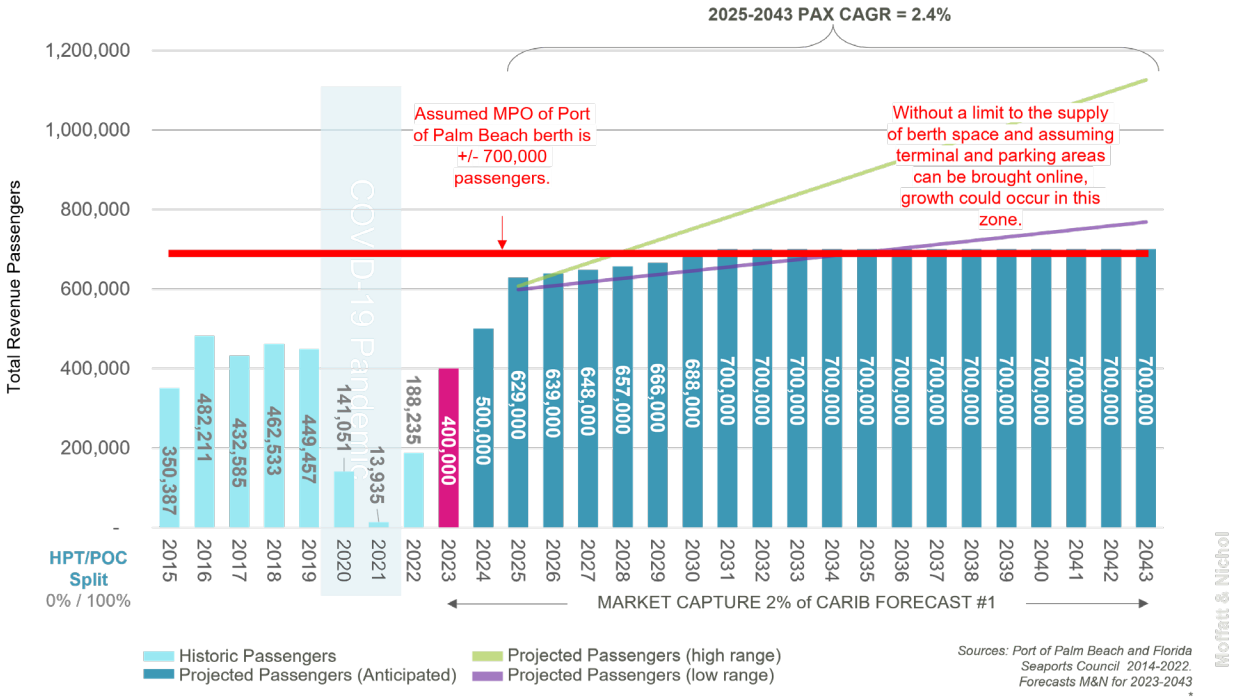
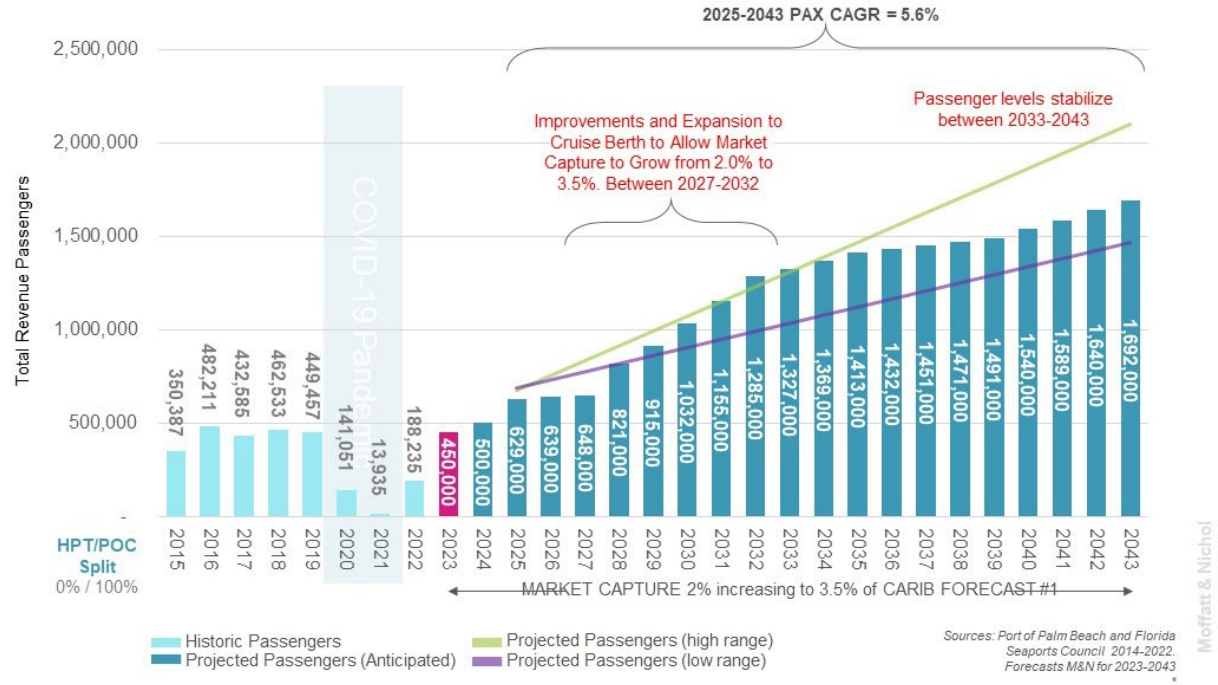


FIGURE 41. PASSENGER PROJECTIONS FY 2023-2043 (2%-3.5% MARKET CAPTURE, PORT FACILITIES EXPAND)



4.2.5. Summary of Port Cruise Forecasting

Deepening and widening of the channel and turning basin beyond that currently authorized by the USCOE is not a recommendation of the Master Plan. The POPB is a niche cruise market. The proposed increase in cruise vessel size is not much larger than the current vessel being operated and implementation will require further planning and analysis including environmental impacts/mitigation.

Without significant modification to both berth, terminal, and other supporting destination infrastructure, the Port's cruise business is forecast to approach a maximum practical capacity of 700,000 revenue passengers per annum. This assumes trending and operations of the Margaritaville at Sea (or similar vessel) continues to experience success and/or adjusts over time to continue its appeal to its target consumer demographic. There several challenges (regulatory, financial, competition by other Port businesses for space) with the Port advancing expansion efforts to welcome more cruise traffic, especially those vessels between 975 and 1,150 feet and carrying 2,000 to 5,000 guests. Advancement of a project(s) geared to this design ship size would be met with industry acceptance and use. As documented, the Caribbean cruising region is forecast to continue to grow at a CAGR of 2.2% to 2.4% over the next two decades. If the Port of Palm beach were to advance improvements to maintain over time its market capture of 2.0% and potentially shift its capture rate to 3.5% of total Caribbean revenue passengers (via homeporting), the Port could potentially achieve cruise passenger throughput levels of between 1.5 and 2.1 million cruise guests per annum approaching 2043.

4.3. Infrastructure Development and Improvement

4.3.1. Facility Infrastructure Assessment

The existing Port on-site infrastructure was assessed to observe and analyze its functional condition. The assessment included an estimation of the remaining life to inform the opportunities or requirements to abandon, repurpose, renovate, or relocate aged and insufficient on-site infrastructure. The condition surveys included the collection of GIS location and photo records.

The assessment identified the following areas of significant concern, detailed observations and recommendations are provided in Appendix D:

1. Lighting and Power
    a. Insufficient lighting in select areas of the Port
    b. Overhead power lines within waterside operational areas east of Skypass.
2. Stormwater Drainage
    a. Lack of stormwater maintenance program.
    b. Failing inner ring seals to the damaged joints of the storm drain line under the main port entrance road.
    c. Insufficient storm drainage for all screening areas of the port.
    d. Aged drainage system under the new intermodal loading tracks.
    e. Aged drainage system west Middle Road and the railroad tracks.
    f. Lack of current survey data of the catch basins and storm sewers within the PIDP project limits.
3. Water and Fire Protection
    a. Aged valves of the water mains port-wide.

b. Lack of current survey data for the locations of water and fire valves.
c. Aged water mainline along Avenue East between Port Road and Middle Road.
d. Failing water system within “Tropical Main Marginal” area.

4. Slips and Berths
   a. Damaged reinforced concrete (RC) pile cap between Berths 7 and 8 due to ship impacts.
   b. Insufficient Cathodic Protection system on sea walls port wide.
   c. Insufficient asphalt pavement of “Tropical Main Marginal” area with rolled-compacted concrete (RCC)
   d. Damaged edges of the slab-on-grade (SOG) deck of Berth #14 due to crawler crane travel.
5. Paving and Drainage
   a. Lack of paving and drainage system on Mullins Property.
   b. Damaged pavement around all settled manholes.
   c. Aged pavement system at “Tropical Main Marginal” area along Berths 8 and 9.
   d. Aged Slip 3 pavement area.
   e. Lack of storm drainage and pavement to unpaved areas Port-wide.

4.3.2. Electrical System Analysis for Future Loads

The on-site electrical system analysis and evaluation effort addressed the anticipated power demands of proposed improvements. While some of these improvements come in the form of expansions and relocations, other improvements involve adding electrification capabilities. Most of these require additional electric infrastructure, while modifications to existing infrastructure will suffice for others. FPL provided input regarding the existing infrastructure and its capabilities. FPL’s Skypass Substation feeds the Port with 13 kilovolts (kV) feeders along the east side of the Skypass bridge. While FPL will need to further investigate the available capacity, FPL believes the existing feeders have approximately 3 to 5 megawatts (MW) of capacity. The power demands for the Master Plan are anticipated to be significantly more, which will require a new FPL substation, and be distributed via additional 13kV feeders from this substation where needed. Approximately five acres of land, preferably on the Port’s property, are expected for a new FPL substation.

The main drivers of these future power demands range from adding shore power, reefers, and buildings to electrification of various vehicles, vessels, and equipment. This electrification provides opportunities throughout the Port to reducing greenhouse gas (GHG) emissions. One method uses shore power for cruise ships, cargo ships, and mega-yachts, allowing them to turn engines off while berthed. Another method incorporates charging stations for landside hybrid and electric vehicles (locomotives, cranes, trucks, cars, etc.). While a new FPL substation will accommodate the larger of these electrical demand loads, there may be some incidental smaller loads (i.e., solitary electric vehicle charging stations), that the existing infrastructure may be able to accommodate.

The following summarizes individual on-site electrical components, along with their respective unit loads and voltages. All voltages listed are three phase, unless indicated otherwise, and all loads are approximate.

A cruise ship shore power station will be provided at the single location where cruise ships berth at Berths 2 and 3. This will require a Port-owned substation to deliver the required 16 megavolt amperes (MVA) at 11kV to the ship. Cargo ship shore power will be added to 6 cargo berths, providing each with 7.5MVA at 6.6kV.

Accommodations for cargo ship electric unloaders will consist of clamshell cranes, which draw 622kVA at 460 volts (V) each, pneumatic systems drawing 287kVA each at 460V, and a shared conveyor with load of 191kVA at 460V for dry bulk at Berths 13 and 14.

Provisions for mega-yacht shore power will be provided using 166kVA (200A) connections at 480V for the variety of mega-yachts anticipated at the future Berth 1 pier.

Future electrification of container handling equipment is anticipated to require the following electrical loads.

- While it is not anticipated for straddle carriers to be fully electric, charging for a hybrid version is anticipated to require 612kVA at variable medium voltages, along with 22kW at 480V for auxiliary charging station computers.
- Mobile harbor cranes (MHC) typically draw 1.1MVA at 15kV, and are generally available at 4160V as well.
- Electric rubber tire gantry (eRTG) cranes are anticipated to use 168kVA at 4160V.
- Electric rail-mounted gantry (eRMG) cranes, most likely at the future on-dock intermodal railyard will need 1.1MVA at 13.8kV.
- Charging for electric vehicles shall be included in the planning for:
  - Locomotives, which draw 425kVA at 400V;
  - Yard tractors and top handlers, 175kVA at 480V;
  - Yard pickups, small trucks, and vans needing 30kVA at 480V/1Ph, and
  - Cars drawing 20kVA at 480V/1Ph.

Power for additional reefers will be included at 7.8kVA at 480V. New buildings are expected to be composed only of combined warehouses, which are estimated to require 720kVA at 480V, based on 15 voltampere per square foot (VA/sf).

4.3.3. Facility Planning Studies

Facility planning was provided to develop Port improvement recommendation and implementation timing to reflect the stakeholder input and the associated analysis discussed in this section.

4.3.3.1. Conceptual Cargo Facility Layouts and Throughput Analysis

Conceptual layouts were prepared to depict general containerized and uncontainerzed, liquid bulk, dry bulk, and ro-ro cargo and cruise operations. The layouts featured locations of the following.

- Cruise, cargo, and ancillary facility infrastructure
- Cargo storage areas and infrastructure
- Berths
- Ship-loading and unloading equipment and work areas
- Internal roadway circulation
- Truck gate facilities and off-terminal access intersections
- On-dock railyard and rail spurs
- Terminal secure and TWIC access control boundaries

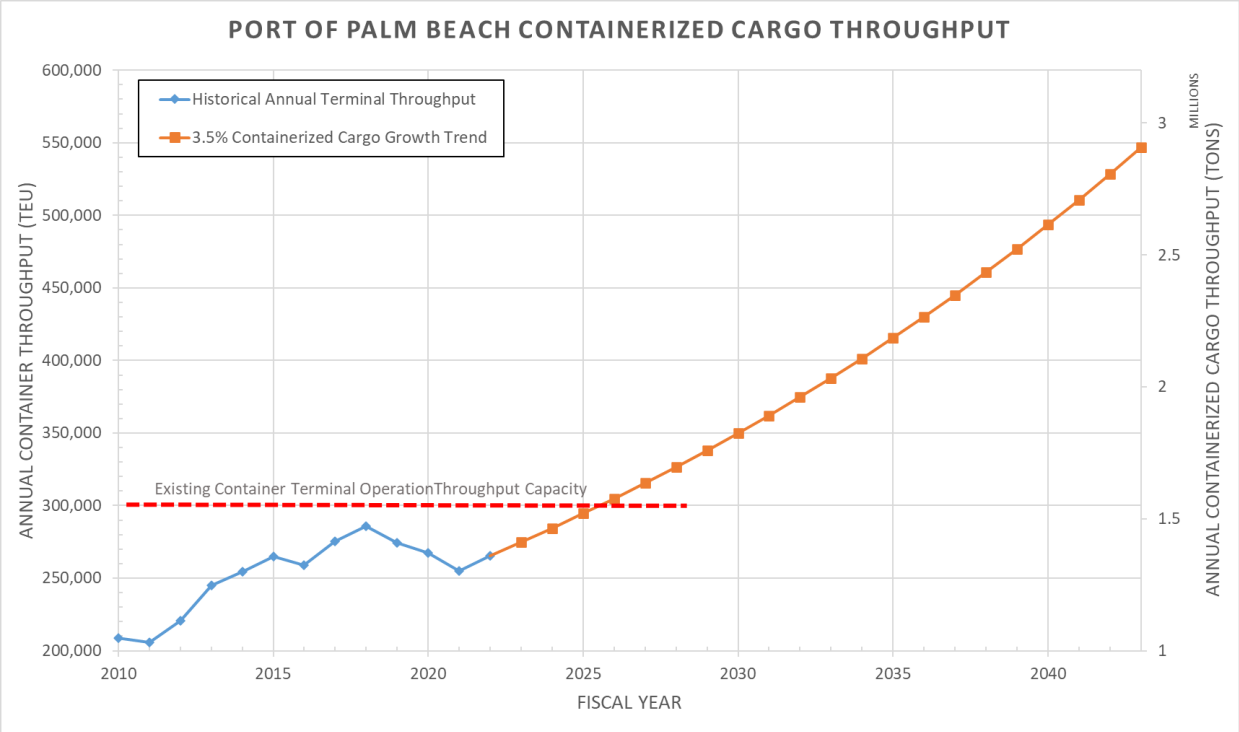
Cargo throughput capacity was evaluated for containerized cargo. The throughput estimate was based on the following.

- Static capacity of container storage at ground level
- Container stacking height per modal distribution and type of cargo (i.e., dry exports, dry imports, reefers)
- Average and peak utilization of storage static capacity
- Slot turnover based on anticipated container dwell time

- Peaking factors to account for seasonal surges in cargo and surges due to timing of ship call

The annual throughput capacity for the existing containerized cargo terminal was estimated to be 300,000 annual TEUs. Without the development of additional containerized cargo capacity, there will be a capacity shortfall assuming the growth of containerized cargo holds steady at 3.5 percent, the maximum containerized cargo throughput capacity will be exceeded by 2026 as indicated in Figure 42. Historically, the container terminal operation has achieved a throughput of approximately 11,000 TEU per net acre of CY storage.

FIGURE 42. POPB CONTAINERZED CARGO THROUGHPUT AND GROWTH TREND



4.3.3.2. Conceptual On-dock IY Layouts and Throughput Analysis

Conceptual on-dock IY layouts were prepared to depict intermodal containerized cargo operations. The layouts featured locations of the following.

- Working track
- Storage track
- Mainline connection and switches
- Primary and alternative container handling equipment track access and spacing
- Work area for ICB removal and installation
- RPM facilities to scan containers prior to loading onto rail cars

As part of the initial IY layout, containerized cargo IY operations were identified to use reach stackers for the primary lift on and off the railcars. This lift equipment requirement allows for more flexibility for tracks within a smaller footprint but also requires up to 75 feet of clearance on the south and north sides of the track to accommodate the operational space of the lift equipment.

The initial IY has been laid out to reflect the PIDP project improvements and accommodate 13 car spots per track (736 feet per track), for a total of 52 car spots over four tracks (2,944 feet total).

An estimate was calculated in the study “Port of Palm Beach Rail Facility Expansion Plan” dated October 30, 2017, based on operations at the time to determine the potential throughput for containers moved by

rail. Using the track alignment to the "clear length," the Port was estimated to be able to handle approximately 26,000 TEUs per year. This estimate was recently updated to 44,300 TEUs per year, based on new information received from the Port of Palm Beach and containerized cargo terminal operator. There has been a significant increase in car spotting frequency provided by Port-provided rail operations, including the spotting of railcars over a switch point to provide more operational capability. While this practice allows additional track capacity, it limits the switching capabilities.

Existing and future IY operations focus on the use of a reach stacker conducting the primary lift on or off the railcar. Straddle carriers then lift the container to move to a staging/storage location prior to departure from the facility. Direct lift-on and lift-off operations to a truck may occur on an as needed basis.

On-dock IY throughput analysis assumptions include, but are not limited to:

- The desired IY layout by containerize cargo terminal operator, which was reassessed to include appropriate geometry to match typical Class I standards of design.
- The Port is served by FEC once per day to arrive and depart rail cars. FEC service twice a day to arrive and depart rail cars provides an opportunity for throughput capacity growth.
- Operating tracks were requested to be imbedded in concrete.
- Buildings could be removed as needed within the study area.

The following assumptions were used for throughput calculations:

- Track utilization is estimated to be 100 percent.
- The railcar length averages 53 feet.
- Deep well railcars can accommodate up to 4 TEU.
- Railcar utilization is estimated to be 90 percent.
- Tracks are expected to be turned over twice per day by the on-site switch crew.
- The study assumes 5 day and 6 day per week IY operations.
- Ideal operations allow access to each track for switching purposes, and track lengths within the calculations were based on "clear length" of the track; however, maximum operational capacity will be determined based on switching and loading/unloading operations conducted by the Port.
- A clear length is defined as the space accessible by lift equipment, if applicable, while meeting the 14-foot clear distance to allow access to each track.
- Terminal operator would increase equipment quantity as necessary to meet the increased volume.

The PIDP project will increase the Port's intermodal rail cargo capability from 44,000 to 60,000 annual TEUs, based on working track that accommodates up to 52 deep well rail cars and an operating railyard at 6 days per week, and FEC single daily service. The improved annual throughput capacity equates to a 36 percent increase. Assuming the growth of containerized cargo holds steady at 3.5 percent and the demand for rail continues at a potential upper bound of 15 percent, the Port on-dock intermodal yard, with the additional rail capacity afforded by the PIDP project may reach its maximum containerized cargo throughput capacity by 2033. The throughput capacity of the PIDP project on-dock railyard may be increased up to 95,000 TEU per year by increasing the FEC service to twice a day, increasing storage tracks length and capacity, or by increasing the volume of inbound containerized cargo by rail.

4.3.3.3. Inland Port Study (By Others)

The concept of an inland port complex with supporting industrial development and connections as a means of developing a new freight transportation/distribution hub capable of serving the South Florida region was examined in the South Florida Inland Port Feasibility Study, dated June 2007, by Cambridge Systematics. *This study was outside the scope of the POPB Master Plan and discussed herein for reference.* The goal of the study was to explore the ability to increase seaport capacity, promote industrial development, and divert freight traffic from highly congested transportation corridors.

An overview of inland port characteristics/benefits, types of inland port facilities, characteristics of established inland ports, funding options for inland port facilities, and case studies are presented.

Benefits presented for an inland port include:

- Expanding existing seaport capacity;
- Enhancing freight system reliability;
- Improving intermodal connectivity;
- Improving congestion management activities;
- Enhancing local and regional distribution patterns;
- Creating new market opportunities;
- Reinforcing regional economic development; and
- Serving as a staging area for natural disaster evacuation, recovery activities, and security events.

Common inland port facilities presented include:

- Satellite marine terminal/maritime feeder inland port;
- Multimodal logistics parks;
- Economic development initiative/virtual inland port;
- Shuttle services;
- Inland waterway port; and
- Others such as rail IYs, logistics airports, trade networks and corridors, and trade processing centers/trade and transportation centers.

The following characteristics of established (successful) inland ports were reported:

- Tend to be larger regional centers that have access to larger markets.
- Provide a mean for facilitating international trade and expediting shipments in/out of the U.S.
- Have multimodal capabilities/opportunities.
- Have foreign trade zone status.
- Serve certain niche markets (higher valued commodities).
- Have access to sufficient labor or skills.
- Have the presence of an IT infrastructure.
- Formulation of councils to expand public/private participation.
- Willingness to aggressively market the inland port concept locally, nationally, and internationally.
- Cooperation among public and private entities.
- Engages capable program management.

Funding opportunities identified include private funding, public funding, and public-private partnerships.

The three featured case studies included an overview of the inland port and keys to its success:

1. **Virginia Inland Port.** A publicly funded site designed to serve as an extension of the Port of Hampton Roads. It functions as a rail and trucking hub with frequent service to/from the Port of Hampton Roads. Chief among the keys to success have been coalition-building with local, regional, and state economic development agencies; the local real estate sector; and the various surrounding communities. Additionally, attracting anchor-type distribution facilities has been influential to success.
2. **Alliance Texas.** A privately funded multimodal transportation hub that brings together shippers with truck, rail, and air service, providing access to a large market area. One of the most important keys to success, especially to attracting initial tenants, was its Central location in the U.S. Significant rail facility investment from BNSF and highway improvements through the construction of State Highway 170 provided an east-west corridor through the development. Another important key to success is the ability to adapt to changes in the economic market.
3. **KC SmartPort.** A publicly funded virtual inland port designed to promote the private transportation and distribution assets of a region. Multiple factors that have been critical to success include the development of a formal business plan with measurable performance

metrics, an aggressive media campaign that promotes the entire 70-mile radius of the Kansas City, Missouri region as an integrated freight hub, and a comprehensive database of available freight facilities and sites to provide information for potential clients and customers.

A detailed analysis of industry best practices and regional data collection and analysis as well as significant stakeholder input resulted in the following conclusions and recommendations:

- An effective inland port must provide value added services.
- Successful inland ports create direct and indirect benefits to the region.
- An efficient inland port creates regional transportation benefits.
- Environmental concerns will play a critical role in project advancement.
- A centrally located facility would not effectively serve all of South Florida's seaports.
- Inland port would provide POPB with the ability to expand bulk and break-bulk services.
- A direct rail connection between the inland port and the Port of Palm Beach is required.
- New industrial land would allow South Florida to better compete for and attract new business. Economic development specialists do not have adequate industrial lands or industrial parks available in South Florida to meet the needs of companies looking for expansion opportunities.
- POPB has limited growth potential without an inland facility.
- The region has strong demand and general support from industry and community for freight mobility improvements.
- Heartland communities support potential economic development opportunities, provided they are planned and constructed responsibly.
- Multiple landowners looking for industrial opportunities; multiple sites have been identified.
- New services are more likely to benefit new freight operations—limited benefits for existing customers.
- Established distribution networks in South Florida are not easily re-located or duplicated.
- Distribution facility could enhance competitiveness of Florida's ports with each other as well as other states/countries.
- New or expanded corridor development creates significant environmental concern.
- Development of new transportation corridors is seen as critical by some stakeholders. New rail line along U.S. 27, a new air cargo facility and bypass highways around downtown areas were identified and discussed by a variety of stakeholders.
- It is uncertain if traditional rail operations can provide competitive service to an inland facility.
- A variety of transportation related services – and a staggered or phased approach – should be considered.
- The facility must provide cost-competitive, value-added, and marketable service bundles.
- Economic development and business development entities have indicated an intent to aggressively market an inland port/multimodal facility.
- The current transportation infrastructure in place has the potential to sufficiently serve an inland facility.
- South Florida is at a geographic disadvantage to attract large-scale distribution operations.
- South Florida has a significant demand/need for truck service facilities.
- Facility has potential to serve as a staging area for natural disaster/emergency response and security operations.

A second study of an inland port facility is currently underway by FDOT to further evaluate opportunities for an inland port facility in Florida.

4.4. GIS Integration

The POPB maintains numerous assets from maritime to utilities and security. Information on these assets is held in various business systems and in hard copy paper format, which makes accessing the information across these platforms difficult. A Geographic Information System (GIS) provides a location-based solution whereby the Port can place specific assets on the system to be mapped and included in mapping applications that are accessible to its staff and stakeholders. Specific information such as assets size, age, material, condition, last maintained date, maintenance performed, link to as-built documents and other important data. A GIS solution would benefit the Port by providing improved access to information to better support operations, security, and asset management.

Beginning a GIS Program requires the investment in software, people (training), and process improvement. Developing a strategic plan or roadmap allows the Port to document the path forward in a way that aligns with the Port's goals and budget. The initial set would be to conduct GIS Roadmap Workshop(s) with key Port staff to capture and prioritize the needs associated with data access and sharing, analysis, reporting, data accuracy, and updates. Information collected from the workshop(s) would then be prioritized and placed in the GIS Roadmap Plan. The content of the Plan would include outlining the steps to begin the GIS Program, which typically include GIS environment defined (cloud, on-premises, and hybrid); software licensing; data tasks (i.e., data conversion and data updates); configuring applications to provide access to users; data standards; and staff training.

A GIS Program for the Port could address needs related to operations, security, asset management, and staff training. Based on the information provided during the GIS roadmap workshop(s), the needs will be aligned with budget requirements, which will provide the Port with a path forward for implementation, while setting the expectations for each impacted department on the timeline for GIS to become available.

4.5. Resiliency

The Florida Seaports Resiliency Report dated 2019 by Littlejohn, Mann & Associates defines seaport resiliency as, "the ability to coordinate freight movement through ports in times of severe stress on existing infrastructure and operations, including damage to port facilities, the highway, rail, or waterway routes leading into and out of the port." *This study was outside the scope of the POPB Master Plan and discussed herein for reference.*

The current master planning process is an important activity that can identify risks to the business continuity of terminal operations. Risk is broadly defined as the intersections of assets, threats, and vulnerabilities. For planning purposes, assets can include people and property. Threats are defined as aspects that can exploit vulnerabilities. While there are a variety of threats that need to be considered for the Port's operational readiness, the present focus is on the exposure of port assets to rising sea levels and the threats associated with tropical storms and hurricanes. Ultimately, the goal is to reduce downtime with pre-planning that allows for efficient resolution to disruptions. We explore best practices that can be used to plan disruptions that come to the port system from the chronic stressor of sea-level rise and the abrupt shocks that come from intense tropical storms.

Adapting to sea-level rise poses a challenge as it is not as simple as "build it higher"; there are cascade accessibility effects that come from raising infrastructure, such as ability of vessels to be serviced effectively, the suitability of the land-side equipment, and the connectivity to the broader mobility system. Taking a robust asset management approach can yield useful information for a cost-effective adaptation strategy. This starts with clearly articulating the functions the port currently serves, along with the near-, mid-, and long-term needs. With this in mind, the port can begin to craft an adaptation strategy that matches asset life with anticipated risk to determine when and how to implement strategies to match future needs. Strategies can be physical changes such as increasing seawall heights, incorporating a deployable barrier, hardening of structures, or operational strategies that incorporate anticipated increases in storminess into the terminal operations. Matching risk with asset life of a particular equipment or overall service life of a building, for example, allows for investments to be made most efficiently.

Robust planning that integrates communications and coordination is fundamental to minimize disruption from natural disasters that strike Florida, such as tropical storms and hurricanes. Post-event, there are two pinch points for resumption: (1) channel navigability and (2) restoration of power. Both require extensive pre-event (and of course, during-event) communication and coordination within the Port complex and with outside partners.

For channel navigability, the Port may examine where coordination can be enhanced with the federal partners necessary that survey and ultimately reopen access to the channels and port. Partners include the U.S. Coast Guard (USCG), the USACE, and the National Oceanic and Atmospheric Administration (NOAA). Potential actions can also include that spare Aids to Navigation (ATON) are pre-positioned in safe areas to facilitate USCG inspections. Likewise, NOAA's mobile integrated survey team (MIST) kits can be provided to private vessel operators to help survey channels (2019).

For power restoration or reduced interruptions, there are series of on-site and off-site coordination activities. The most important off-site action is the coordination with the electric utility. This can lead to the hardening of the critical infrastructure that supplies the Port as well as the creation of redundancy, should that be an option. Coordination with the water and wastewater utility is also fundamental as these basic services are needed immediately to aid with recovery activities.

On-site coordination and communication are vital to reduce service interruptions. Many of Florida's critical facilities have already invested in emergency generators. The Port can examine the current inventory and assess the ability of this to meet the current needs of their port operations and that of their tenants. It is critical to power an emergency operation center that serves as the primary communications hub to coordinate with response agencies and personnel.

There are other critical systems that benefit from off-site and on-site pre-event coordination activities. These includes the updating of a suite of standard operating procedures (SOPs) or protocols to include the most recent risk assessments and mitigation actions. These can include the following.

- *Labor considerations:* large storms that impact the Port usually affect the Port personnel. Hurricane SOPs ought to include considerations for potential labor shortages with associated security protocols and credentials.
- *Cargo and equipment relocation:* match fragility or criticality with location. Move equipment necessary for immediate recovery to safer locations. Cargo that can be moved off-site ought to be transferred to leave as much space possible for recovery efforts.
- *Back-up communication systems:* invest in satellite phones or radios should cellular communications not be possible.
- *Tenant emergency planning:* Port tenants should have their own SOPs that can be communicated and coordinated with the Port.



5 Outreach and Engagement

5. Outreach and Engagement

5.1. Overview

Plan making is about building public trust and working collaboratively to translate community desire into compelling, actionable projects. Community collaboration typically involves a combination of in-person and virtual outreach, one-on-one and one-on-group work sessions, all supported by printed collateral and online engagement tools.

5.1.1. The Engagement Process

The Port is embarking on a significant redevelopment and upgrading of intermodal facilities and other improvements funded in part through various government grant programs. As such, the Port sought a forward-looking Strategic Master Plan focusing on and coordinating the following requirements: economic development; infrastructure development and improvement; intermodal transportation facilities; physical, environmental, and regulatory barriers; and stakeholder outreach.

Stakeholder and public outreach opportunities were woven into the strategic master planning process to inform, educate, and collaborate with senior staff, stakeholders, public, and intergovernmental agencies throughout the planning process.

Senior staff, Port stakeholders, the public, and intergovernmental agencies were able to stay informed via the Port's website that redirects to a dedicated Strategic Master Plan website, www.planportofpalmbeach.com, managed by Moffatt & Nichol (M&N). To obtain diverse input and achieve balance, targeted digital and in-person outreach included connecting with Port staff, nearby businesses and residents, intergovernmental agencies, and others with a vested interest in the Port's present and future operations.

Throughout the public engagement work, the Port Planning Outreach Team (led by M&N and Dickey Consulting) continuously improved their understanding about the community and adapted the outreach strategy to maximize the volume and value of feedback received. This presented a dynamic outreach process, that evolved and was refined as the strategic master planning process advanced through various phases. The Port Planning Outreach Team created opportunities to obtain direct feedback from the various citizens and stakeholders with interest in the Port; these efforts are outlined below.

The stakeholder and public outreach campaign included activities in five main categories:

- Bi-weekly meetings with the Port (client) and when as needed, designated team members and subconsultants.
- Meetings with senior Port staff, Port tenants, and intergovernmental agencies to introduce the project and obtain their future planning efforts to seek alignment in the Strategic Master Plan.
- Focused one-on-one outreach with landowners, surrounding businesses, and community interest groups to inform them about the project and obtain their input via the public survey.
- One-on-one meetings with commissioners.
- Two public engagement periods, which involved public meetings, a public survey, and a project website.

In the following pages, we highlight the primary components of our community outreach campaign and the results derived from its implementation. All detailed survey results, recordings of virtual meetings, and other materials produced in the planning effort continue to reside on the project website and remain available for public viewing. Public Outreach Summary Reports for Public Engagement Periods 1 and 2 are provided in Appendix F.

5.1.2. A Communal Vision

Plan making is about building public trust and working collaboratively to translate community desire into compelling, actionable projects. This combination of meetings and online input yielded favorable results, both in terms of participation and community preference and direction for the Port of Palm Beach.

Overall Statistics

- 345 Participants
- 263 Subscribers
- 4 Hybrid Public Meetings
- 111 Meeting Attendees
- 18,814 Website Views
- 2,232 Responses
- 145 Online Comments
- 37,474 Social Views

5.2. Outreach Process

The Port Planning Outreach Team prepared a Public Involvement Plan (PIP), which included roles and responsibilities; the outreach process; anticipated Strategic Master Plan outreach project schedule; and, outreach tools, techniques, and strategies. The PIP served to:

- Engage senior port staff, port stakeholders, the public, and intergovernmental agencies to help develop the Strategic Master Plan.
- Collaborate with senior port staff and stakeholders to find synergy in the Port's strategic goals and objectives by seeking alignment amongst all relevant parties for the Port's future.
- Collaborate with senior Port staff, stakeholder, intergovernmental agencies, and the public to tailor a strategy unique to the Port.

The PIP relied on coordinated communication by all represented parties, each supporting the other, to ensure a successful project implementation. The following information represents excerpts of the PIP and how they were implemented as part of the outreach effort.

5.2.1. Development of Outreach Materials

The Port Planning Outreach Team used outreach and communication tools to inform the public about the survey, virtual public meeting, and to provide background information about the Strategic Master Plan. Development of outreach materials involved the following efforts:

- Developing a dedicated project website.
- Announcing the project launch via an email blast on May 23, 2022.
- Providing meeting announcement flyers, posters, and surveys via project website, Facebook ads, and the Port's various outreach channels.
- Meetings with key stakeholder groups.
- Newspapers and press releases to advertise the project, public meetings, and help build survey awareness by providing links, as well as locations where the public can obtain more information on the project website, public meetings, and other printed materials.
- A communications calendar, which listed out email campaigns and social media blasts to support the project efforts. These worked in tandem with information presented on the project website and the Port's main website.

5.2.2. Outreach Materials, Tools, and Techniques

The following is a series of outreach materials, tools, techniques, and strategies that were implemented during the outreach portion of the strategic master planning process.

5.2.2.1. Community Outreach Materials

The Port Planning Outreach Team developed outreach materials that aligned with the Port's branding efforts. This cohesive branding ensured all materials produced identified the Project and further strengthened the visual reference of the Project in the public realm, both in-person and virtually. Outreach materials produced included:

- Public Engagement Period 1 and 2 Postcards
- Public Engagement Period 1 and 2 Public Meeting Announcement Flyers
- Email and Social Media Campaign

FIGURE 43. IMAGES DISLPLAY PUBLIC ENGAGEMENT PERIOD 1 & 2 MEETING FLYERS & PUBLIC ENGAGEMENT PIEROD 1 POSTCARD



Shape the future of the Port of Palm Beach

Be part of the strategic master planning process and let your voice be heard!

THREE WAYS TO GET INVOLVED!

1. **Take the First Community Survey**
   Take our community survey to record your preferences.
   Visit planportofpalmbeach.com
   - OR - scan the QR code below to access the survey. The survey will be open from May 23, 2022 until July 7, 2022.
2. **Join our Hybrid Public Meeting**
   Visit planportofpalmbeach.com to participate in either public meeting session. You can also register in advance:
   - **Wednesday, June 1, 2022***
     11:00 AM - 1:00 PM
   - **Thursday, June 2, 2022****
     6:00 PM - 8:00 PM
3. **View the Poster Gallery Series**
   View a summary of project issues and opportunities online.
   Visit planportofpalmbeach.com for full gallery and presentation graphics.
   Posters will be available prior to the Public Meeting and available throughout the project process.

*June 1, 2022: in-person public meeting location: Port of Palm Beach, One East 11th Street, Suite 600, Riviera Beach, FL 33404
**June 2, 2022: in-person public meeting location: Riviera Beach Event Center, 190 E. 13th Street, Riviera Beach, FL 33404
Virtual public meeting location: www.planportofpalmbeach.com

PORT of Palm Beach MASTER PLAN

planportofpalmbeach.com



Shape the future of the Port of Palm Beach

We invite you to share your feedback on the Draft Strategic Master Plan!

THREE WAYS TO PROVIDE INPUT:

1. **Review the Draft Strategic Master Plan**
   Learn more about the design process and review the Draft Strategic Master Plan. Visit planportofpalmbeach.com for more information. Any questions or comments can be sent to: planportofpalmbeach@publicinput.com.
2. **Take the Second Project Survey**
   Take our project survey to record your preferences on the Draft Strategic Master Plan.
   Visit planportofpalmbeach.com
   - OR - scan the QR code below to access the survey. The survey will be open from September 30, 2022, until November 13, 2022.
3. **Join our Hybrid Public Meeting**
   Visit planportofpalmbeach.com to participate in either public meeting session. You can also register in advance:
   - **Tuesday, October 11, 2022***
     6:00 PM - 8:00 PM
   - **Wednesday, October 12, 2022****
     11:00 AM - 1:00 PM

*October 11, 2022: in-person public meeting location: Riviera Beach Event Center, 190 E. 13th Street, Riviera Beach, FL 33404
**October 12, 2022: in-person public meeting location: Port of Palm Beach, One East 11th Street, Suite 600, Riviera Beach, FL 33404
Virtual public meeting location: www.planportofpalmbeach.com

PORT of Palm Beach MASTER PLAN

planportofpalmbeach.com



PORT of Palm Beach MASTER PLAN

Scan here to learn more...

planportofpalmbeach.com

Shape the future of the Port of Palm Beach

The Port of Palm Beach is embarking on a significant redevelopment and upgrading of intermodal facilities and other improvements and seeks a forward-looking Strategic Master Plan.

Be part of the strategic master planning process and let your voice be heard!

Visit **www.planportofpalmbeach.com** to:

1. Complete our community survey from **May 23 to July 7, 2022**
2. Subscribe to our project newsletter to stay informed on the latest updates.
3. Participate in the first round of hybrid public meetings:
   June 1, 2022 @ Port*: 11:00 AM - 1:00 PM
   June 2, 2022 @ RBEC:** 6:00 PM - 8:00 PM

For more information, use the QR code to visit the project website.

***June 1, 2022 in-person public meeting location:**
Port of Palm Beach
One East 11th Street, Suite 600
Riviera Beach, FL 33404

****June 2, 2022 in-person public meeting location:**
Riviera Beach Event Center
190 E. 13th Street
Riviera Beach, FL 33404

June 1 & 2 virtual public meeting location:
www.planportofpalmbeach.com

Have questions or comments? Please email:
planportofpalmbeach@publicinput.com

5.2.2.2. Outbound Communications

The Port Planning Outreach Team deployed outbound communications during both Public Engagement Periods, via a Facebook ad, and email and social media campaigns, at key communication milestones to continually engage the public and subscribers during the strategic master planning process. Communications aligned with key project milestones as well as weekly communication during the active 45-day survey period to promote the Project and survey effort:

- Press Release (only during Public Engagement Period 1)
- Targeted Facebook Ad
- Project Email Blasts
- Port Email Blasts
- Port Social Media Posts

Additionally, the Port of Palm Beach conducted the following outreach efforts:

- Promoted public meetings on the home page of the port website.
- Sent meeting notifications through port and project websites.
- Posted public engagement period details on port social media platforms.
- Posted meeting flyer on port property.
- Provided four in-person tours to citizens.
- Created a social media campaign to respond to questions/concerns addressed during Public Engagement Period 2.
- Featured public engagement opportunities in local newsletters, including port newsletter, City of Riviera Beach newsletter, and TPA newsletter.
- Disseminated public meeting information to local media outlets.

5.2.2.3. Social Media

The Port relayed information pertaining to their social media followers on LinkedIn, Facebook, Twitter, and Instagram during Public Engagement Period 1 and 2.

- LinkedIn – 10 posts
- Facebook – 12 posts
- Twitter – 21 tweets
- Instagram – 7 posts

5.2.2.4. Project Website

The project website served as a storing house of all relevant and latest project information. The website launched on May 2, 2022. The project website was developed, maintained, and was updated on four (4) occasions, including:

- Formal public kick-off of the project (launched May 2, 2022)
- Public Engagement Period 1, and related Public Survey 1 (launched May 23, 2022)
- Public Engagement Period 2, and related Public Survey 2 (launched September 30, 2022)
- The final plan and achievement of the planning process. (TBD on launch date)

Overall, the project website was well received:

- During Public Kick-Off: 1,869 views and 79 subscribers for the public kick-off page;
- During Public Engagement Period 1: 5,517 views; 124 subscribers; and 14,652 social views; and,
- During Public Engagement Period 2: 5,294 views and 41 subscribers; and 22,822 social views.

5.3. Stakeholder Outreach

While everyone in the community can be thought of as a project stakeholder, we use this term to specifically call out those individuals, agencies, property owners, and businesses that are critical conduits for project information and/or have a unique stake in the outcome of the planning effort. The Port Planning Team held more than ten meetings with project stakeholders, with most of these occurring via conference call or online collaborative platform (e.g., Microsoft Teams).

5.3.1. Project Stakeholders

The Port Planning Outreach Team met with senior Port staff, Port tenants, intergovernmental agencies, and the public during Public Engagement Period 1. These groups were introduced to the Project and were given the opportunity to ask questions and vocalize their concerns to the Team. Port tenants and intergovernmental agencies shared their future visions so the Port and stakeholders could seek alignment in the future of the Port's Strategic Master Plan. All stakeholders were encouraged to take the survey and provide additional feedback.

Stakeholders contacted throughout the planning process included:

- Senior Port staff;
- Port tenants – Stonerock, Gulfstream Lines Heavy Lift, South Florida Materials, Florida Sugar and Molasses Exchange, Tropical, and Cemex;
- Intergovernmental agencies – Treasure Coast Regional Planning Council, Town of Mangonia Park, Palm Beach Transportation Planning Agency, Palm Beach Shores, Florida Department of Transportation, Riviera Beach, USACE, South Bay, Township of Palm Beach / Palm Beach Civic Association, City of Belle Glade, Florida Power and Light, Palm Beach County, Palm Beach Schools; and,
- Interested public.

The information and comments provided in each meeting were critical to the planning process and were considered in developing the Strategic Master Plan.

5.3.2. Public Meetings

A series of hybrid public meetings occurred over the two (2) Public Engagement Periods. Engagement periods were planned to have one hybrid meeting during the day, and the other in the evening. The public meetings were designed to allow attendees to interact with the Port Master Plan Team to begin the process of highlighting and outlining early solutions to address the Strategic Master Plan.

FIGURE 44. IMAGES FROM JUNE 1 AND JUNE 2, 2022 PUBLIC MEETINGS





The Port Planning Outreach Team held two hybrid public meetings for Public Engagement Period 1 on June 1, 2022, from 11:00 AM to 1:00 PM; and June 2, 2022, from 6:00 PM to 8:00 PM; as indicated in Table 4. The hybrid meeting format allowed both in-person and virtual attendees the opportunity to participate in a live information session, interspersed with opportunities for question and answer (Q&A), an interactive map activity, and next steps. Both public meeting sessions presented the same information. A total of 82

individuals attended the hybrid public meetings. The public meetings were broadcasted, recorded, and available for viewing on the project website, www.planportofpalmbeach.com.

The Port Planning Outreach Team held two hybrid public meetings for Public Engagement Period 2 on October 11, 2022, from 6:00 PM – 8:00 PM; and October 12, 2022, from 11:00 AM – 1:00 PM. The hybrid meeting format allowed both in-person and virtual attendees the opportunity to participate in a live information session, question-and-answer (Q&A), and next steps. Both public meeting sessions presented the same information. A total of 29 individuals attended the hybrid public meetings. The public meetings were broadcasted, recorded, and available for viewing on the project website.

FIGURE 45. IMAGES FROM OCTOBER 11 AND OCTOBER 12, 2022 PUBLIC MEETINGS



5.3.3. Public Surveys and Interactive Map Feature

One public survey was issued per the Public Engagement Period to obtain feedback, concerns, and other targeted responses from the community. The public surveys were made available on the project website and were open for 45 days to allow ample time for community members to share their thoughts. The Port Planning Outreach Team tailored the surveys to appeal to the public and key stakeholders.

The public had the opportunity to share their thoughts and provide comments through Survey 1, whose purpose was to solicit public input to gauge their priorities, preferences, and concerns with the Port today and in the future.

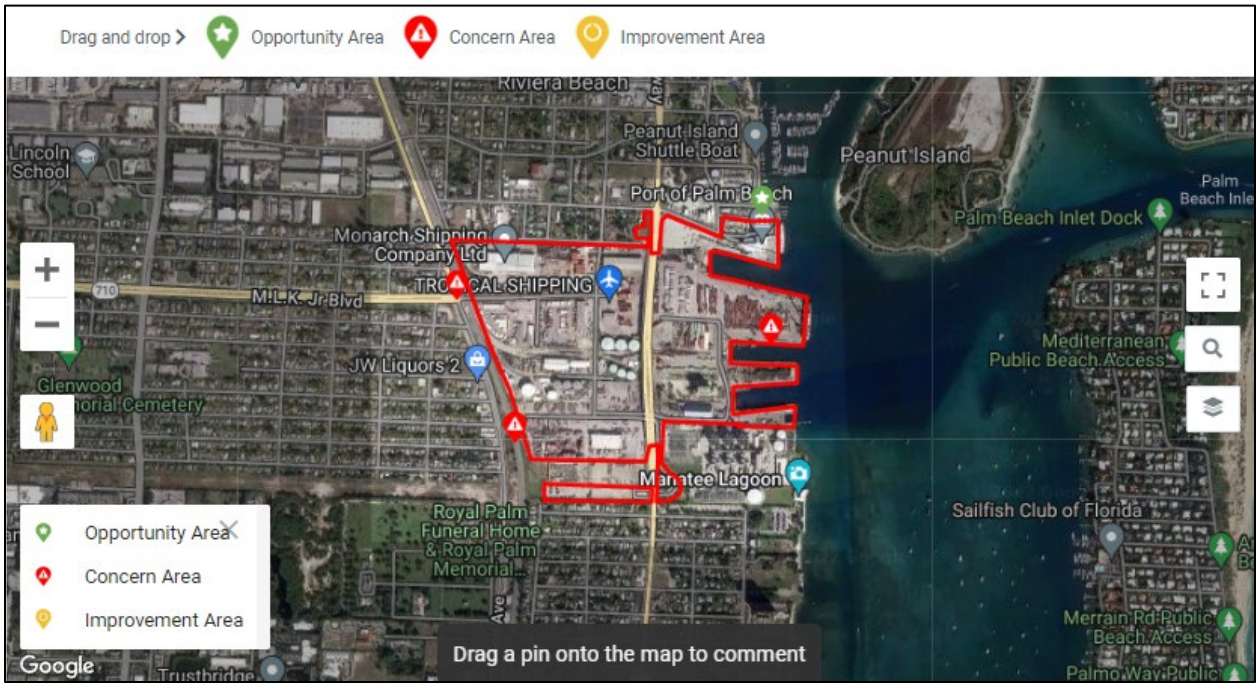
5.3.3.1. Survey 1

The public had the opportunity to share their thoughts and provide comments through Survey 1, whose purpose was to solicit public input to gauge their priorities, preferences, and concerns with the Port today and in the future. Survey 1 received a total of 254 participants, 2,167 responses, and 124 comments.

5.3.3.2. Interactive Map

In addition to feedback via Survey 1, the public had the opportunity to provide geo-located pins on a map indicating areas of concern, improvement, or opportunity. The image below shows the public input, along with a breakdown of comments listed below.

FIGURE 46. PUBLIC INPUT MAP



5.3.3.2.1. Opportunity Area

- Love that I can get on a cruise from here. (two agree)
- The investment in the Port of Palm Beach is a long-awaited opportunity for the local area.

5.3.3.2.2. Concern Area

- Entryway needs to be better connected to the community.
- Trains block vehicle traffic.
- Slip #2 width and length issues need to be addressed.

5.3.3.2.3. Improvement Area

- While opportunities may be limited for purchasing or leasing properties around the Port's current 165 acres, you may want to include in your study the feasibility of the inland port for rural western Palm Beach County. This initiative could possibly expand operational capacity for the port several times over.
- Studies and discussions have focused on an 850-acre Inland Logistics Center (ILC) for materials distribution, warehousing, assembly, and light manufacturing. The inland location would alleviate congestion along coastal highways by moving cargo onto rail lines and stimulate Palm Beach County's economy by providing jobs and developing a huge tract of rural land.
- While the ILC would primarily benefit the Port of Palm Beach, it could be expanded to serve all of South Florida. The project would be within 100 miles of three seaports, four international airports and three railroads with an abundance of undeveloped land – all assets that would help attract even more commerce.
- Initially, much of the cargo traffic for the ILC could come by truck on highways already serving the area, but connections to rail lines would be needed. The Port of Palm Beach already has a leg up on this with its nearby connection between the Florida East Coast and CSX Railroads.
- Advantages of the inland port could include:
  - Reduced congestion/faster transit, including improved access to major highways and other cities.

- Reduced emissions with the use of rail transport.
- Added space for importers/exporters to build warehouses and distribution centers at less cost than for facilities located in or near waterside ports.
- Increased employment and economic development, with new investment from business and industry in surrounding areas.

5.3.3.3. Survey 2

The public had the opportunity to share their thoughts and provide comments through Survey 2, whose purpose was to solicit public input to gauge their thoughts and concerns on the initial, interim, and final phases of the draft Strategic Master Plan. Survey 2 received a total of 91 participants, 65 responses, and 21 comments. Survey 2 results can be found in Appendix F.

5.3.4. In-Person Outreach

During Public Engagement Period 1, Dickey Consulting conducted the in-person outreach component for the Strategic Master Plan. Hard copy surveys were distributed to over 50 surrounding businesses, and Dickey Consulting obtained these business' input. Dickey Consulting educated the public on the Port of Palm Beach Strategic Master Plan and sought the public's input through the survey. Hard copy surveys were then input into the overall online survey database. Over 270 doorhangers and paper surveys were distributed to the surrounding community, with help from the Riviera Beach Community Development Agency (CDA) Ambassadors.

Dickey Consulting provided over 270 surveys for the surrounding community residents. These surveys were distributed by the Riviera Beach CRA Ambassadors with instructions on where to return the hard copy survey, or to go to the project website to take the survey.

Leading up to the launch of the Public Engagement Period 2, Dickey Consulting worked alongside the Project Team to prepare, review, and make recommendations for communications and deliverables, attended both in-person and hybrid meetings on behalf of the project, and distributed postcards to residents and stakeholders.

During Public Engagement Period 2, Dickey Consulting assisted with meeting venue coordination and readiness, organized, and created a contact list for stakeholder meetings, staffed the public meetings, coordinated and scheduled meetings, and handled the logistics for in-person coordination of deliveries.

5.3.5. Media Coverage

In addition to the Port and Port Planning Outreach Team's outreach methods, media coverage provided another opportunity to inform the public about the strategic master planning process, advertise the public meeting and survey, and generate interest in the Strategic Master Plan. The Port's Public Information Officer (PIO) shared news releases.

5.3.5.1. Port News Release

On May 6, 2022, the Port issued news releases to various entities and media outlets to spread the word about the project launch. The following group received notification from the Port to share with their audiences:

- Local Media and Press- CBS12, WPTV, WPBF, Palm Beach Post, Azteca 48
- Other Media and Press- Sun Sentinel, Miami Herald, American Journal of Transportation, Florida Trend, Yellow Finch Strategies, Florida Ports Council, AAPA-Ports, WSVN, BNP Media, Freight Business Journal North America, NBC Miami, Discover the Palm Beaches, WLRN News, Porthole Magazine, South Florida Business Journal, Travel Weekly, Vista Florida, Telemundo, and Delray Beach Tribune
- City of Riviera Beach City Manager Jonathan Evans and PIO Nicole Rodriguez

- Mayor Alan Fiers, Palm Beach Shores
- Mayor Daniel Moore, Town of Palm Beach
- Palm Beach County Director of Public Affairs Lisa De La Rionda
- WPTV News

5.3.5.2. Online News Outlets

The online news outlets listed below covered information pertaining to the Port of Palm Beach Strategic Master Plan:

- ThePressReleaseEngine.com – May 5, 2022
- Town of Palm Beach News Release – May 24, 2022
- Palm Beach Post – July 20, 2022
- WPTV stories – October 13, 2022

5.4. Themes from Public Engagement Period 1

Public Engagement Period 1 focused on several areas, including contextual framework, priorities and preferences; one's familiarity with the Port; one's considerations of the future of the Port; and lastly, a series of demographic questions. Obtaining preference and concerns regarding existing conditions and future considerations helped the Team formulate initial planning concepts for the Strategic Master Plan.

The Port Planning Outreach Team leveraged hard copy and digital outreach tools to interact with the public and advertise the project webpage. Emails and social media posts were distributed, as well as a targeted Facebook ad which generated 14,652 impressions, 8,164 people reached, and 193 link clicks. The website received 5,610 views and a total of 82 individuals attended the hybrid public meetings. A total of 124 individuals subscribed to receive email blasts, while 254 individuals participated in Survey 1, generating 2,167 question responses and 124 comments. Several broad themes emerged from these results and others captured community and stakeholder input.

Most survey respondents live in Riviera Beach (35 percent) and West Palm Beach (33 percent) (Question 12), while 31 percent work at the Port and 24 percent use businesses, restaurants, marinas, and other spaces at or near the Port (Question 9). Survey respondents were represented by all age categories, from 18 to over 70 years old (Question 10). Fifty-one percent of survey respondents have 0 to 2 people in their household, while 43 percent have 3 to 4 people (Question 11). These statistics indicate most survey participants have a sound familiarity with the Port due to its locality, and therefore have a vested interest in the future of the Port.

Questions 1 and 4 offered a degree of agreement ranking and can be noted by the accompanying tables. All positive connotation statements had a high level of agree to strongly agree, while all negative statements had a high level of disagreement. This boded well as public sentiment of the Port acknowledged that the Port is a leading anchor in the community, an integral part of the urban fabric, a key player in community investment and revitalization, and an economic engine to spur development and bring lasting social benefit. The public sentiment mostly disagreed with the negative statements, indicating the Port is not an eyesore and is not a safety hinderance.

Fifty-eight percent indicated they are most interested in the fact that today, the Port is one of the largest employers in Palm Beach County and is an economic engine for the county (Question 2). Sixty-two percent indicated they are most concerned that today, freight trains are blocking the roads and causing traffic and congestion around the Port (Question 3). Ninety-three percent believe that in the future, the Port can become an improved strategic economic community asset supporting commerce and jobs (Question 5) as well as 84 percent indicated that in the future, the Port can function in an improved role, helping ensure greater economic and social benefits to residents, businesses, and other public and private stakeholders in the region (Question 7).

When asked how best the Port can improve its operations in the future and become a better neighbor, 98 percent of survey participants indicated the Port will continue to be a leading economic engine in our community, growing operations offsite to satisfy growth demand while minimizing impact to the Port's surrounding community (Question 6). Additionally, when asked how the Port can best improve its relationship in the region, 98 percent indicated both the Port can partner with cities, schools, and agencies to develop courses to prepare youth for jobs and careers in all areas of Port operations; and the Port can open an inland port facility, providing higher paying jobs and building up the local economy (Question 8). Lastly, when asked what other thoughts and ideas the survey respondents could share with the Port Planning Team, the following topics emerged (Question 13):

- Train traffic congestion,
- Environmental and safety concerns,
- Ship depth requirements,
- Port should be a good neighbor,
- Port is an economic engine,
- Implication of future taxes, and
- Increase cruise operations.

5.5. Themes from Public Engagement Period 2

Public Engagement Period 2 focused on obtaining feedback for the initial, interim, and final plan improvements.

One-hundred percent of survey respondents were supportive of proposed initial improvements to the Port (Question 1). One-hundred percent are most supportive of the following initial layout drivers: improving the rail connection and reducing road congestion at the Port by developing the PIDP grant rail and truck gate infrastructure; as well as increasing berth occupancy and operational safety by implementing initial channel improvement. Seventy-five percent were most supportive of improving effective cargo storage area west of Skypass by demolishing existing building 13 and relocating their current functions (Question 2). Regarding thoughts, concerns, questions, or suggestions, one individual stated, "one channel is very close to Peanut Island and they weren't sure how that would impact leisure activities on the island" (Question 3). No other thoughts, concerns, or concerns were noted for the initial Port Plan Layout (Question 4).

One-hundred percent of survey respondents were supportive of interim improvements to the Port (Question 5). One-hundred percent were most supportive of the following interim layout drivers: improving the rail connection and reducing road congestion at the Port by expanding the on-terminal working and storage track capacity and developing a new south gate; improving effective cargo storage area west of Skypass by a northern expansion of the Port and relocating select Tropical facilities and demolishing existing buildings 11 and 12, and relocating Gulfstream and the north FS&M Molasses tank farm; and maximizing the unconstrained active operational area east of Skypass by relocating CEMEX and developing a two-story storage facility. Fifty percent were most supportive (and the other 50 percent were supportive) of increasing berth occupancy by expanding Slip 2 and developing an offshore lay berth and Berth 18 (Question 6). Regarding thoughts, concerns, questions, or suggestions, one individual stated, "the Port is so land locked that expansion is very limited. Why not build a taller building for office space and thereby minimize the footprint of administrative services. This would result in additional space for tenants" (Question 7).

Sixty-seven percent of survey respondents were strongly supportive of final plan improvements, while 33 percent were unsupportive (Question 8). From the list of final layout primary drivers, 67 percent were most supportive and 33 percent were least supportive of improving the rail connection and reducing road congestion at the Port by relocating and expanding the on-terminal working track and improving the main Tropical truck gate; 33 percent were most supportive, 33 percent were supportive and 33 percent were least supportive of improving effective cargo storage area west of Skypass by northern port expansion and relocating remaining existing Tropical facilities; and 33 percent were most supportive and 67 percent were least supportive of maximizing the unconstrained active operational area east of Skypass by relocating

eastern Tropical facilities (Question 9). Regarding thoughts, concerns, questions, or suggestions, comments included, “we don’t need an expanded port or any modern cruise ships with more dredging of the Palm Beach Inlet. Leave it to Miami,” “the Port is planning on expanding onto my properties that are north of the port. Curious on how they plan on doing this when I am not a seller”, and “in deciding how to proceed, please consider your impact, if any, on the leisure/water industry of West Palm” (Question 10).

Fifty percent of survey participants believe the Draft Strategic Master Plan does address current concerns, whereas 50 percent believe the Draft Strategic Master Plan addresses the traffic and congestion, but not consideration of an inland port (Question 11). One-hundred percent of survey participants believe the Draft Strategic Master Plan improves the present-day conditions at the Port of Palm Beach (Question 12).

One-hundred percent of survey participants believe the Draft Strategic Master Plan does address how the Port will continue to be a leading economic engine in our community, growing operations offsite to satisfy growth demand while minimizing impact to the Port’s surrounding community; improving efficiencies at the gate will reduce congestion on surrounding roads; reducing traffic and providing quieter, cleaner vehicles will mitigate noise, environmental and other public safety concerns; and how the Port will provide an understanding of its operations to the community to better position the workforce for employment opportunities. Fifty percent of survey participants believe the Draft Strategic Master Plan does not address, while 50 percent believe the Draft Plan does address, enhancing the Port’s entryways and beautifying or buffering the edges will reduce physical and visual blight for the surrounding community (Question 13).

One-hundred percent of survey participants had filled out Survey 1 but did not participate in Public Engagement Period 1’s public meetings (Question 14). One-hundred percent of survey participants are aware of benefits and opportunities that the Port provides (Question 15). Fifty percent of survey participants range from 40 to 55 years old, and 50 percent range from 70 or older (Question 16), with 50 percent of households ranging from 1-2 and 50 percent from 3-4 people (Question 17). One-hundred percent of survey participants live in the West Palm Beach area (Question 18). Regarding other thoughts or concerns regarding the Draft Strategic Master Plan (Question 19):

- Create job opportunities, especially for Riviera Beach,
- Great master plan,
- Will benefit Palm Beach County,
- Too many technical terms, and
- Port will be sustainable for years to come.



6 Recommendations

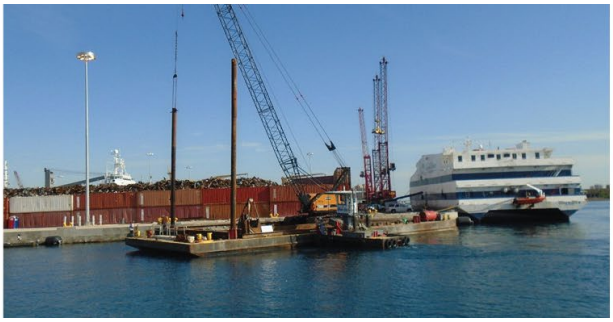
6. Recommendations

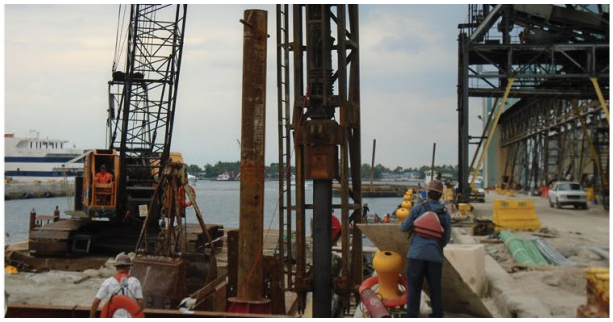
6.1. Projected Growth and Constraints

The Port of Palm Beach is uniquely poised to offer a range of services as a medium-sized deep-water port. With its favorable proximity to the Caribbean, its largest tenant, Tropical, has grown its cargo business and is the largest exporter to this region. As a net exporting port, approximately 80 percent, the Port serves as a significant economic engine, not only to the Palm Beach County region, but to southern Florida.

Throughout its operational history, the Port has developed its land areas to meet individual tenant operation needs and demands. This has created a patchwork of activities and space usage that does not lend itself to present and future needs. The main constraints for the Port are its relatively small land area for operations, and the quantity and overall available berth lengths in the Port itself. In addition, connectivity is constrained for road transport links to and from I-95 that pass through residential areas.

Over the years, the Port of Palm Beach has adapted its operations to become increasingly more efficient and, as a result, more profitable. The projected additional on-dock intermodal infrastructure associated with the PIDP project will significantly increase throughput capacity to the containerized cargo operations at the Port.





6.2. Recommendations

Based on the site opportunities and constraints, results of site studies, and input garnered from the project stakeholders, presented in the previous report sections, master plan recommendations were developed for a phased implementation in Initial (0 to 5 years), Interim (5 to 10 years), and Future (10 to 20 year) increments. Deepening and widening of the channel and turning basin beyond that currently authorized by the USCOE is not a recommendation of the Master Plan. The objectives of the recommendations can be grouped as follows.

- Position the Port to accommodate growth of containerized cargo.
- Accommodate diverse cargo growth and capture.
- Improve rail connection to the port and reduce rail congestion.
- Reduce off-terminal and on-terminal roadway congestion.
- Improve the berth utilization.
- Improve aging Port infrastructure.
- Expand the Port's reach beyond the site boundaries.
- Continue to be a partner with the community.

6.2.1. Containerized Cargo Growth Accommodation

Based on containerized cargo current growth trend, the existing container storage area is anticipated to be at capacity in 3 to 4 years. The following recommendations will directly or indirectly allow the Port to accommodate increased containerized cargo growth.

6.2.1.1. Additional Port Area (0- to 10-year timeframe)

By acquiring the property to the north between 10th and 11th Street over a 10-year timeframe, the Port will expand to its maximum boundary limits. The recommended acquisition area and subsequent roadway abandonment is from the northern boundary of the Port to the southern edge of 11th Street, between the western FEC rail mainline easement to the west edge of Broadway to the east, in order to repurpose approximately 18 acres into Port industrial use (Figure 47). The redevelopment of this area is anticipated to require archaeological testing prior to any development that requires any subsurface work. This additional acreage for the Port is anticipated to provide the following primary benefits:

- Additional acreage for lease to the containerized cargo terminal to accommodate throughput growth up to 500,000 annual TEU. The acquired property is not in a prime location to be used for container storage operations but will allow relocation of existing facilities currently located in area that can be repurposed for net container storage yard. These facilities include the following and are in general less industrial and a better fit to be located at the Port's northern boundary adjacent to the City of Riviera Beach. The acquired acreage provides the opportunity for the relocation of existing Customs Examination Facility, Rum Transfer Facility, Reefer Maintenance Campus, Container and Chassis Repair, Power Shop, E-house and STRAD Maintenance, employee parking, and Purchasing to the north side of the Port boundary to free up space more feasible and suitable for heavy industrial container operations.
- Opportunity to develop the northern boundary with "Retail Storefront/Beautification" facilities and landscaping improvements that are more compatible with existing property uses to the north of 11th Street and to allow the Port to blend in with the urban fabric of the community.
- Increases safety and reduces on-terminal traffic congestion by moving employee parking outside of the restricted Port boundary.
- Improves efficiency of container-handling operations with expanded and contiguous container storage area.
- Improves the efficiency of the ancillary support facilities by improved vendor access and consolidated parts and purchasing storage for increased inventory control.
- Provides opportunities for additional on-site warehouse functions to be leased to new tenants.

FIGURE 47. PROPERTY BETWEEN 10TH AND 11TH STREET



6.2.1.2. New Cruise and Port Administration Parking Structure (5- to 10-year timeframe)

Deepening and widening of the channel and turning basin beyond that currently authorized by the USCOE is not a recommendation of the Master Plan. The POPB is a niche cruise market. The proposed increase in cruise vessel size is not much larger than the current vessel being operated, and implementation will require further planning and analysis including environmental impacts/mitigation.

To make available the existing cruise terminal parking lot for lease to the containerized cargo operations, the study team recommends that a parking structure be constructed in the 5- to 10-year timeframe in the existing Port administration parking lot for building personnel parking on the first floor and cruise passenger parking on the top floors with direct connection to the cruise terminal. The proposed location of the parking structure is near the historical Riviera Complex Causeway location and where the historical Shell Mound is located and may require to be excavated prior to construction. This parking structure is anticipated to provide the following primary benefits:

- Provide additional acreage of the current cruise terminal parking area to lease to the container terminal leaseholders to provide waterside cargo storage and operational space.
- Improve the existing cruise passenger parking that is “valet only” and which has limited capacity close to the terminal.
- Generate more profitable parking revenue.
- Improve passenger ingress and egress to the cruise terminal.

6.2.2. Improve Port Rail Connection

The Port’s adjacency to the FEC rail mainline and associated connectivity is a key differentiator that must be leveraged to capture cargo share, realize the benefits of rail capability for intermodal cargo movement, and the associated reduction in truck trips. Improving the trains’ arrival and departure efficiency at the Port on-dock intermodal yard will attract opportunities for CSX to engage with feasible and regular rail service.

Back in 2022, the POPB coordinated with FEC to revise the train arrival and departure schedules in and out of the Port so that the movement of railcars would not occur during rush hour traffic. To further reduce street grade crossing blockages, the Port is currently coordinating with FEC to store the afternoon outbound trains on the FEC railway service track southward towards 49th street. This will alleviate rail crossing blockages currently experienced on 13th Street and Blue Heron Boulevard.

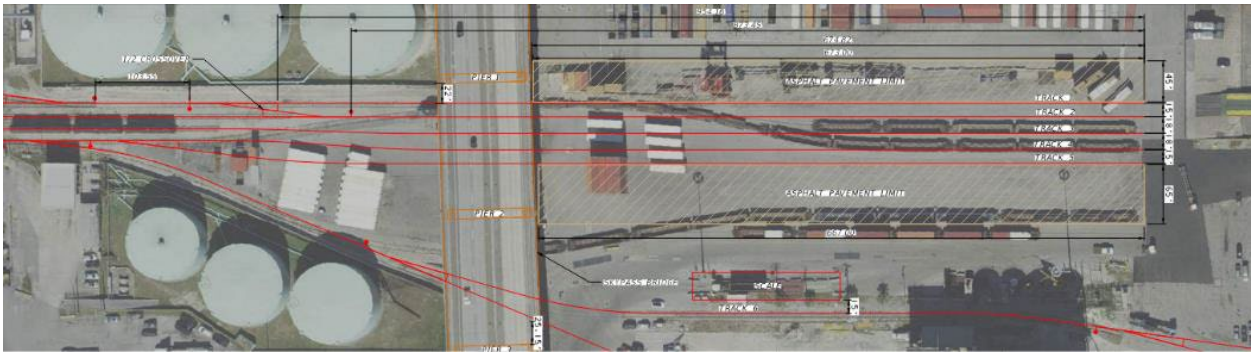
The following recommendations emphasize this rail connectivity improvement.

6.2.2.1. Complete PIDP Rail Improvements (0- to 5-year timeframe)

As the existing railyard throughput capability is nearing capacity, the M&N team recommends expanding the existing intermodal rail infrastructure to provide additional tracks for transfer of containers to and from railcars without additional railcar switching. The plan would accommodate the loading of railcars directly using reach-stacker container handling equipment and provide RPM equipment for dedicated rail interchange use. The PIPD rail improvements are anticipated to provide the following primary benefits:

- Additional working and storage track to increase railyard throughput by up to 36 percent over the existing throughput.
- Increased rail traffic results in reduced truck trips and a corresponding reduction of traffic and truck emissions on roadways.
- Reduction of rail car switching requirements for reduced rail congestion and blockages at street grade crossings.
- Dedicated RPM for the railyard that reduces internal traffic congestion.

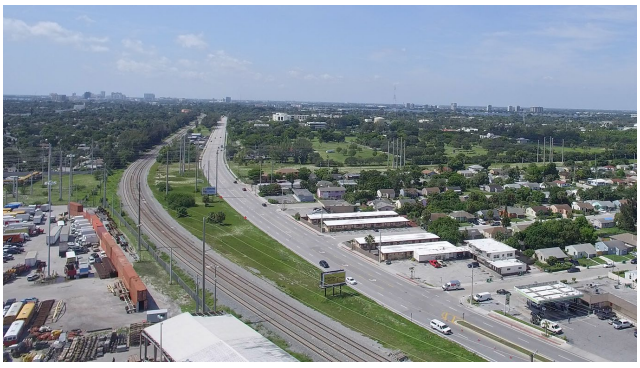
FIGURE 48. PIDP RAIL YARD IMPROVEMENTS



6.2.2.2. Provide Southern Rail Spurs (0- to 10-year timeframe)

As containerized rail throughput continues to grow, the ability to serve noncontainerized cargo on rail spurs off the on dock intermodal yard will become increasingly challenging. To serve existing and new noncontainerized tenants in the southern part of the Port, the study team recommends providing new rail spurs from the FEC mainline to select southern tenant parcels, with the opportunity to align the rail spur to have access to and from the south to provide the following primary benefits:

- Providing the opportunity for southern tenants to capture rail cargo.
- Aligning the South rail spur will eliminate blockages of the main gate rail grade crossing during the arrival and departure of railcars.
- Decreasing the impact of South rail spurs from active containerized cargo rail operations.



6.2.2.3. Provide Support Rail Storage Tracks (5- to 10-year timeframe)

As discussed in 4.3.3.2, to accommodate on-dock intermodal capacity beyond 60,000 annual TEU, additional storage track is required to increase working track turnover. Support rail storage tracks will be constructed to the west, parallel to the FEC mainline for the intermodal and general freight railcar traffic,

providing approximately 6,500 feet of storage trackage. The new storage tracks are anticipated to provide the following primary benefits:

- Increases rail car arrival, departure, and switching efficiency for reduced rail congestion and blockages at street grade crossings.
- Provides pull-through storage tracks that allow mainline access from both the north and south ends, the latter of which provides rail switching without blockage of the street crossing at the main Port entrance.
- Doubles the existing rail throughput capacity of the working track as loaded rail cars can be exchanged with empty rail cars on the storage stack and result in up to double the loaded rail strings awaiting FEC single daily service.

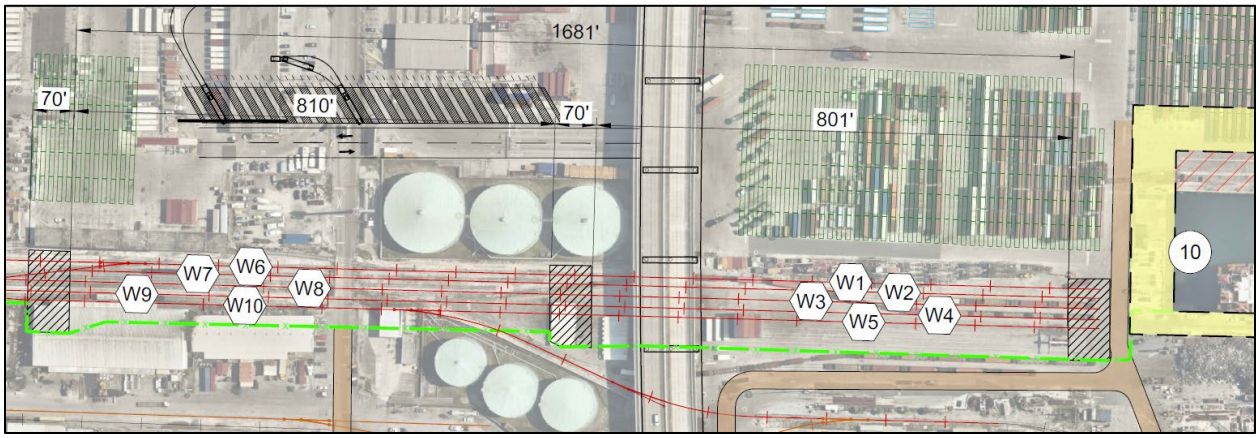
6.2.2.4. Expanded Working Rail Yard Improvements (15- to 20-year timeframe)

To increase the working rail track capacity beyond 95,000 annual TEU, the length of the expanded intermodal transfer tracks established within the initial PIDP Project build will be extended to the west to provide added rail throughput capacity. The reachstacker operations over the railcars will be maintained at the initial PIDP rail improvement project, but because of trackside access limitations at the location of the existing tank farms, a wide-span gantry crane will be required to work the tracks west of Skypass.

The expanded railyard improvements are anticipated to provide the following primary benefits:

- An additional 3,200 lf of working track to increase railyard throughput capacity over the Post PIDP Project.
- Reduced truck trips and increased rail traffic, resulting in corresponding reduced traffic on roadways.

FIGURE 49. EXPANDED RAIL YARD IMPROVEMENTS



6.2.3. Reduce Roadway Congestion

Reducing roadway congestion externally aligns with the Port objective of being a partner of the community, and internally provides the Port tenants the ability for efficient cargo movement operations between the truck gates and their respective parcels, and between their parcels and the waterside berths.

The recommendations for rail improvements go a long way to reducing truck trips and the associated external roadway congestion on local roads and the highways. The following recommendations improve the roadway congestion associated with truck movements.

6.2.3.1. Container Terminal Main Gate Improvements (0- to 5-year timeframe)

A component of the PIDP project relocates the existing container terminal truck interchange gate to increase the size of the gate and add technology to increase its truck processing capacity and reduce truck queues entering the terminal. The new gate will:

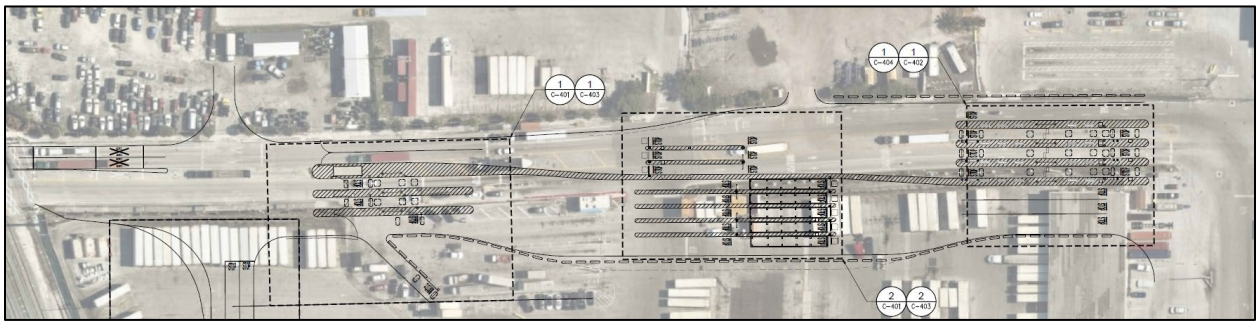
- Increase the number of gate processing lanes.
- Create a two-stage gate process for both entering and exiting traffic, consisting of an upstream data collection stage and a downstream processing stage.
- Provide the ability to move exceptions out of the normal flow of gate traffic to maintain processing velocity.





In addition, the new gate (see Figure 50) will be dedicated to containerized cargo and aligned for more efficient truck circulation.

FIGURE 50. PIDP CONTAINER TERMINAL GATE IMPROVEMENTS



6.2.3.2. Main Non-containerized Cargo Gate Improvements (0- to 5-year timeframe)

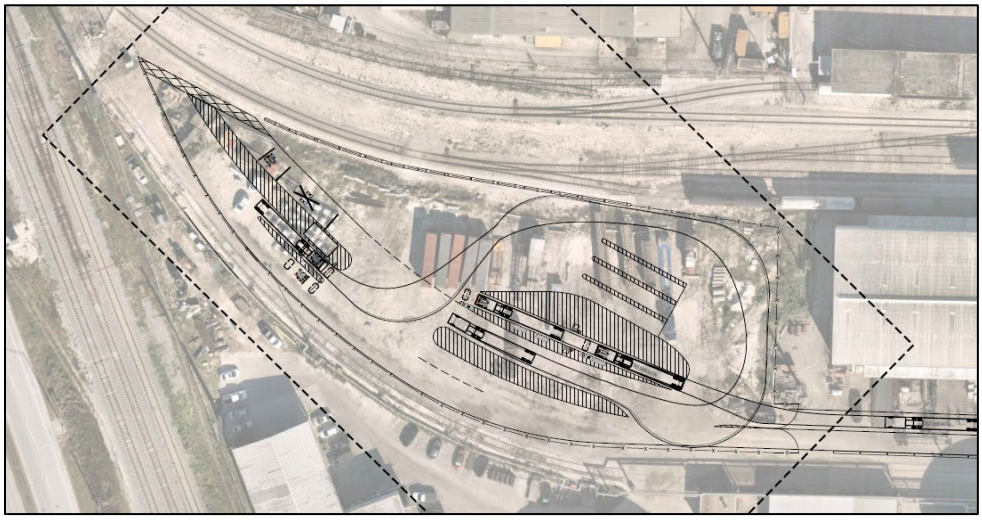
To improve safety and the efficient circulation of noncontainerized cargo trucks, another component to the PIDP project provides a separate roadway to a relocated main security gate to accommodate the remaining vehicles not associated with the container terminal. An intersection just inside the terminal entrance at MLK Jr. Boulevard will provide access to a western bypass road that connects to the internal Port roadways system south of the existing railyard, to serve non-containerized cargo tenants.

The main security gate (see Figure 51) will include the following:

- Increased number of gate processing lanes adjacent to the main security booth.
- Turn-around area and parking area for escort queue.

- RPM portal at the exit gate.

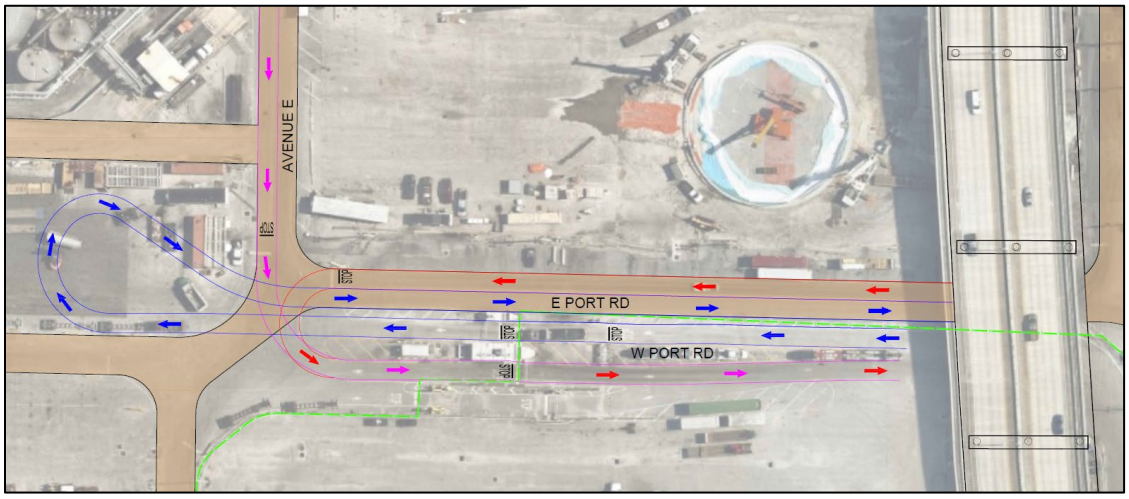
FIGURE 51. PIDP NEW MAIN SECURITY GATE



6.2.3.3. Secondary Gate Improvements (0- to 5-year timeframe)

When the FEC mainline train activity blocks the main gate terminal access, certain noncontainerized cargo tenants will divert traffic to the Port's secondary gate at the end of the Access Road off Broadway. This causes circulation issues and congestion as cargo trucks bound for facilities east of Skypass make a sharp U-turn onto Port Road to travel to the east. The study team recommends a turn-around area (see Figure 52) west of the Secondary gate to allow the U-turn maneuverer and maintain a clear intersection west of the South Gate.

FIGURE 52. SECONDARY GATE TRUCK CIRCULATION PATHS



6.2.3.4. Waterside Port Circulation Improvements (5- to 20-year timeframe)

The limited roadway access for southern noncontainerized cargo tenants to the waterside berths is currently constrained by the one access point at Port Road. The ability for these tenants to have a flexible area east of Skypass for the pre-staging and discharge of active cargo may improve cargo movement efficiency. This short-term cargo storage area will allow them to disconnect their internal cargo movements from the arrival and departure of their vessels and move cargo efficiently outside of peak congestion times on Port Road.

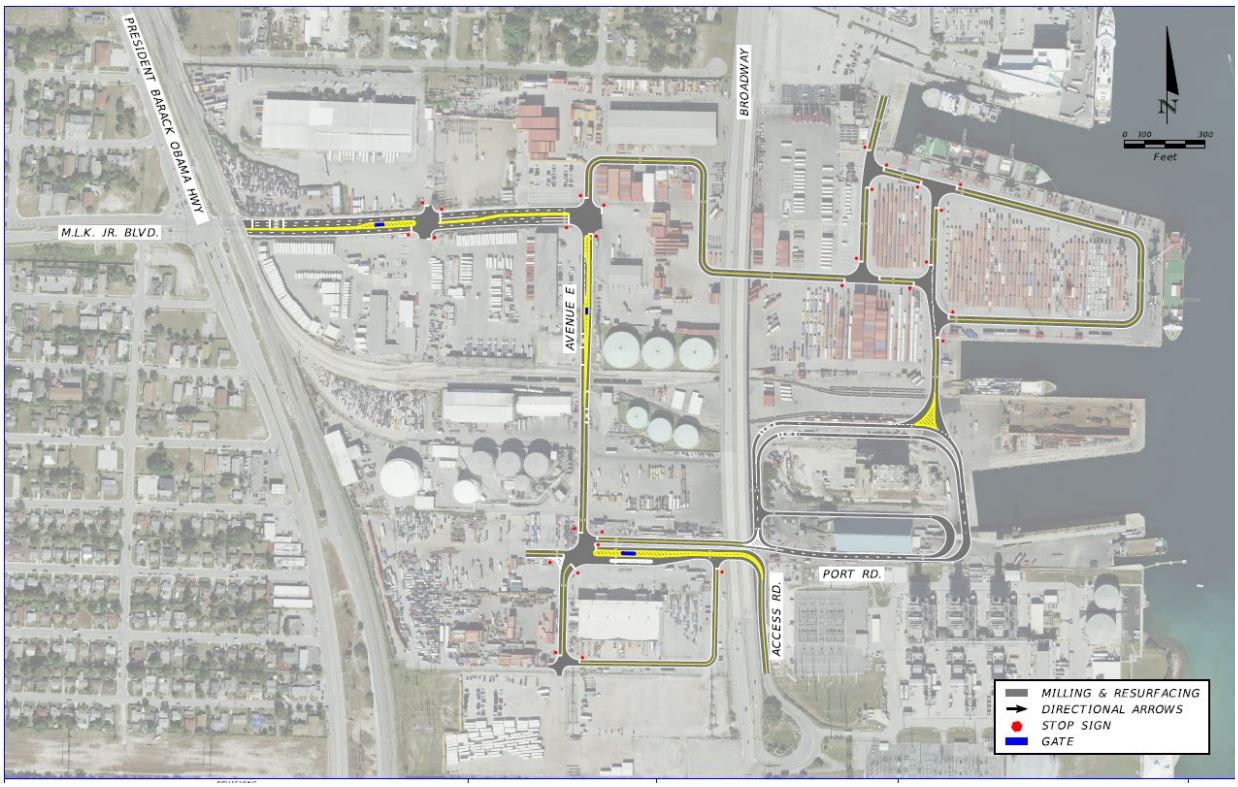
It is recommended that, as opportunities arise, the Port evaluate tenant lease parcel reductions on or relocations from areas on the pier between Slips 2 and 3, adjacent parcels to the west, and west of Berth 17 along the southern boundary.

6.2.3.5. Port Roadway Improvements

6.2.3.5.1. Initial Port Roadway Improvements (0- to 5-year timeframe)

To accommodate the planned rail expansion elements of the PIDP, and based on a combination of track reconfiguration with aging pavement markings, it is recommended to perform initial roadway improvements to maintain a safer and efficient daily operation (see Figure 53). As part of the initial improvements, the existing pavement will be milled and resurfaced in select areas. The proposed pavement markings should include 15-foot-wide lanes wherever possible. The initial improvements also recommend new stop signs at all intersections and a trimming of foliage at various corners to improve visibility and effectiveness of signage.

FIGURE 53. INITIAL INTERNAL PORT ROAD IMPROVEMENTS



The recommended improvements include the implementation of a one-direction loop to help alleviate congestion and mitigate accidents related to wrong-way driving. This one-way directional loop will provide a smoother circulation that will help connect major sections of the Port. All other sections of the Port will maintain a two-way circulation.

6.2.3.5.2. Interim Port Roadway Improvements (5- to 10-year timeframe)

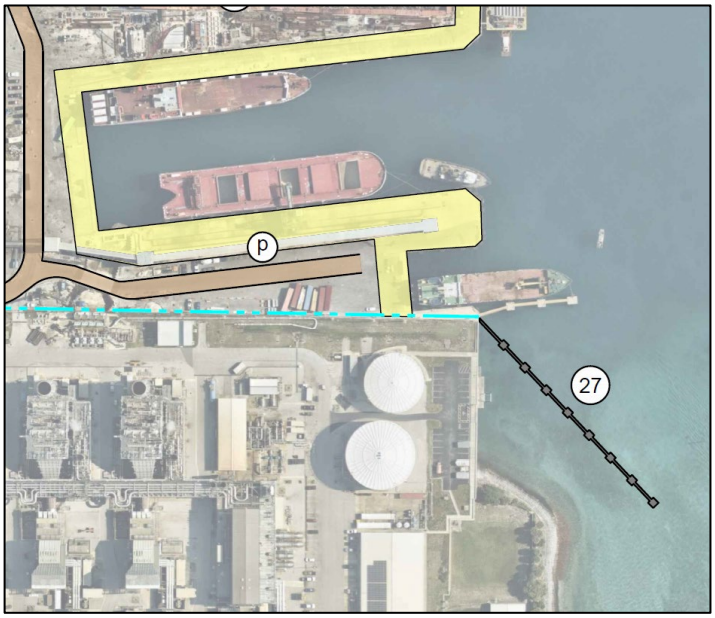
In conjunction with the interim master plan improvements, updated signage and pavement markings will be required at new crossing locations to maintain safety and efficient operations for both rail and road traffic. The Port will also need to update their onsite rail operation plan to ensure that train strings are “broken” at each roadway crossing to maintain vehicular access and thoroughfare onsite. Additionally, specialized reinforced pavement sections (and associated signage/markings) may need to be installed at the proposed train loading areas accessed by reach stackers. Implementation of such will help ensure appropriate

sections of pavement are loaded according to their design limitations, thus avoiding premature infrastructure repairs and continued maintenance.

6.2.4. Improve Berth Utilization

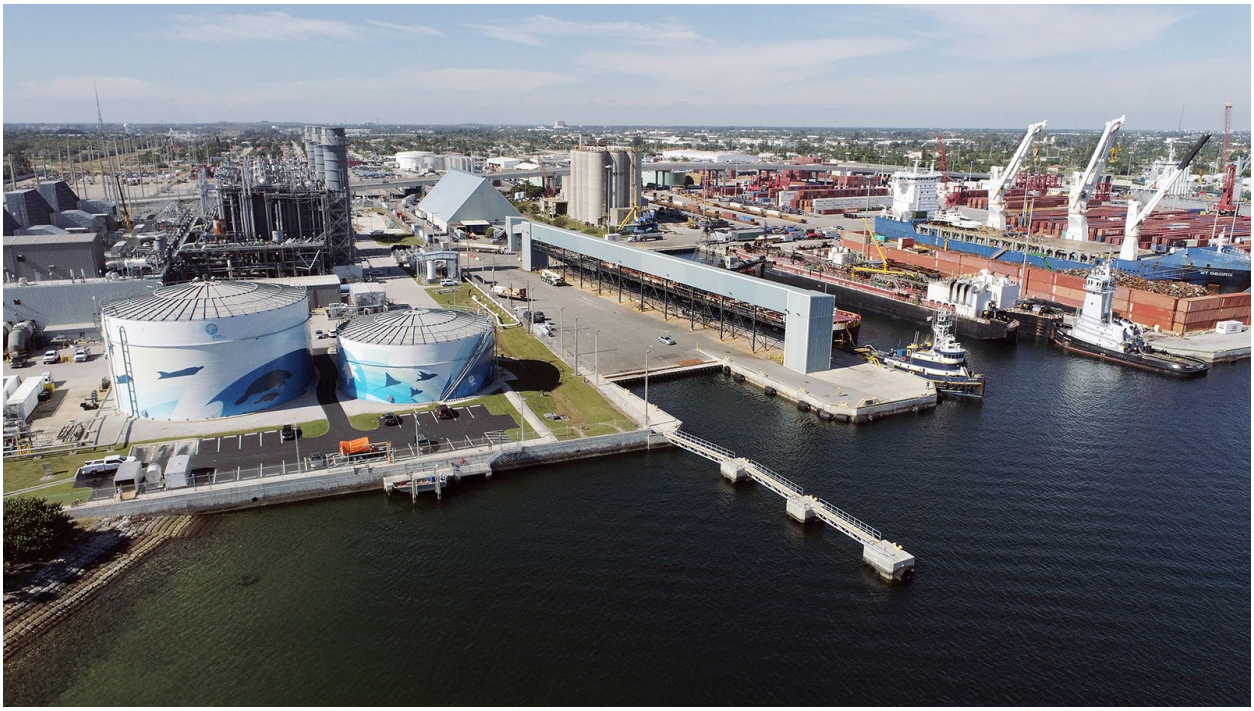
As discussed in 3.5.1, berth occupancy may become a challenge to accommodate Port cargo growth. Recommendations are provided to increase the utilization of existing berths and increase berth capability.

6.2.4.1. Berth 18 (5- to 10- Year Timeframe)



The need for Berth 18 is closely tied to the future Berth 14 occupancy, because of the increase in cement imports. With Ozinga coming on line, Cemex increasing throughput, and anticipated regional growth, the current dry bulk cement could triple in the short term. This will result in unsustainable occupancy levels at Berth 14. To increase berth availability, it is recommended to construct a 400-foot-long mooring dolphin and catwalk structure offshore of FPL (see Keynote 27 Figure 54). The berth northeast of the structure can be used as a lay berth, with the future opportunity to attach conveyor or pipeline system infrastructure for dry or liquid bulk loading and unloading. The lay berth reduces the time for the arriving vessels to wait for the departing vessels to clear the channel, and in the future may provide additional liquid bulk berthing. Environmental impact studies and permitting may be required along with possible mitigation for impacts to, or relocation of, the Intercoastal Waterway.

FIGURE 54. BERTH 18



6.2.4.2. Slip 2 Widening (5- to 10-year timeframe)

As discussed in 3.5.2, the current limiting width of Slip 2 is a constraint for increased berth occupancy in the slip; for instance, when vessels are at Berths 11 and 12, large vessels are not able to utilize Berths 8 and 9 at the container terminal. The primary container terminal Berths 5/6, and 7 are already at or near unsustainable berth occupancy levels. The other available option for berthing container vessels is at Berths 8 and 9, but this option is only feasible if the slip is widened to accommodate simultaneous large vessels alongside the north and south sides of the slip. Traffic circulation studies on the pier between Slip 2 and 3 indicate that the pier width cannot be decreased. The recommendation is to widen Slip 2 by 60 feet to the north and replace the ro-ro ramp at the west end of the slip. The widening of Slip 2 will have the benefit of allowing larger ships to simultaneously call at Berths 8/9 and 11/12 and will result in an increase in berth availability to accommodate increased berth demands. It will also add 24/7 availability of an additional 760 feet of big ship capability to Berths 8 and 9 for containerized cargo vessels. The challenges of this recommendation include the removal of 1.1 acres of waterside net CY from the container terminal, reduction of Berth 7 to 404 feet long, and the berth downtime during the widening project. The project may result in an adaptation to the container terminal's current berthing plans as the smaller vessels are shifted to Berth 7.

6.2.5. Accommodate Diverse Cargo Growth and Capture

A balanced portfolio for the Port cargo types, tenants, and parcel leases will reduce revenue variation risk as the Port throughput volumes expand and contract because of outside influences on the various cargo types. The improvements listed above for containerized cargo growth accommodation will position the north half of the Port for the future. The following recommendations provide specific and general guidelines for positioning the south half of the Port to accommodate non-containerized cargo.

6.2.5.1. General Cargo Warehouse Relocation

A general cargo facility is currently housed in Buildings 11 and 12, which are at the end of their functional life. The recommendation is to relocate the facility to a new 60,000 sf building to the southern port boundary adjacent to the FPL easement. The building should provide the following.

- Cargo stripping and stuffing area
- Office and maintenance area
- Sixty-foot-long truck access to a loading dock
- Equipment ramps at both ends of the building
- Six-boxcar-long rail spur against a loading dock on the opposite side of the truck access.
- Adjacent outside covered storage area

6.2.5.2. General Cargo Break Bulk/Heavy Lift Outside Storage Relocation

A general cargo facility office space and truck bays are currently located in the South Gate Facility building with their outside storage located along the Port's western boundary. As opportunities arise, it is recommended that the outside storage area be relocated to the south of the South Gate Facility Building to provide for more continuous storage areas to the west, and to maintain the access to the FEC mainline for future rail spur connections for the south tenants.

6.2.5.3. Southern Rail Access Recommendations

As future opportunities arise, the study team recommends locating hard infrastructure in order to maintain access to the FEC mainline for future rail spur connections from the north, and from the south for the south tenants.

6.2.6. Port Infrastructure Improvements

The maintenance, repair, and replacement of aging Port infrastructure to a functional condition is a key requirement to support cargo movement across Port assets. The improvement projects should build in resiliency with strategies to reduce impacts of events, hardening of infrastructure to reduce vulnerability, while bolstering aging assets to function effectively. Based on the site condition assessment presented in Section 4.3, the following recommendations are provided to maintain select aging infrastructure.

6.2.6.1. Lighting and Power

- Retrofit all high- and low-mast poles with LED fixtures. Provide additional lighting as needed in dark areas with priority from the east to the west.
- Replace the overhead lines north of CEMEX with underground power cables.
- Replace the overhead lines located within the footprint of the PIDP project with underground power cabled and extend power services to all new PIDP buildings.

6.2.6.2. Stormwater Drainage

- Develop and implement stormwater maintenance program.
- Install inner ring seals to the damaged joints of the 66-inch RCP under the main port entrance road.
- Install storm drainage to all screening areas of the port.
- Replace the drainage system under the new intermodal loading tracks.
- Install new drainage system to west Middle Road and RR tracks.
- Survey the catch basins and storm sewers within the PIDP limits.

6.2.6.3. Water and Fire Protection

- Replace or recondition the bad valves of the water mains Port wide.
- Survey the locations of water and fire valves, especially those located within the PIDP areas.

- Abandon or replace the existing water mainline along Avenue E between Port Road and Middle Road.
- Replace and/or repair failing water system within Tropical Main Marginal

6.2.6.4. Slips And Berths

- Repair immediately the RC pile cap between Berths 7 and 8 that have been damaged by ship impacts.
- Install cathodic protection system on sea walls port wide.
- Replace the asphalt pavement of Tropical Main Marginal with RCC.
- The edges of the SOG deck of Berth 14 are damaged because of the crawler crane traveling directly on the SOG. The study team recommends installing wooden or rubber cushions under the crane tracks to prevent further deterioration until a permanent repair is made.

6.2.6.5. Paving and Drainage

- Construct paving and drainage system on Mullins Property with new entrance to Merchants Warehouse (PIDP)
- Repair the damaged pavement around all settled manholes.
- Mill and repave Tropical Main Marginal along Berths 8 and 9.
- Repave Slip 3 pavement area.
- Install storm drainage and pavement to unpaved areas port wide.

6.2.6.6. GIS System Development (0- to 5-years)

To assist the POPB with the status and maintenance of numerous assets including maritime, utilities, and security, a Geographic Information System (GIS) is recommended to provide a location-based solution that will allow the Port to map specific assets on the system to be accessible to its staff and stakeholders. The system will consolidate asset information that is currently held in various business systems and in hard copy paper format to make it more accessible. Specific information such as assets size, age, material, condition, last maintained date, maintenance performed, link to as-built documents and other important data. A GIS solution would benefit the Port by providing improved access to information to better support operations, security, and asset management.

6.2.7. Expand the Port's Reach

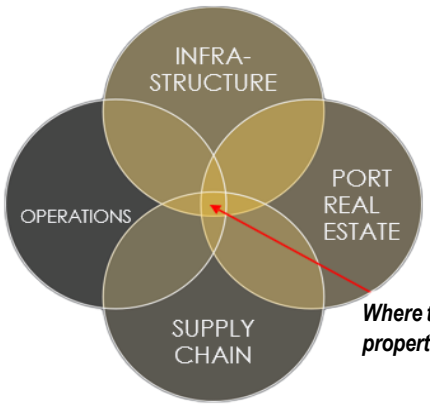
Once the Port expands to the north up to 11th Street, further expansion of the Port boundary will be challenging. Therefore, the Port's acreage to support cargo throughput will approach a finite size. The Port will have to act strategically to accommodate growth by evaluating off-site properties and facilities to support cargo growth, including the following recommendations.

- Evaluate off-site properties as potential cargo movement facilities to include:
  - Offsite relocation of current on-site tenant ancillary support facilities.
  - Warehouse and Chiller buildings.
  - Storage of long-dwell cargo and equipment.
- Partner with FEC to continue to increase the quantity of truck trips transitioned to rail to reduce road congestion and associated emissions, and open additional opportunities for increased cargo flow on FEC mainlines.
- Be a key driver of an inland logistics center and, in conjunction with other South Florida ports and regional stakeholders, support further studies and evaluation.

6.2.7.1. Port Asset Management Plan (0- to 5- years)

As a landlord port, property is a port's largest and most strategic asset and it therefore faces property challenges that need to be addressed to accommodate cargo and cruise activity growth. Successfully meeting these challenges will result in numerous opportunities, many of which are critical to the Port's long-term viability. The Port should develop and implement a port asset-management plan as a tool to meet these challenges.

Understanding the economic utility dynamics of port property lies within the intersection of infrastructure operations, port real estate, and the supply chain, and that intersection is where value is created.



Where the "economic utility" of port properties lie, value is created.

On the heels of the new master plan, the Port will be developing comprehensive solutions to ensure reaching the next level of growth for the near, medium, and long terms.

Optimal economic utility of Port land ensures that the Port of Palm Beach will:

- Keep up with client cargo capacity and velocity growth needs in the future.
- Develop the highest number of competitive advantages resulting from the most strategic use of the Port's property portfolio.
- Maintain maximum revenue generation to support critical Port infrastructure.
- Provide on-going optimal enhancement of the port's value.

The Port's largest asset is its property; getting the most out of that property is achieved through a comprehensive and strategic Port property asset management plan to provide a basis for the following:

Leasing through

- Preparation of baseline value assessments
- Lease structuring
- Developing lease strategies

Asset development phasing opportunities to define

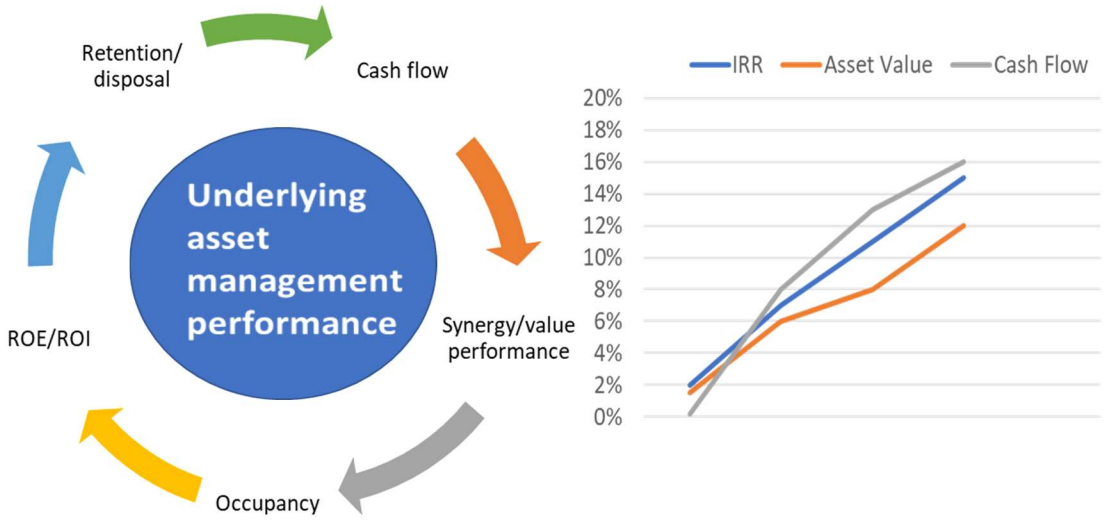
- Interim land banking
- Joint ventures
- Financing

Tying in with the cargo growth impacts for

- Rail
- Port
- Road

Identifying KPI thresholds that include

- Meeting client needs
- Financial performance: revenues, asset appreciation, cost control
- Infrastructure recapture



The Strategic Port Property Asset Management Plan will provide a roadmap for managing the Port's property portfolio through the following.

- Lease administration
- Asset aggregation
- Real return of and on asset values
- Recapture of infrastructure
- Ongoing 'Highest and Best Use' recalibration of properties
- Developing meaningful financial thresholds and hurdle rates
- Producing competitive advantages to retain and attract clients
- Port real estate expansion strategies
- Overarching the port's core business

6.2.8. Partner with the Community

Port accepts its role as a leading anchor in the community, as an integral part of the urban fabric, as a key player in community investment and revitalization, and as an economic engine to spur development and bring lasting social benefit. The Port of Palm Beach is committed to fostering a strong partnership with the Port and its neighboring communities. For decades now, the Port has supported and uplifted our communities through donation drives, job fairs, port tours and its summer internship program. We believe by collaborating on projects, initiatives, and events, we can continue to create positive change in and around the Port. To that end, the Port partners with the surrounding communities to consider those communities and make them a priority.

The Port will continue to support the local communities through numerous community projects including:

- Summer Internship Program
- Annual Holiday Toy Drive
- Beach clean-ups
- Participating in educational and hiring events
- Attending municipal parades
- COVID-19 food drive and PPE distribution
- Donating School Supplies
- Easter basket fundraiser
- Proud sponsor of the City of Riviera Beach Oceans Day celebration

The Port will continue to make the Port more visible to citizens through its Tenant Spotlight video stories, which highlight Port businesses. These videos have highlighted the following:

- The primary use of liquid asphalt shipped and stored at the Port.
- How locally grown and milled raw sugar moves through the Port and where it is refined into table sugar.
- Why a large part of the equestrian community in Palm Beach County depends on supplies imported through the Port.
- How a local third generation stevedore company supports people living in the Caribbean.

In addition, during Fiscal Year 2022, the Port of Palm Beach Board of Commissioners supported 20 nonprofit organizations through the Commissioners Community Outreach Program. This program assists Commissioners in disseminating Port information to and with the general local public, local organizations and groups in an effort to publicize the Port within our community and Port District.

The Port publishes a monthly e-newsletter every month. The newsletter provides useful updates about current projects, port activity, staff achievements, community outreach projects and other interesting port news articles.

For more than three decades now, the Port has provided Port tours to the public, organizations, business members and school groups across Palm Beach County. A few groups that have visited the Port in the past are Leadership Palm Beach County, the Palm Beach County Legislative Delegation and students in the Palm Beach Gardens High School International Business class.

The Port will continue to support the leasing of the President John F Kennedy bunker and the old United States Coast Guard station and boathouse on Peanut Island to Palm Beach County in an effort to increase recreational, historical and cultural opportunities for citizens and visitors.

The Port will continue to support the Palm Beach County School District to explore ways we can provide our youth job opportunity education. The Palm Beach County Schools Chief of Staff Jay Boggess presented at our quarterly Tenant Coffee meeting to begin conversations with the businesses operating at the Port.

The Port will continue to support the City of Riviera Beach Police Department, Palm Beach County Sheriffs, and local and regional first response agencies similar to the past activities summarized below:

In the past 13 years, the Port has awarded the City of Riviera Beach Police Department more than $750,000 to help the department fund the following. The funding was part of several FEMA Port Security Grants awarded to the Port.

- Gunfire detection system called “Shot Spotter”
- Police equipment including ballistic vests
- Command Bridge Monitoring System
- License Plate Readers
- Mass Notification System

The Port supports local and regional first response agencies by providing them with the opportunity to conduct full-scale security exercises on Port property.

Over the past 15 years, the Palm Beach County Sheriff’s Office has received more than $2M from the Port to help fund security projects such as, that were supported through federal grant funding awards:

- Firearm supplies for training exercises
- Safe boat repairs
- Dive team gear and equipment
- Vessel radar
- Command Bridge Monitoring System
- Tactical Boating training course
- Two 35 ft. Contender dive boats
- Remote control vehicle
- Waterborne mobile command post vessel

The Port will incorporate landscaping improvements in projects that touch the Port perimeter and provide a "Storefront" appearance to improvements along the Port's 11th Street boundary, to allow the Port to blend in with the urban fabric of the community.

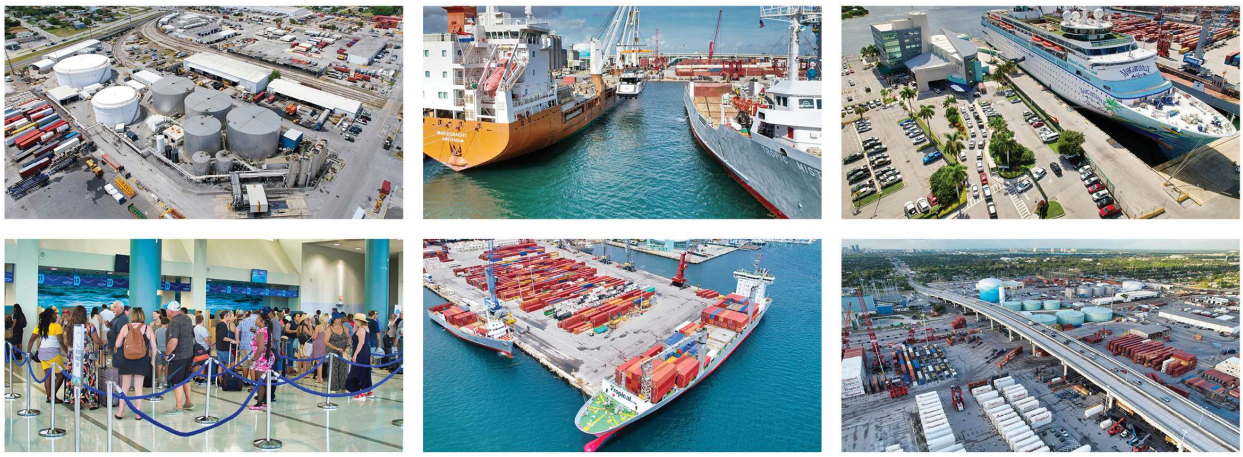


7

Strategic Master Plan

7. Strategic Master Plan

Master plans were developed to graphically depict the key recommended projects (see Section 6.2) located within the Port boundary for the initial plan that represents a 0- to 5-year implementation and the interim plan that represents a 5-to-10-year implementation. Projects anticipated for implementation beyond the 10-year horizon are listed in tabular form. The Strategic Master Plan serves as a vision to POPB, and recommended projects will require further planning, environmental, economic and cost feasibility studies. Cost/benefit and ROI analysis will be incorporated into future project feasibility and/or Project Development & Engineering (PD&E) studies.



The plans show the Port's secure boundary (blue-dashed line) and the port-restricted boundary (green-dashed line) that requires verification of a TWIC card to gain access. The wharf working area is shown in yellow, the on-dock intermodal rail yard working and storage track is shown as blue, and internal Port roadways are shown in tan. The overall Port area limits are shown in grey where not occupied by a long-term lease. It should be noted that some of the grey area is occupied by short-term leases. Other grey areas are available for lease or are used for POV parking, cargo staging near the wharfs, or equipment circulation outside of Port roads. The leased cargo areas are indicated as follows.

- **Containerized Cargo:** Light Blue
- **Dry Bulk Cargo:** Purple
- **Liquid Bulk Cargo:** Light Orange
- **Recyclable Metals:** Light Red
- **Cruise and Luxury:** Pink
- **General cargo to include break bulk, neo-bulk, ro-ro, heavy lift, and project cargo, and warehouses:** Light Green

7.1. Initial Master Plan

The initial Master Plan is presented in Figure 55 and highlights the improvement projects anticipated to be implemented over the next five years. The initial projects include the following.

- PIDP Project to implement:
  - New intermodal transfer facility working track east of Skypass.
  - New truck interchange gate for container terminal west of the Main Port entrance at MLK Boulevard.

  - Internal Port road improvements including the western bypass road and relocated main security gate along the Port's western boundary.
- Secondary Gate improvements
  - Truck U-turn area just west of the South Gate
- New rail spur off the south side of the on-dock rail yard to Ozinga lease area
- Initial port roadway improvements
- Port aging infrastructure improvements
- GIS System development
- Port Asset Management Plan

7.2. Interim Master Plan

The interim Master Plan is presented in Figure 56 and highlights the improvement projects anticipated to be implemented between 5 to 10 years. The interim projects include the following:

- Expanding Port northern boundary up to 11th Street and redeveloping for containerized cargo operations.
- Building a new cruise and Port administration parking structure.
- Improving the Port's rail connection.
  - Provide southern tenant rail spurs as needed.
  - New rail yard storage tracks
  - Improve container yard access to rail track.
- Improving waterside Port circulation south of the railyard working track.
- Making interim Port roadway improvements.
- Improving berth utilization.
  - Constructing Berth 18 adjacent to Florida Power and Light
  - Widening Slip 2
- Accommodating diverse cargo growth and capture.
  - Relocating general cargo warehouse west of South Gate Facility Building
  - Relocating general cargo outside storage south of South Gate Facility Building
- Improving the Port's aging infrastructure.

7.3. Long Term Improvement Projects

Improvement projects anticipated to be initiated beyond the next 10 years include the following:

- Improve the Port's rail connection by expanding the on-dock rail yard working track to the west of Skypass.

FIGURE 55. INITIAL MASTER PLAN

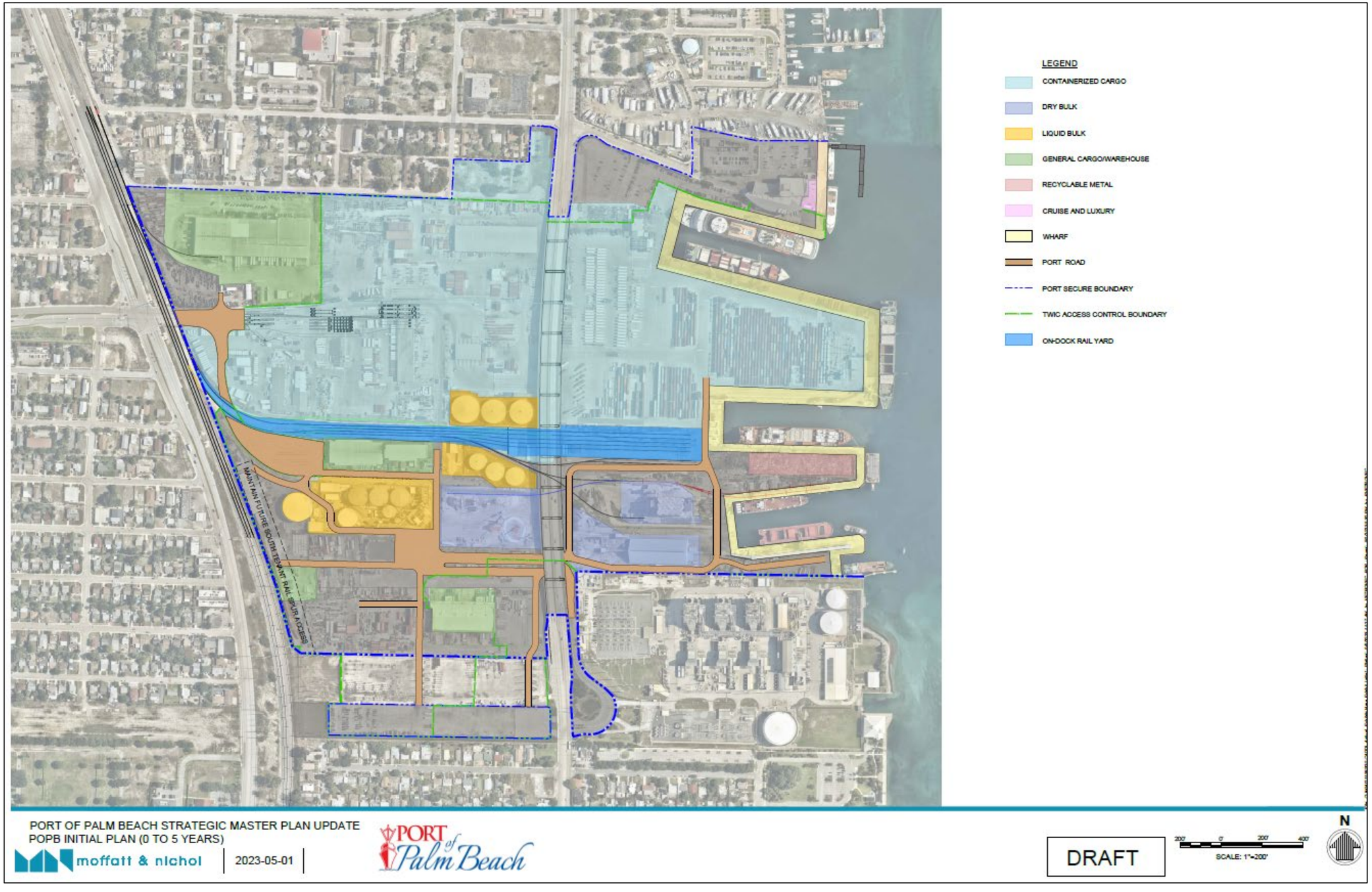
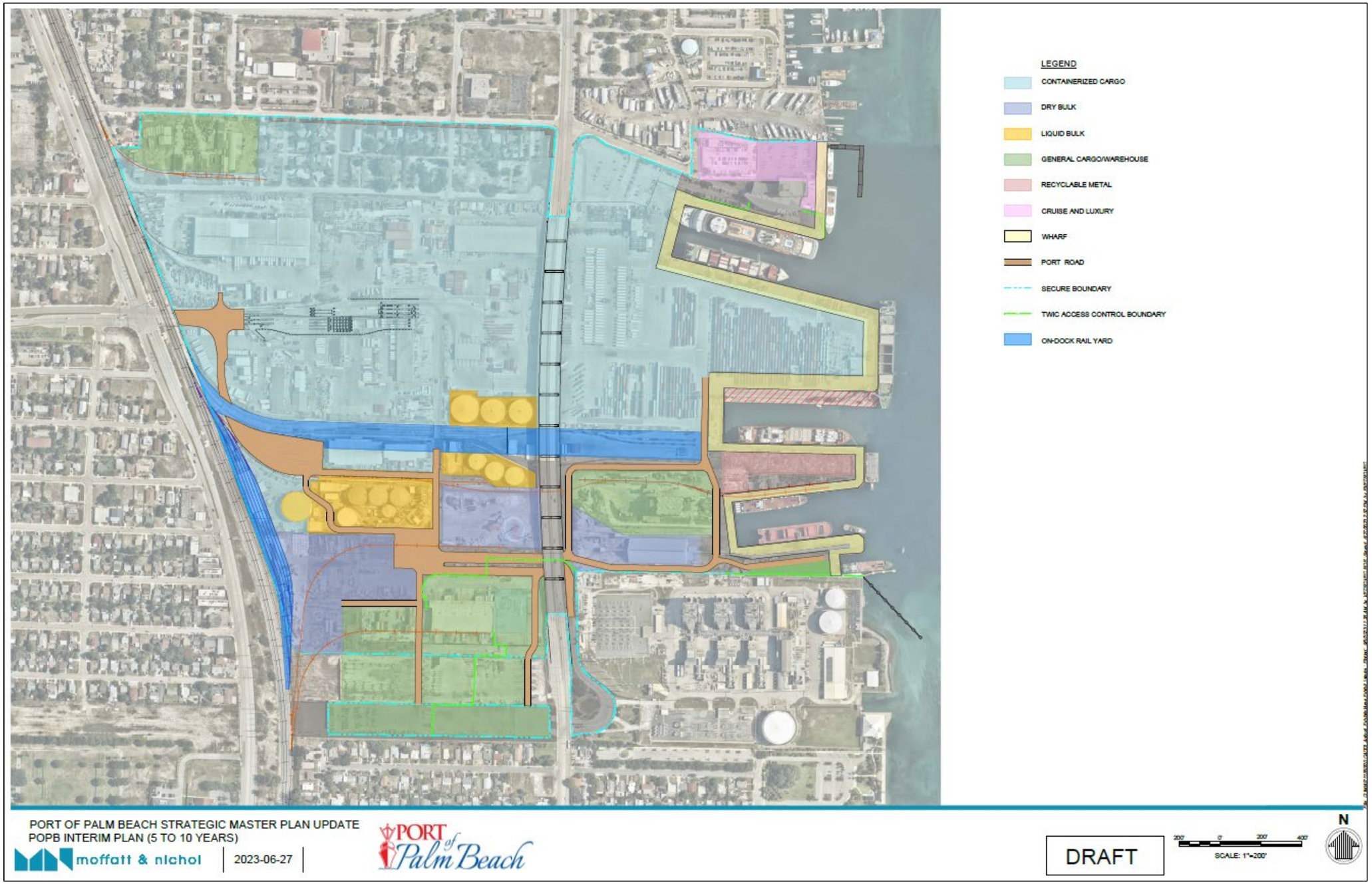


FIGURE 56. INTERIM MASTER PLAN





8

Projects and Timeline

8. Projects and Timeline

The projects that implement the recommendations presented in Section 6.2 and shown in the Master Plan Initial and Interim layouts are presented below, along with an anticipated timeline of implementation and budgetary costs. Previous projects that have been implemented or are underway are also provided for reference. Grant funding opportunities that match the recommended improvements are described.

8.1. Previously Undertaken Set of Projects

8.1.1. POPB

- The Port spent $12 million to build Berth 17 on the south end of Port. This new berth is for smaller ships (under 350 feet in length overall) to berth in a separate area of Port. It serves to significantly reduce berth congestion issues in middle section of Port; i.e., Slip 2, and allows vessels carrying containerized and roll on/roll off cargoes.
- As part of a FDOT JPA/PTGA, the Port spent $4 million for the redevelopment of 3.5 acres of Port property by demolishing an existing obsolete office building (Marine Operations Building) and adjacent parking lot. The land was redeveloped as a refrigerated container laydown area. Heavy duty cargo container rated pavement was installed. Electrical and storm water drainage systems were upgraded, along with the sanitary sewer and potable water systems. Both high mast and low mast lighting were installed. Improvements were made to the fire protection systems. Security improvements consist of fencing, cameras and associated equipment and access control systems. Included in this project costs were engineering, design and permitting.
- The Port spent $1.8 million to replace worn out and obsolete 90 lb. track and wooden ties with 136-pound rail on concrete ties and to replace three switches to provide more efficient and safer rail access from and to the FEC mainline into and from the Port.
- FDOT has sponsored two major feasibility and planning studies at a cost of over $124,000 to fully plan the PIDP project—developing alternative layouts, maximizing operational efficiencies, identifying any environmental issues and evaluating impacts to the region's economy and surface transportation network.
- As part of a FDOT JPA/PTGA in 2020, the Port spent $530,000 for the Refrigerated Line Expansion Project to design, permit, and construct the new refrigerated container plug line. This includes a new electrical transformer, electrical gear box, underground wiring, catwalks and 60 plugs and cords.
- As part of a FDOT Public Transportation Grant in 2021, the Port spent $105,000 for the procurement of a security system software package that will allow for integration of new and existing perimeter intrusion detection equipment as well as access control system and an existing closed-circuit television system. The system is to assist security personal and law enforcement in maintaining situational awareness on and around the Port's premises.
- As part of a FDOT Public Transportation Grant in 2021, the Port spent $937,000 to rehabilitate and strengthen the overall bulkhead structure as well as modernize the facility with new utility infrastructure. The secondary activities are to construct the remaining work required to bring the berth back to full service.

8.2. Projects Currently Underway

8.2.1. POPB

PIPD Grant Project is to include the following components:

- New on-dock intermodal container transfer facility.
- New containerized cargo truck interchange in-gate and out-gate.
- Internal port roadway improvements and main security gate relocation.

As part of a FDOT Public Transportation Grant in 2021, the Port is spending $750,000 for improving a 5.4-acre Annexed Property to bring it up to code. Improvements may include new landscaping and irrigation to the entrance of the site, perimeter, and west end, new water mains and fire hydrants, and new site and security lighting.

8.3. Master Plan Projects Timeline

Implementation of key Master Plan projects described in Section 6, budgetary costs and the associated timing are presented in Figure 57. The figure is separated into upper and lower sections that address Master Plan improvement projects cargo throughput growth and movement efficiency, and existing aging infrastructure improvement projects, respectively. The improvement projects are arranged by earliest to latest and grouped and colored for similar project disciplines.

8.4. Grant Funding

The following grant funding may be an opportunity for the Port improvement projects identified in the Master Plan.

8.4.1. Port Infrastructure Development Program (PIDP)

The PIDP is a discretionary grant program administered by the Maritime Administration. Funds for the PIDP are awarded on a competitive basis to projects that improve the safety, efficiency, or reliability of the movement of goods into, out of, around, or within a port.

Port Infrastructure Development Program ($2.25B, expanded)—the Bipartisan Infrastructure Law (BIL) will increase investment in America's coastal ports and inland waterways, helping to improve the supply chain and enhancing the resilience of our shipping industry. BIL overall doubles the level of investment in port infrastructure and waterways, helping strengthen our supply chain and reduce pollution.

PIDP grants support efforts by ports and industry stakeholders to improve port and related freight infrastructure to meet the nation's freight transportation needs and ensure our port infrastructure can meet anticipated growth in freight volumes. The PIDP provides funding to ports in both urban and rural areas for planning and capital projects. It also includes a statutory set-aside for small ports to continue to improve and expand their capacity to move freight reliably and efficiently and support local and regional economies.

8.4.2. Bipartisan Infrastructure Law (BIL)

In FY2023, the BIL appropriated $450 million to the PIDP. An additional $212,203,512 was made available to the program under the FY2023 Consolidated Appropriations Act, resulting in a total of $662,203,512 in FY 2023 PIDP grant funding.

It is anticipated that a similar level of funding will also be appropriated for the FY 2024 cycle and the Port will have time before the end of February 2024 deadline to put together a compelling grant application to address priority aging infrastructure improvements.

Florida will also be eligible under BIL to compete for $10 billion for rail improvement and safety grants and $5.5 billion for grade crossing safety improvements.

8.4.3. Infrastructure Investment and Jobs Act (IIJA)

The IIJA is a reauthorization of the FAST Act and provides $973 billion in funding over five years from FFY 2022 through FFY 2026, including $550 billion for new investments for all modes of transportation, water, power and energy, environmental remediation, public lands, broadband, and resiliency.

The $17.1 billion for ports will go through the U.S. Army Corps of Engineers, and 68 percent of it—more than $11.5 billion—will be focused on new construction. That money appears set to literally reshape ports

in the years ahead with projects on the docket such as dredging to allow bigger ships to enter or allow more ships to dock at once.

Billions more will go towards operations and maintenance over the coming decade. Hundreds of millions more is also set aside for things like projects along the Mississippi River, flood control, and a water infrastructure loan program.

To qualify, the Port of Palm Beach will need to show a specific need and model a project to meet the criteria. In addition to any on-going infrastructure repairs, renewals, or additions this project (or projects) should include new construction such as the extension/renewal of existing berths, a new parking structure or other warehousing requirements/development adjacent to 11th Street, etc.

8.4.4. Federal Highways Administration (FHWA)

The FHWA is currently accepting applications to result in the award of new grants, under the "Reduction of Truck Emissions at Port Facilities Grant Program (RTEPF)." This NOFO will result in the distribution of up to $160 million, which represents the combined amounts authorized for this program for fiscal years 2022 and 2023. The actual amount available to be awarded under this notice will be subject to the availability of funds. The assistance listing number for this funding opportunity is 20.205, Highway Planning and Construction.

The RTEPF Grant Program is a new discretionary grants program aimed at funding projects that reduce port-related emissions from idling trucks, including the advancement of port electrification and improvements in port operations efficiency.

Eligible project locations for deployment projects using RTEPF Grant Program funds include areas within or adjacent to ports and intermodal port transfer facilities. Testing and evaluation projects can be conducted anywhere but must be focused on reducing truck emissions within or adjacent to ports and/or intermodal port transfer facilities. Intermodal port transfer facilities are facilities that handle the transfer of freight shipments between two or more modes of transportation. The goods are transported via shipping containers, truck trailers, or as bulk cargo, and are transferred between marine vessels and trucks, marine vessels and rail cars, or rail cars and trucks.

This current round of grant applications has been extended to the end of July 2023 so would require immediate attention if the Port wishes to pursue these monies. It could be jointly applied for with Tropical based on the new PIPD Rail Project.

8.4.5. Florida Seaport Transportation and Economic Development (FSTED) Program

While Florida's ports are independently governed and operated, in 1990, the Legislature created Chapter 311, F.S. This law authorized the FSTED Program, which established a collaborative relationship between FDOT and the seaports and codified an annual seaport grant program.

The FSTED Program is managed by the Florida Seaport Transportation and Economic Development Council, which consists of the fifteen deep water port directors, the Executive Director of DEO, and the Secretary of FDOT. The FSTED Council annually solicits and approves project applications submitted by each of the individual seaports. The list of FSTED recommended projects is reviewed by DEO, FDOT, and FSTED staff to ensure that each project is consistent with state statutes, as well as master, comprehensive, economic development and transportation plans and programs.

This program provides $25 million dollars annually in grants—in addition to the $35 million allocated by FDOT annually to support bonded state revenues—for a total of $60 million dollars in combined annual state support for the seaports. State funding is matched by the local port, usually on a 50/50 basis.

Because of its strong ties to FDOT, this source could be viewed as creating an Inland Port capability for the Port of Palm Beach and encouraging an integrated transportation program that ensures good and enhanced connections to existing transportation corridors.



Port of Palm Beach Capital Improvement Program																							
2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034 - 2037				2038 - 2043									
New Acquired Property Development (Clearing, Grading, Pavement, and Utilities) (**$15,000,000**)																							
				Cruise and Port Administration Parking Structure (**$52,000,000**)																			
PIDP Rail Yard Improvements (**$11,000,000**)																							
PIDP Main Gate Improvements (**$8,000,000**)																							
PIDP Internal Roadway Improvements (**$6,000,000**)																							
Secondary Gate Circulation Improvements (**$200,000**)																							
				General Cargo Warehouse Relocation (**$18,000,000**)																			
				New Rail Yard Storage Tracks (**$10,000,000**)																			
														Rail Yard Working Track Expansion (**$6,000,000**)									
				Berth 18 (**$12,000,000**)																			
				Slip 2 Widening (**$24,000,000**)																			
Perform Site Survey to get up-to-date Site Plan (**$50,000**)																							
Cross reference utilities plan & site survey with field GIS survey (**$25,000**)																							
Add additional lighting East to West (**$450,000**)																							
Relocate High-mast #26 to the East (**$120,000**)																							
Replace or recondition bad valves of the water mains port wide (**$3,300,000**)																							
Survey the catch basins and storm sewers within the PIDP limits (**$50,000**)																							
Install inner ring seals to the damaged 66" RCP under the main port entrance road (**$500,000**)																							
Cathodic protection installation on sea walls port wide (**$2,000,000**)																							
Mill and Repave Tropical Main Marginal along Berths #8 & #9 (**$1,100,000**)																							
Repair the damaged pavement around all settled manholes (**$500,000**)																							
	Repair of the RC pile cap between Berths #7 & #8 (**$250,000**)																						
Pave and Drain Mullins property (**$350,000**)																							
		Retrofit all High-mast & Low-mast with LED fixtures-mast (18 remaining) (**$50,000**)																					
Abandon or Replace the old watermain along Avenue E between Port Road and Middle Road (**$1,500,000**)																							
Replace and/or Repair failing water system within Tropical Main Marginal (**$1,100,000**)																							
Survey the locations of water and fire valves (**$50,000**)																							
Repair edges of the SOG deck of Berth #14 (**$250,000**)																							
	Replace the overhead lines located within the footprint of PIDP project underground and extend power services to new PID buildings (**$2,500,000**)																						
	Replace the overhead lines north of CEMEX with underground power cables (**$1,500,000**)																						
Mill and Repave Tropical Main Marginal along Berths #8 & #9 (**$1,500,000**)																							
		Install storm drainage to all screening areas of the port (**$5,000,000**)																					
		Replace the asphalt pavement of Tropical Main Marginal with RCC (**$4,500,000**)																					
	Repave Slip 3 pavement area (**$2,000,000**)																						
		Install new drainage system to west middle road and RR tracks (**$1,500,000**)																					
		Install storm drainage and pavement to areas currently without, port wide (**$5,000,000**)																					
All costs are based on 2023 dollars																							

FIGURE 57. KEY MASTER PLAN IMPROVEMENT PROJECTS TIMING AND BUDGETARY COSTS

Appendix A

Requirements and Compliance

Appendix A

1. Requirements and Compliance

1.1.1. Goals, Objectives, and Policies

The POPB has established the following goals, objectives, and policies to guide development and management of port facilities, as required under Chapter 163, Florida Statute. Per the requirements of Chapter 163.3178 for ports located in more than one jurisdiction, these goals, objectives, and policies are adopted in the Palm Beach County Coastal Management Element and, together with the adopted Capital Plan and the Port's Future Improvements Map, form the Port's growth management strategy for the next five-, ten-, and twenty- year (2027, 2032, and 2042) planning periods.

1.1.1.1. Goal 1: Port Expansion and Regional Economic Development

The POPB will provide the region's intermodal link to waterborne commerce through operation, maintenance, and expansion of its deep-water port facilities and continued support of inland intermodal logistics centers, including furtherance of general, container, bulk, ro-ro cargo and passenger services, with the goal of facilitating trade, creating and sustaining jobs, providing economic benefits, supporting key industries, and assisting Port tenants in an atmosphere of respect for adjacent communities and sensitive natural resources.

Objective 1.1: Port Facility Expansion

The Port will maintain and expand its facilities as required to fulfill intermodal transportation needs, including purchase and lease of new properties for the movement of people and goods, storage and manufacturing, facilitation of trade, and the improvement of existing and new properties to maintain and expand cargo and passenger throughput. The Port will remain in compliance with applicable laws, regulations, ordinances, and contractual agreements with neighboring municipalities with regard to any limits on the Port's future expansion.

Policy 1.1.1 Land Acquisition and Leasing Program

The Port will give priority consideration in its land acquisition and leasing program to properties identified in, and consistent with, this Master Plan and found to be reasonable and economically feasible in meeting demonstrated Port needs.

Policy 1.1.2 Facility Use Diversification

The Port will promote diversification in the use of its facilities to assure its economic stability.

Objective 1.2: Prioritization of Water-Dependent Uses

As a deep-water port, the POPB is a water-dependent facility with immediate intermodal access to deep water and to upland modes of transportation. Port uses will be priority uses along the waterfront and will take precedence over other land uses that are not port-related and which have a limited relationship to the water, or which conflict with port uses due to public safety or security issues.

Policy 1.2.1 Water-Dependent Facilities

The Port has established the following land use priorities:

- Port facilities as defined by Section 315.02(6) Florida Statutes,
- Other water-dependent facilities.

Policy 1.2.2 Non-Water-Dependent Facilities

Uses which are not port-related or water-dependent are not priority uses for the waterfront area in the port vicinity.

Objective 1.3: Coordination of Expansion Plans

The Port will achieve its future development program in a manner which minimizes potential adverse impacts to adjacent communities, including the City of Riviera Beach, the City of West Palm Beach, the Town of Palm Beach, Palm Beach Shores, and Palm Beach County.

Policy 1.3.1 Community Outreach

The Port will identify major stakeholders potentially impacted by new proposed projects, including Palm Beach County, the City of Riviera Beach, the City of West Palm Beach, the Town of Palm Beach, Palm Beach Shores, and as appropriate engage these communities in a dialogue about the project, its impacts, and potential project modifications or impact mitigation during the planning stages of the project. The Port will not consider impact mitigation that is not demonstrably related to the project; further, the Port will consider the costs and benefits of any identified mitigation measures in overall project feasibility.

Policy 1.3.2 Sensitivity to Off-Site Environments

The Port will endeavor to implement improvements to landscaping, screening and entrance signage for existing Port perimeter areas, subject to available funding sources. As the Port considers new development and redevelopment of facilities, it will ensure that buildings are located to reflect off-site relationships, properly designed site improvements are installed, and aesthetic compatibility with surrounding properties is considered. A high priority will be given to protecting the living environment of residential neighborhoods abutting Port properties. In the City of Riviera Beach, screening and landscaping will be given the highest priority along the President Barack Obama Highway corridor.

Policy 1.3.3 Support of City of Riviera Beach's Community Redevelopment Area Initiatives

The Port recognizes the Community Redevelopment Area (CRA) in the City of Riviera Beach, which includes the portions of the Port located within the City. The Port will strive to support CRA planning efforts, strategies and development that are consistent with the operation of a thriving Port integrated with a vibrant neighborhood and business district. Coordination will be achieved through regular dialogue with the City of Riviera Beach and the CRA.

Policy 1.3.4 Exchange of Master Plan Information with Adjacent Municipalities

Through the Master Plan and amendments, the Port will provide relevant Master Plan sections to adjacent municipalities and coordinate with these municipalities to accommodate necessary future land use map and policy changes consistent with the Port Commission-approved Master Plan.

Objective 1.4: Port Facilities

The Port will improve existing facilities and maintain new facilities to ensure that the Port has the security, capacity and operational efficiency needed to accommodate future growth in cargo and passenger services.

Policy 1.4.1 Future Project Types

The Port will construct as well as support third-party funded improvements, including but not limited to, berthing areas, cargo yards, rail and truck routes, gates, terminals, warehouses, utility infrastructures, and inland intermodal logistics centers necessary to accommodate more efficient use of land and a diverse customer base for future growth. Future types of projects are expected to include the following:

Expansion – Port boundary expansions up to 11th Street in the City of Riviera Beach and Port facility expansion projects, such as cargo storage/cargo laydown, passenger terminal, parking garages and supporting passenger venues/facilities.

Redevelopment - Redevelopment and improvements to slips and berthing areas, such as widening of Slip 2 and offshore lay berth,

Redevelopment and Enhancement - Property and land improvements general, bulk, containerized, and ro-ro cargo facility improvements.

Rail – Expansion of on-dock rail yard working track and storage track and associated switching improvements to increase the throughput capacity of the rail yard.

Passenger facility improvements - Including parking garages.

Federal - Harbor and channel and turning basin improvements.

Transportation - Improvements related to on- and off-port transportation and intermodal projects.

Projects at the Port's waterfront complex are shown on the Initial, Interim, and Future Improvements Maps.

Policy 1.4.2 Foreign Trade Zone

The Port will support the maintenance and expansion of Foreign Trade Zone 135.

Policy 1.4.3 Cruise Passenger Terminals

The Port will continue to maintain the competitiveness of its cruise passenger terminal facilities in its niche market.

Objective 1.5: Strategic Initiatives

Policy 1.5.1 Marketing Program

The Port will continue to undertake an effective marketing program which supports the economic development programs of the region.

Policy 1.5.2 Cutting-Edge Technology and Services

The Port will endeavor to incorporate developments in maritime shipping technology and business trends into its strategic planning practices and its on-going operations so that the Port continues to provide efficient and competitive maritime services.

Objective 1.6: Efficiency

The Port will encourage increased productivity and efficiency of existing land areas, and the production of port-related jobs and economic impact through assessment programs of existing tenants and by ensuring that new agreements require factors such as throughput minimums which discourage payment of guarantees in lieu of active port use.

Policy 1.6.1 Long-Term Tenant Agreements

To prevent underutilization of land, the Port will continue to review its long-term agreements with existing tenants to determine if these agreements are offering the Port and the region substantial and sustained benefits through the growth of revenue, throughput, and job creation. Future agreements under this policy will consider past performances and will have a positive impact on future agreements.

Policy 1.6.2 New Customer Agreements

Prior to entering into new customer agreements, the Port will ensure that the agreements are offering the Port and region substantial and sustained benefits through revenue, throughput, and job creation.

Objective 1.7: Harbor Improvements

The Port will address navigational constraints, including channel width, depth, and configuration, which impact existing and future shipping, either as maintenance events or as authorized expansion activities.

Policy 1.7.1 United States Army Corps of Engineers Feasibility Studies

Previously completed studies by the United States Army Corps of Engineers (USACE) have identified navigational and berthing constraints at the Port and suggested the desirability of potential improvements to allow the Port to serve the fleet of ships likely to call at the Port in the future. The Port will address future shipping and navigation constraints through financial participation with the USACE in continuing studies to assess benefits and measure cost impacts associated with each potential improvement, and to determine if there is long-term federal and local interest in constructing the future improvements. Port participation has included coordination with the USACE on avoidance and minimization of impacts (including secondary and cumulative impacts) to wetlands, water quality, wildlife habitat, living marine resources, and beach and dune systems and assistance with coordination of impact assessment and mitigation with regulatory agencies and affected parties, as identified through the study process.

Policy 1.7.2 Environmental Mitigation on Federal Harbor Project

Through its role as a local sponsor for the federal harbor project, the Port will emphasize the construction of environmental mitigation projects which are consistent with the Palm Beach County Lake Worth Lagoon Management Plan.

Policy 1.7.3 Channel Expansion and Improvements

The Port will initiate preemptive channel and turning basin surveys to be proactive in their coordination with the COE dredge maintenance program. The Port will participate in channel expansions and improvements identified in any continuing studies if and when approved by the Port Commission. Channel and turning basin will continue to be maintained by COE to comply with current navigational safety standards. POPB will continue to coordinate with the COE on channel and turning basin maintenance to identify problem spots.

Policy 1.7.4 Interagency Meetings Relative to Harbor Improvements

The Port will continue to participate in interagency meetings with the United States Army Corps of Engineers, and, as issues dictate, with Palm Beach County, the Town of Palm Beach, Palm Beach Shores, the City of Riviera Beach and/or other affected governments, agencies, or parties to discuss dredged material management, Lake Worth Lagoon enhancement, and potential Port expansion issues.

Objective 1.8: Dredged Material Management

The Port will continue to participate in a collaborative effort among affected parties to ensure that preventative maintenance measures are developed and that priorities for placement of dredged materials are established that favor beach placement of material in conjunction with the Palm Beach County dredge material management plan.

Policy 1.8.1 Placement of Beach-Compatible Sand

The Port will continue to request the United States Army Corps of Engineers to prioritize placement of dry beach-compatible sand onto Town of Palm Beach beaches, in collaboration with the Port, the Town of Palm Beach, and Palm Beach County.

Policy 1.8.2 Sand Management Improvement Projects

The Port will support projects which reduce the need for maintenance dredging and improve sand management at the inlet.

Policy 1.8.3 Use of Peanut Island for Disposal Material

The Port will maintain long-term spoil disposal management options on Peanut Island through its continued ownership of the southern portion of the island and will continue to utilize the USACE's established dredged material management site on the south half of Peanut Island in order to diversify material management options available during emergency or regular maintenance dredging events.

The Port will seek alternate uses of this site for receiving and placing materials from non-Port related projects where applicable and appropriate for the Port, including coordination with the Florida Inland Navigation District (F.I.N.D.).

1.1.1.2. Goal 2: Environmental Stewardship

Objective 2.1: Environmental Protection

The Port shall undertake construction and operation activities in a manner which protects the marine environment and associated wildlife habitat by avoiding impacts whenever possible and, when avoidance is not possible, by minimizing impacts and providing appropriate environmental mitigation.

Policy 2.1.1 Turbidity Control

The Port will see that best management practices will be utilized for turbidity control during construction, as necessary, to ensure compliance with water quality standards administrated by the Florida Department of Environmental Protection and will analyze sediments along wharfs and in slips prior to maintenance dredging, expansion, or redevelopment activity to ensure that potential contaminants are identified and managed properly to minimize waterborne suspension turbidity.

Policy 2.1.2 Impact Minimization and Mitigation

The Port will see that environmental studies identifying protected habitat are conducted as appropriate during the planning stage of projects. Impacts to resources (such as corals, seagrasses, etc.) will be avoided if possible; if avoidance is not possible, impacts will be minimized, and appropriate mitigation options will be provided. Mitigation will be consistent with the Lake Worth Lagoon Management Plan, as applicable. The Port will utilize construction methods and materials that minimize adverse environmental impacts for all development projects.

Policy 2.1.3 Monitoring and Sampling Programs

The Port will see that monitoring and sampling programs are accomplished in compliance with environmental permit conditions for Port development and maintenance activities.

Policy 2.1.4 Minimization of Lighting Impacts on Sea Turtles

The Port will continue to cooperate with Palm Beach County's Department of Environmental Resources Management and other appropriate agencies regarding methods to minimize lighting impacts on sea turtles. As the Port implements new lighting projects, this lighting will be consistent with the Port's operational, safety and security obligations. The Port will install cut-off fixtures on any new high-mast lighting installed and phase the modification of existing lights to have cut-off fixtures/shielding or to be replaced with more direct LED fixtures and pole systems. Future lighting projects will include implementation of a sea turtle lighting plan and provide the plan for review and comments to PBC ERM ant other appropriate agencies.

Policy 2.1.5 Adherence to Permit Conditions

The Port will adhere to environmental permit conditions and mitigation requirements in its development and operational activities.

Objective 2.2: Protection of Beaches

The Port will cooperate with federal, state, and local government agencies in multi-jurisdictional programs for proper use and conservation of coastal resources to reduce the impacts of inlet stabilizing

structures on beaches and dunes as well as to protect and restore impacted beaches and dunes south of the inlet.

Policy 2.2.1 Sand Transfer

The Port endorses effective maintenance practices and improvements to the inlet and sand transfer plant to transfer sand efficiently and protect adjacent beach areas.

Policy 2.2.2 Beach Renourishment

The Port will endeavor to support the use of suitable dredged materials for beach renourishment purposes to the extent feasible. If dredge material is not suitable for beach renourishment, consideration will be made for suitability and feasibility for placement within Lake Worth Lagoon consistent with the Lake Worth Lagoon Management Plan.

Objective 2.3: Water Quality

The Port will manage its facilities, operations, and existing and future development, in a manner which maintains or improves the water quality of Lake Worth Lagoon.

Policy 2.3.1 Surface Runoff Treatment

The Port will maintain or improve surface runoff treatment facilities, as identified and scheduled in its Master Drainage Plan, to meet or exceed evolving water quality standards applicable to the Port.

Policy 2.3.2 Stormwater Runoff Management

The Port will manage stormwater runoff originating on Port facilities and closely monitor tenants' compliance with required standards for treatment of stormwater runoff into Port basins.

Objective 2.4: Manatee Protection

The Port will continue to assist in the protection of manatees in the Port vicinity relating to Port operations, construction, or expansion, pursuant to active U.S. Fish and Wildlife Service requirements and other authorities having jurisdiction.

Policy 2.4.1 Manatee Protection Plan Process

The Port will participate in the Manatee Protection Plan process, as led by Palm Beach County. As part of this participation, the Port will determine how best to support education and information systems for Port users and protect manatees from berthing impacts.

Policy 2.4.2 Manatee Protection Guidelines

The Port will take necessary measures to ensure that construction activities do not threaten the safety and well-being of manatees, including at a minimum implementing standard manatee protection guidelines.

Policy 2.4.3 Manatee-Friendly Fenders

The Port will continue to improve all berths so that they have manatee-friendly fenders by maintaining the existing fender system or the rehabilitation efforts and by installing appropriate fenders at unimproved areas, as part of reconstruction.

Policy 2.4.4 Manatee Protection Consensus-Building

The Port will continue to participate in and lead the consensus-building process with regulatory agencies and Florida Power & Light, Palm Beach County, the City of Riviera Beach, the City of West Palm Beach, the Town of Palm Beach, and Palm Beach Shores, prior to expansion of dredging or replacement of waterfront structures into waters adjacent to FP&L and to the south of the Port's current boundaries.

1.1.1.3. Goal 3: Safety and Security

Objective 3.1: Material Handling and Clean-up

The Port will encourage the proper handling and storage of hazardous materials and ensure that clean-up procedures are in place to address unintentional spills.

Policy 3.1.1 Clean-up Procedures

The Port will operate its facilities in accordance with the provisions of MARPOL 73/78 and the United States Coast Guard's early action clean-up procedures in order to prevent the discharge of oil into the water and will promptly clean up accidental spills.

Policy 3.1.2 Spill Response Coordination

The Port will continue to ensure that there is a coordinated response with all regulatory jurisdictions having authority, including the City of Riviera Beach, if applicable to significant oil spills at the POPB.

Policy 3.1.3 Public Access

The Port shall control public access and water-oriented recreation activities within the Port. Public access to the immediate wharf area shall be prohibited to ensure public safety and security.

Objective 3.2: Hazardous Materials

The Port will prohibit the improper storage, handling, transporting and disposal of hazardous materials.

Policy 3.2.1 Compliance with Federal and State Requirements

The Port will comply with mandated federal and state security requirements.

Policy 3.2.2 Hazardous Material Inspection Program

The Port will continue to assign a Safety Officer to administer its ongoing program for periodic inspection of hazardous material-handling and storage facilities, including underground tanks, to ensure compliance with applicable federal and state regulations as well as accepted safe practices and to inspect and review Port and tenant hazardous materials and plans. The Safety Officer will regularly meet and coordinate with the USCG and Florida Department of Environmental Protection regarding hazardous materials issues and potential compliance problem areas. The Safety Officer will also maintain emergency evacuation plans and coordinate with the USCG and the City of Riviera Beach Fire Department regarding plan implementation.

Policy 3.2.3 Regulatory and Management Tools

The Port will adopt and maintain appropriate regulatory and management tools to mitigate the threat to human life and to control development/ and redevelopment projects to protect residential neighborhoods and the coastal environment, and to consider cumulative impacts.

Policy 3.2.4 Tenant Requirements

The Port will require tenants to develop and maintain approved plans to assure compliance with Port safety standards for storage, handling, transporting, and disposal of hazardous materials.

Objective 3.3 Natural Hazard Mitigation

The Port shall adopt and implement measures to mitigate hazards.

Policy 3.3.1 Exposure Reduction Measures

The Port shall adopt, maintain, and implement tariffs, regulations, and programs, including building codes, floodplain regulations, beach and dune protection, stormwater management, sanitary sewer, and land use, to reduce the exposure of human life and public and private property to natural hazards.

Policy 3.3.2 Hazard Mitigation Reports

The Port shall consider and, where appropriate, incorporate the recommendations of the hazard mitigation annex of the local peacetime emergency plan and applicable existing interagency hazard mitigation reports.

Objective 3.4: Hurricane Plan and Post-Disaster Redevelopment

The Port will coordinate hurricane planning and evacuation needs with federal and local agencies and will provide for post-disaster recovery redevelopment in the event of a catastrophic event.

Policy 3.4.1 Annual Updating of Hurricane Plan

The Port will maintain and annually update its hurricane plan, in coordination with the United States Coast Guard, regarding hurricane preparedness, procedures, and evacuation policies. The Port will work with tenants to ensure each tenant complies with the requirements of the hurricane plan.

Policy 3.4.2 Post-Disaster Activities

In the event of damage or disaster, the Port will repair, redevelop, and improve its facilities. The Port will ensure that all new development meets or exceeds applicable coastal construction standards. Further, redevelopment will focus on restoration of maritime activities as a priority redevelopment activity.

1.1.1.4. Goal 4: Intergovernmental Coordination

Objective 4.1: Regional Intermodal Improvements

The Port will coordinate with State and regional agencies for intermodal improvements that impact the Port's good movement activities.

Policy 4.1.1 Upgrading of Intermodal Facilities

The Port will collaborate with the upgrading of intermodal facilities, in accordance with or as an enhancement of the Five-Year Transportation Plan and Long-Range Transportation Plan of the Palm Beach County Metropolitan Planning Organization, the Florida Department of Transportation, and the City of Riviera Beach.

Policy 4.1.2 Transportation Feasibility Studies

The Port will support and cooperate in the feasibility studies of the following specific transportation improvements, as well as other improvements identified by the Port Commission as being consistent with this Master Plan:

Improve switching facilities between CSX Railroad and FEC Railroad near the Port.

Improve SR 710 connection to I-95.

Blue Heron Boulevard and US 1 intersection improvements.

45th Street and US 1 intersection improvements.

US 1 and Port Annex intersection improvements.

Atlantic Commerce Corridor improvement projects associated with the Port of Palm Beach:

Development of inland intermodal logistics centers in western Palm Beach County communities or counties adjoining Lake Okeechobee and counties adjacent to these counties.

Redevelopment initiated by the City of Riviera Beach/CRA in its Marina District and in the surrounding Port neighborhoods.

Improve connectivity to the Marina District.

Policy 4.1.3 Inland Intermodal Logistics Centers.

The Port will continue to cooperate with Palm Beach County (and/or adjacent counties as appropriate), the Florida Department of Transportation, the Florida Department of Environmental Protection, the South Florida Water Management District where applicable, and the FEC and CSX Railroads in the current study and future development of inland intermodal logistics centers.

Objective 4.2: Integration with Transit

The Port will improve transit options for Port and Port-related employees in the short and long term.

Policy 4.2.1 Transit Coordinator

The Port will continue to assign transit coordination responsibilities to an existing employee. The Port's Transit Coordinator will meet with South Florida Commuter Services and/or similar organizations to assess existing services and determine if additional services, through Palm Tran or others, would be appropriate, and also to determine a method for better education of Port and Port-related employees about transit options. The Port will continue coordination efforts throughout the planning period.

Policy 4.2.2 Tri-Rail Station and Other Regional Transit Projects

The Port will participate in discussions with Palm Beach County and the South Florida Regional Transportation Authority regarding the proposed Tri-Rail station in the City of Riviera Beach as well other regional transit projects with relevance to the Port or Port- related employees.

Objective 4.3: Catalyst for Economic Growth and Development

The Port will be a catalyst for the economic growth and development of Palm Beach County and the State of Florida.

Policy 4.3.1 Jurisdictional Standards Compliance

The Port will be subject to the standards of entities (including but not limited to Palm Beach County, the City of Riviera Beach, and the Town of Palm Beach) having he boundaries of the Port property.

Policy 4.3.2 Infrastructure Adequacy for Demand

The Port will endeavor, to the extent required by law, to maintain procedures to coordinate with other agencies that are providing services to the Port to ensure that infrastructure will be available coincident with the demands created by development or redevelopment.

Policy 4.3.3 Coordination of Planning Activities

The Port will endeavor to coordinate planning activities with other governmental agencies including:

Coordination with existing resource protection plans such as resource planning and management plans, including the Lake Worth Lagoon Management Plan, aquatic preserve management plans, and estuarine sanctuary plans.

Resolution of any inconsistencies between the local government comprehensive plan (Palm Beach County) and the Port of Palm Beach Master Plan through the dispute resolution process, as provided under Section 186.509, F.S where appropriate.

Coordination with other local governments to ensure adequate sites for water- dependent uses, prevent estuarine pollution, control surface water runoff, protect living marine resources, and reduce exposure to natural hazards.

Policy 4.3.4 Responsibility for Intergovernmental Coordination

The Port's Commission or their Designee shall be responsible for ensuring the effective governmental coordination of matters within the Port and shall coordinate with staff- level personnel from Palm Beach County and each municipality within the county, as appropriate to discuss matters of mutual concern.

1.1.1.5. Goal 5: Financial Program

Objective 5.1: Financial Planning

The Port will schedule and prioritize necessary studies, improvements, acquisitions, and leases in its capital improvement plan to ensure that adequate revenue sources exist to support studies, improvements, and expansions. The Master Plan provides recommended plan projects that identifies 5, 10, and 20 year needs.

Policy 5.1.1 Capital Improvement Plan

The Port will adopt annually a balanced annual budget which includes a five-year capital improvement plan.

Policy 5.1.2 Annual Capital Improvement Plan Update

The Port will maintain a five-year capital improvement plan (CIP), update the CIP each year by dropping the first year and adding a sixth year with new or rescheduled projects, and submit the updated CIP to the local government annually.

Objective 5.2: Funding

Policy 5.2.1 Inclusion of Funding Sources in Capital Improvement Plan

The Port will include funding sources in its capital improvement plan for required infrastructure to support funded development and redevelopment.

Policy 5.2.2 Efforts to Secure Grants and Share Expenses

The Port will continue its efforts to secure grants and/or share expenses with other governmental agencies, Port tenants, and/or other third-party entities in developing the Port.

Appendix B

Street Crossing Analysis

Appendix B

1. Street Crossing Analysis

1.1. Dr. Martin Luther King Jr. Crossing

The MLK Boulevard crossing, at the intersection with the President Barack Obama Highway, is an arterial roadway that is also the main entrance to the Port. The three westernmost tracks at this crossing are owned by FEC. The Port owns the eastern-most track. FEC maintains the signals on all tracks at this crossing. Port switching operations frequently block this crossing, since several Port switching leads converge at this location. In addition to FEC through trains and switching on the Port leads, any Port switching activity that moves cars to and from the interchange tracks will traverse this crossing.

Because this crossing is immediately adjacent to a roadway intersection controlled by traffic signals, there is the potential for vehicle queuing on the tracks. The traffic signals at the intersection function as pre-signals at three legs of the intersection, while the westbound traffic exiting from the Port faces a traffic signal that functions as a downstream pre-signal (located beyond the tracks, but with a stop bar in front of the tracks). There is the potential for a significant number of truck-turning movements (from Barack Obama Highway into the Port), which complicates truck access into and out of the Port, particularly for right-turn movements.

As the primary entrance to the Port, this crossing should be considered for a grade separation, since any plan to increase Port volumes (e.g., additional container traffic), would create additional blockages at this crossing. And, as the number of vehicles per day increases, the risk of a collision between a vehicle and train increases.

1.2. 13th Street Crossing

The 13th Street crossing is a local roadway with relatively low traffic volumes and relatively few trucks. This crossing is one of the access routes across the FEC tracks linking Rivera Beach with I-95. In addition to FEC through trains, any Port switching activity on the interchange tracks will traverse this crossing. This crossing is far enough north of the yard leads that switching within the Port rarely blocks this crossing.

In the near-term configuration, the strip tracks are approximately 800 feet long, while the distance between the lead turnouts and 13th Street is approximately 1,900 feet. This would likely leave sufficient space for double-over movements of single cuts of cars to avoid activating the crossing, but not two coupled cuts. However, in the mid-term and long-term future configurations, this crossing is close enough to the Port leads that it would be activated by switching moves. The proposed intermodal strip tracks would be approximately 1,200 feet to 1,700 feet long, and a simple double-over movement would extend far enough into the track circuit to activate the crossing. The crossing also significantly limits the available length and capacity of the interchange tracks, which could affect the ability to increase Port rail capacity.

Although the crossing is immediately adjacent to the intersection of 13th Street and President Barack Obama Highway, the relatively low volumes imply that queuing at the tracks can be addressed with traffic signal preemption. Truck volumes are relatively low.

Depending upon the final locations of other grade separations and configuration of the FEC interchange, it may be advisable to either close or grade-separate the 13th Street crossing.

1.3. West Blue Heron Boulevard Crossing

West Blue Heron Boulevard is an arterial roadway located at the north end of the existing FEC interchange tracks, about one mile north of the Port leads. West Blue Heron Boulevard provides a direct connection

between I-95 and Palm Beach Shores. The crossing is immediately adjacent to the intersection of West Blue Heron Boulevard and President Barack Obama Highway.

This crossing is approximately 5,000 feet north of the Port leads. Today, Port switching-moves only occasionally activate this crossing; however, the current crossing configuration effectively limits the length of the interchange tracks and thus the ultimate capacity of the interchange. Extending the interchange tracks further north in order to accommodate longer trains on the interchange tracks would be possible if this crossing were closed or grade separated. Because the next crossing north, Silver Beach Road, is approximately 9,000 feet north of the Port leads, this would be the effective length of interchange tracks in the event that both the 13th Street and West Blue Heron Blvd crossings were closed or grade separated. Achieving longer interchange lengths would require closing or grade separating Silver Beach Road, which would offer another 2,000 feet of interchange track length.

1.4. Grade Crossings Located to the South of the Existing Port Leads

Port rail operations rarely work south of the Port area and rarely traverse the 49th Street, 45th Street, and 36th Street grade crossings. However, to provide the most efficient interchange operation with FEC, it may be advisable to establish interchange tracks in this area. Doing so would obviate the need for “run-around” movements while Port rail operations switch interchange cuts into the Port or, conversely, move cars from within the Port to the interchange. This would facilitate so-called “trailing point” switching movements for nearly all Port operations. However, in the event interchange tracks were established south of the Port leads, the pull-back operations would intermittently block the 13th Street crossing.

1.4.1. 49th Street Crossing

Forty-ninth Street is a local road that connects Pinewood Park to the I-95 corridor. Currently, the Port rarely operates this far south, and thus current Port rail operations do not create substantial impacts at this crossing.

In the future, it may be advisable from a rail operations perspective to locate interchange tracks in this area, south of the Port leads. In this event, it would be necessary to close or grade separate this crossing. However, there would be little advantage in doing so unless the next crossing to the south, 45th Street, were also closed.

1.4.2. 45th Street Crossing

Forty-fifth Street is an arterial roadway connecting Northwood Gardens to the I-95 corridor. As with the 49th Street crossing, Port rail operations rarely cross this roadway, and in the future, it may be advisable from a rail operations perspective to locate interchange tracks in this area, south of the Port leads. In this event, it would be necessary to close or grade separate this crossing. However, there would be little advantage in doing so unless the 49th Street crossing were also closed. Closing these two crossings (49th Street and 45th Street) would provide approximately 8,000 feet of usable interchange track length.

1.4.3. 36th Street Crossing

Thirty-sixth Street is an arterial roadway connecting Northboro Park Historic District to the I-95 corridor. As with 45th Street and 49th Street crossings, Port rail operations very rarely cross this roadway. As with the two crossings to the north, in the future it may be advisable from a rail operations perspective to locate interchange tracks in this area, south of the Port leads. In this event, it would be necessary to close or grade separate this crossing. However, there would be little advantage in doing so unless the 45th and 49th Street crossings were also closed. Closing these three crossings (49th Street, 45th Street, and 36th Street) would provide approximately 9,800 feet of usable interchange track length for the near-term intermodal configuration.

TABLE 1. CROSSING SUMMARY

Crossing Name	USDOT Number	Number of Tracks	AADT	Average Daily Freight Trains	Average Daily Passenger Trains	Estimated Average Daily Blockage Time (mins)	Available Clear Length if Closed (measured from MLK Blvd or Port Leads) (Feet)
MLK Blvd.	272400T	4	6,600	14	36	0	0’
13th Street	272399B	4	4,900	14	36	0	5,000’
West Blue Heron Boulevard (FEC West)	272390P	3	30,500	14	36	10 Min	9,000’
West Blue Heron Boulevard (FEC East)	272390P	3	29,500	14	36	10 Min	9,000’
49th Street	272402G	3		14	36	10 Min	5,300’
45th Street (FEC West)	272403N	3	23,000	14	36	0	8,000’
45th Street (FEC East)	272403N	3	14,100	14	36	0	8,000’
36th Street	272405C	3	5,500	14	36	0	9,800’

1.4.4. Future Effects on At-Grade Crossings and Potential Grade Separations

Should the Port expand rail operations, additional crossing blockages will occur. As noted above, as the Port expands overall capacity, the truck traffic at MLK Boulevard will also increase, since this is the main access to the Port. To both streamline rial operations and to reduce delays to roadway traffic, it would be advisable to grade separate one or more at-grade crossings. The selection of crossings for grade separation should be performed in conjunction with FEC to identify their requirements for the location and capacity of the interchange, and the number of crossings requiring grade separation will also depend upon the length of the interchange tracks.

Appendix C

Railyard Operations

Appendix C

1. On-dock Railyard Operations

1.1. Port Rail Operations

The Port locomotive (#1274) is inspected, and brake tested daily prior to operation. Port Rail coordinates with Port Security to access and open rail gates and then proceeds to pick up the days rail cars located at the Port Interchange. Upon hook-up and attaching the air hoses, another brake test is performed on the train cars dropped off by FEC. All HAZMAT cars are thoroughly inspected for safe movement of the train, damaged or missing placards are replaced on all tankers, air hoses between cars are checked, and a walk-through for anything out of place is done. After everything is checked for safe movement, the Port Rail will then proceed with delivery of railcars to each tenant receiving rail for the day. In between daily switching, if the locomotive is not being utilized, the Port Rail crew places the locomotive at rest until the call comes to switch the cars for a tenant or toward the end of the day when the tenants release the rail cars and train is built for the FEC pick up. Once the outgoing train is built, it is placed inside the Port, usually on the single line on Lead 2, for the FEC engine to pick up. The Port's locomotive is then secured under the Port's overpass on Lead 1 until the next day's rail operation begins. At no time during the switching operation at the interchange does the Port locomotive go North of the Blue Heron Boulevard crossing, nor does it ever trigger the rail gates on Blue Heron Boulevard.

1.1.1. Tropical Container Railyard Operations

Port Rail will spot the inbound Tropical train first. Using the four tracks (Tracks 2, 3, 4, 5,) at the furthest east end of Port Rail Yard, Port Rail will make a cut on each track and will set the appropriate amount of hand brakes for each cut of cars. If the train has more than approximately 27 to 30 railcars, Tropical will have to unload and reload enough cars on the tracks for a re-spot of the cars, so the remainder can be unloaded/reloaded. After Tropical inspects their cargo for safe travel, Port Rail will pull the cars on the released tracks and place reloaded railcars at Port Interchange or on FEC track east of mainline, south of MLK Boulevard, then put re-spotted loaded cars back on Tracks 2, 3, 4, or 5 where reloaded railcars were removed for Tropical to work. At the end of the day when Tropical is finished with offload and reload, Tropical will inspect the cargo for safe travel and coordinates with FEC and Port Rail crew for afternoon outbound train build to be picked up by FEC.

1.1.2. Tropical Rum Facility Dock's Rail Spur Operations

The Tropical Rum Facility utilizes tankers that are stored at Port Rail Yard on Stub 1, 2, and mainly Stub 3. Tropical pays for storage and switch fees of these tankers. Tropical's Rum Facility is located on the Rum Dock track, north of Lead 1. This facility fills approximately two to six tank cars per week. The Rum Facility coordinates with Port Rail crew on which tank cars are needed by their clients. Tank cars are then sorted at the behest of the Rum Facility in a particular order and spotted under Spigot 1 and 2 on the Rum Dock track and pulled out as needed for the next tank cars to be filled. After Tropical Rum has filled and inspected tank cars, they are released by the facility in coordination with FEC and Port Rail. Port Rail will then place the tank cars at the head end of the daily outbound train for FEC to pick up.

1.1.3. South Florida Materials (SFM) Rail Spur Operations

SFM will randomly receive tank cars carrying liquid asphalt. Those tank cars are spotted by Port Rail with guidance of SFM on Lead 3, which has eight stations for offloading liquid asphalt. If more asphalt tank cars arrive than Lead 3 can manage, Port Rail will utilize either track 6 or stubs 1 and 2 for additional storage. When empty and inspected asphalt tank cars are released by SFM in coordination with FEC. Port Rail will place outbound Tankers wherever is most convenient for FEC on the daily outbound train.

1.1.4. Merchants Market Rail Spur Operations

Merchants receive box cars for which Port Rail spots, chocks wheels and sets hand breaks on Merchants track next to warehouse for them to offload cargo. When Merchants release the box cars in coordination with FEC and Port Rail, Port Rail will pull out the box cars and place them on the outbound train.

1.1.5. Gulfstream Line, Inc. Rail Spur Operations

Gulfstream Line receives box cars, which are spotted by Port Rail on Stub 3 at the warehouse receiving dock. After the box cars have been worked, secured for travel, and released in coordination with FEC by Gulfstream Line, Port Rail will pull those cars and place them on the outbound train.

1.1.6. Heavy Lift Loads

The Port Railroad also facilitates extra heavy loads that can be ether inbound or outbound cargo. The east end of Track 6 alongside Berth 14 is the Port Railroad's closest track to water and is utilized for such purposes.

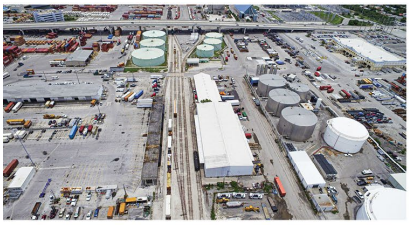
Appendix D

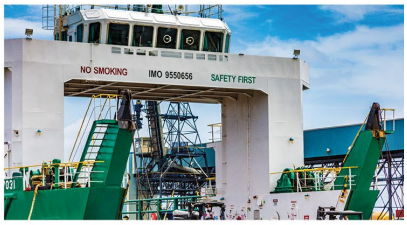
Condition Surveys

Appendix D

1. Condition Surveys

The existing Port on-site infrastructure was evaluated during a site condition assessment conducted during the weeks of July 4 and July 11, 2022. The condition surveys included the collection of GIS location and photo records. The purpose was to inspect and assess the existing functional condition of the Port's slips and berths, high mast light poles and electrical, roads, stormwater drainage, water and fire protection network, sanitary system, three buildings, and the security gate. Merging the information obtained from the site assessment with data obtained from available as-built drawings, draft condition assessments of the assets were developed. This conditional assessment was combined with the operational understanding to plan the type, location, and timing of Port improvements. The assessment included an estimation of the remaining life to inform the opportunities or requirements to abandon, repurpose, renovate, or relocate on-site infrastructure.









1.1. Lighting and Power

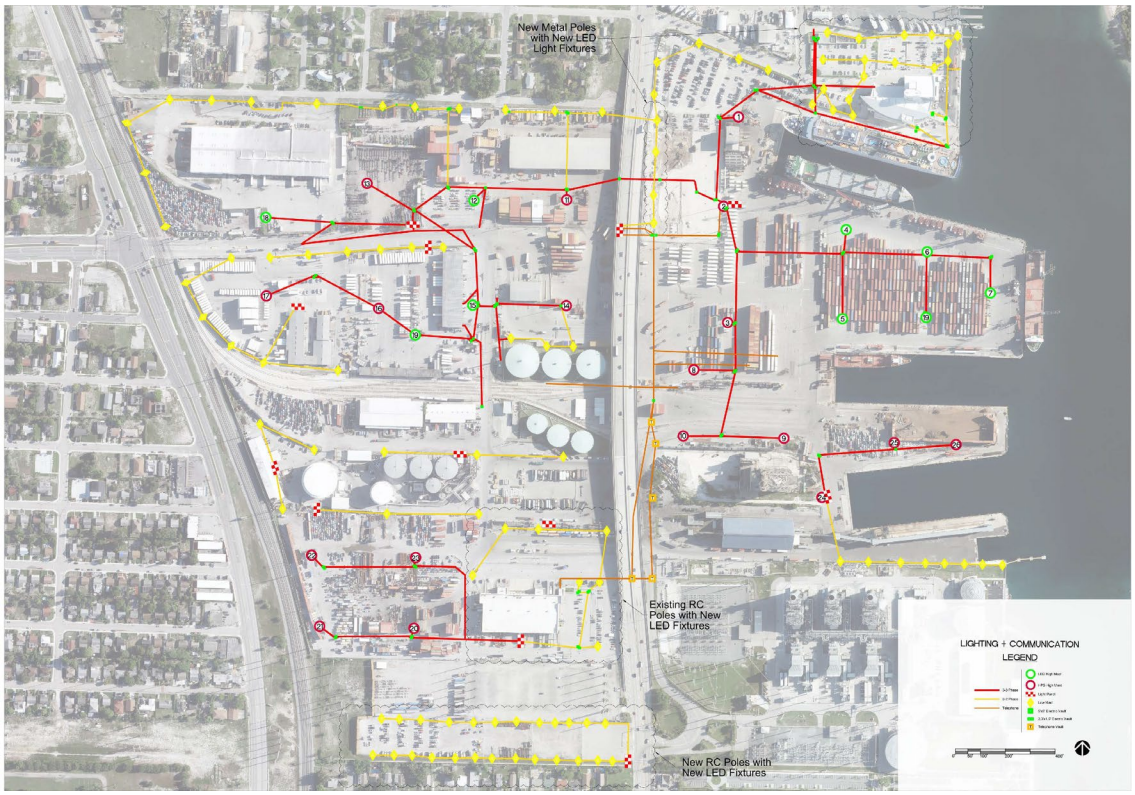
High Mast Light Poles (HMs)

As shown on Figure 58, the Port currently has 26 HMs with 8 of them retrofitted with LED light fixtures before July 2022. These HMs are numbered 4, 5, 6, 7, 12, 15, 18, and 19 where HMs numbers 4 to 7 are in the Tropical Main Marginal area. The Port is generally upgrading the area lighting as part of ongoing Port improvements. This involves replacing existing fixtures with LED technology and glare shields to improve operational safety, save energy, and reduce maintenance, while mitigating impacts on surrounding wildlife and residents. The Port is in the process of retrofitting HMs 3 and 9 with LED light fixtures in the next few months. The Port is planning to retrofit the remaining 16 HMs in the next 3 to 4 years. In addition, the Port will be relocating HM 26 to the east as required by the tenant. Other than the existing 26 HMs, the port is not currently planning to install new HMs unless they are needed. The PIDP project may require relocation of existing HMs and addition of new HMs.

Low Mast Light Poles (LMs)

As shown on Figure 58, some of the existing reinforced concrete (RC) light poles were recently replaced by new metal poles with new LED light fixtures, while others were fitted with new RC poles and new light fixtures. In addition, some of the existing RC poles were fitted with new LED light fixtures. The RC poles are 35 feet to 50 feet high with unknown wind-loading capacity. The Port is planning to retrofit all the LM poles with new LED light fixtures in the next 3 to 4 years. The PIDP project may require relocation of some existing LMs and the addition of new LMs.

FIGURE 58. PORT LIGHTING



High Tension, Overhead, and Transformers

As shown on Figure 59, the Port has several overhead power lines that are fed from Florida Power and Light (FPL) high-tension lines via transformers. These high-tension lines are primarily located along the southern and western Port boundaries. Accurate surveys of the power and overhead lines located along the main port entrance road and Avenue East are needed for the PIDP Design-Build project. We recommend replacing the overhead lines located within the footprint of the PIDP project underground. We also recommend extending power services to all new PIDP buildings. Electrical service to Port facilities is summarized in Figure 60.

FIGURE 59. PORT POWER SUPPLY

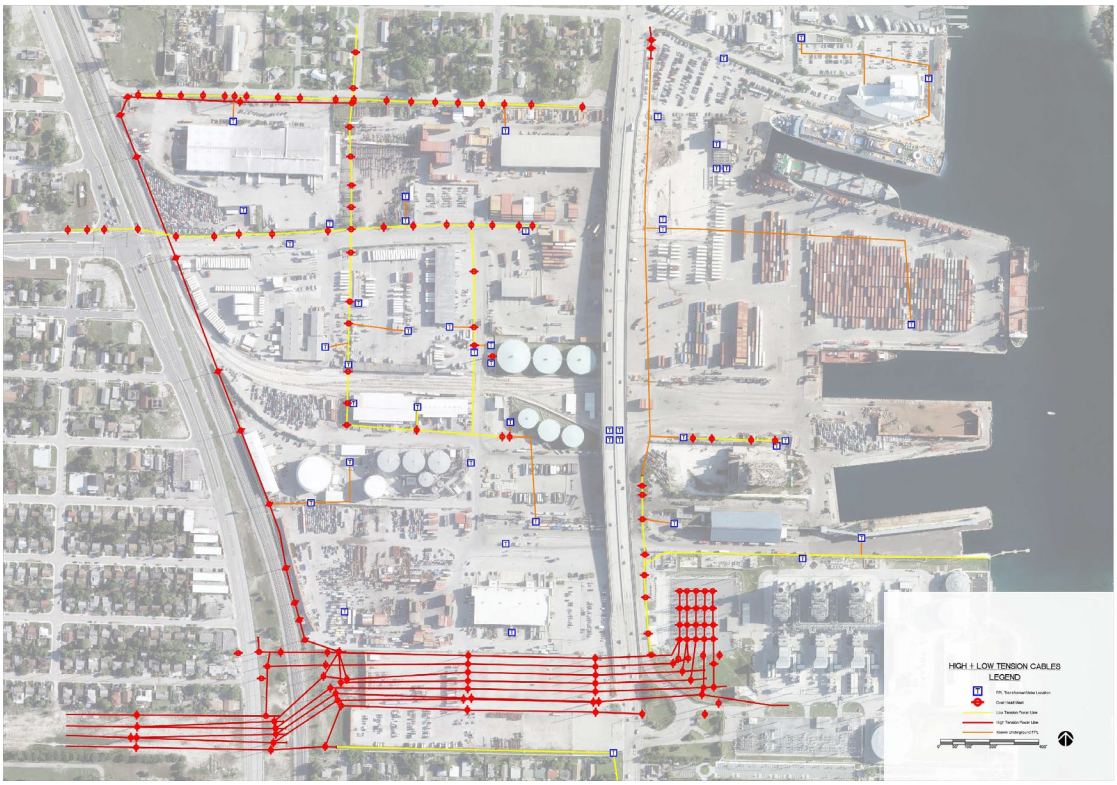


FIGURE 60. PORT FACILITY ELECTRICAL SERVICE SUMMARY

#1. MOC Tenant supply =704,400/831=847.6 AMPS x 1.25=1,059.5 AMPS Switch Gear 1st Floor Electrical room • Transformer & Meter	**#2 CHILLER/ SHOREPOWER** NEW 2000A, 480V, 3 PH, 4W SWITCHBOARD • Transformer & Meter	**#3 CRUISE PK. AT&T** Transformer #7339 A50 PANEL L 120/240V 1 PHASE 3 WIRE, 60 HZ CONNECTED KVA=6 /AMPS=25 • Transformer & Meter	**#4 TROPICAL STRAD HOUSE** • 2 Transformers & 1 Meter	**#5 TROPICAL REEFER** 1500kVA 277/480VAC 381kVA DEMAND LOAD • Transformer & Meter
#6 HMST EAST 750kVA277/480VAC 222kVA DEMAND LOAD • Transformer & Meter	**#7 NEW TROPICAL REEFER YARD** LOW VOLTAGE 480VAC POWER DIST. EQ. FOR LIGHTING AND REEFERS, NEW FPL SERVICE TRANSFORMERS • 4 Transformers + Meters & Panel L	**#8 MAIN MARGINAL S.P.** **SHORE POWER STATIONS REMOVED FOR THIS AREA NO LONGER IN-USE** • Transformer & Meter	**#9 UNDER SKYPASS** PME-11 1000A • 2 Transformers & No Meter	**#10 STONE ROCK SCALE/OFFICE** • No Transformer at this location • Meter & Panel
#11 CEMEX • Transformer & Meter	**#12 SLIP 3/ S.P. /HMST #23,#24** • Transformer & Meter	**#13 SUGAR GANTRY** • Transformer & Meter	**#14 OLD TEETERS BLDG** • No Transformer • Meter not used	**#15 FL CRYSTALS BLDG** • Transformer & Meter
#16 SOUTH GATE • Warehouse & High Mast Southeast • Transformer • 19 Meters in the Electrical Room • HMST & Low Mast Lighting	**#17 TEETERS TRAILERS** • Transformer & Meter • Panel & Switchgear	**#18 BLDG13** • Transformer & Meter	**#19 S.F.M. NEW OFFICE TRAILER** • Meter & Switchgear feed by Transformer at location #18	**#20 S.F.M. EAST OF PROPERTY** • Transformer & Meter
#21 BLDG 11 • Meter & Switchgear feed by Powerline Transformer	**#22 MOLASAS EXCHANGE** • Transformer & Meter	**#23 BLDG 12** • Meter & Switchgear feed by Powerline Transformer	**#24 TROPICAL SCALE** • Transformer & Meter	**#25 TEMP. OLD BIO DESIL** • No Transformer - Meter Only
#26 TROPICAL RUM DOCK • Meter & Powerline Transformer	**#27 TROPICAL REPAIR SHOP** • Meter & Powerline Transformer	**#28 TROPICAL OLD LOADING DOCK** • Meter & Powerline Transformer	**#29 BLDG 7** • No Transformer - Meter Only	**#30 PORT RD HMST/LMST** • Transformer & Meter • Switchgear & High Mast • HMST & Low Mast Lighting
#31 TROPICAL RECEIVING TRAILER • Transformer & Meter	**#32 MERCHANTS REEFER PK.** • Meter & Powerline Transformer	**#33 TEETERS RECEIVING** • Meter & Powerline Transformer	**#34 MERCHANTS COLD STORAGE** • Transformer & Meter	**#35 CBP INTERCHANGE** • Meter & Powerline Transformer
#36 TROPICAL INTERCHANGE OFFICE • Transformer & Meter	**#37 TROPICAL MAIN. SHOP** • Transformer & Meter	**#38 11TH ST.** • Transformer & 2 Meters	**#39 ANNEX PROPERTY** • No Transformer - Meter Only • Panel Low Mast Lighting	**#40 FUTURE OZINGA** 3 PH 2000 KVA 277/480 PMTX • Transformer & Meter
#41 AT&T Tower • Transformer & Meter	**#42 Gate 5** • Transformer & Meter	**#43 Gate 1** • Transformer & Meter		

1.2. Storm Drainage

As shown on Figure 61, the Port drainage system was compiled from several old as-built drawings with unknown accuracies. The port watershed is divided into eight catchment basins that discharge into the eight outfall structures marked OF-1 to OF-8. In addition, the eastern portion of MLK Boulevard drains into port Outfall # 1 via an old 66-inch RCP storm sewer located in the middle of the Main Port Entrance Road. The drainage basin of West 10th Street located along the northwest boundary of the Port also drains into the old 66-inch RCP pipe via two 24-inch and 36-inch RCP pipes. The 66-inch pipe drains into a newer 72-inch RCP pipe that extends eastward approximately from the Skypass bridge to the Port's Outfall # 1.

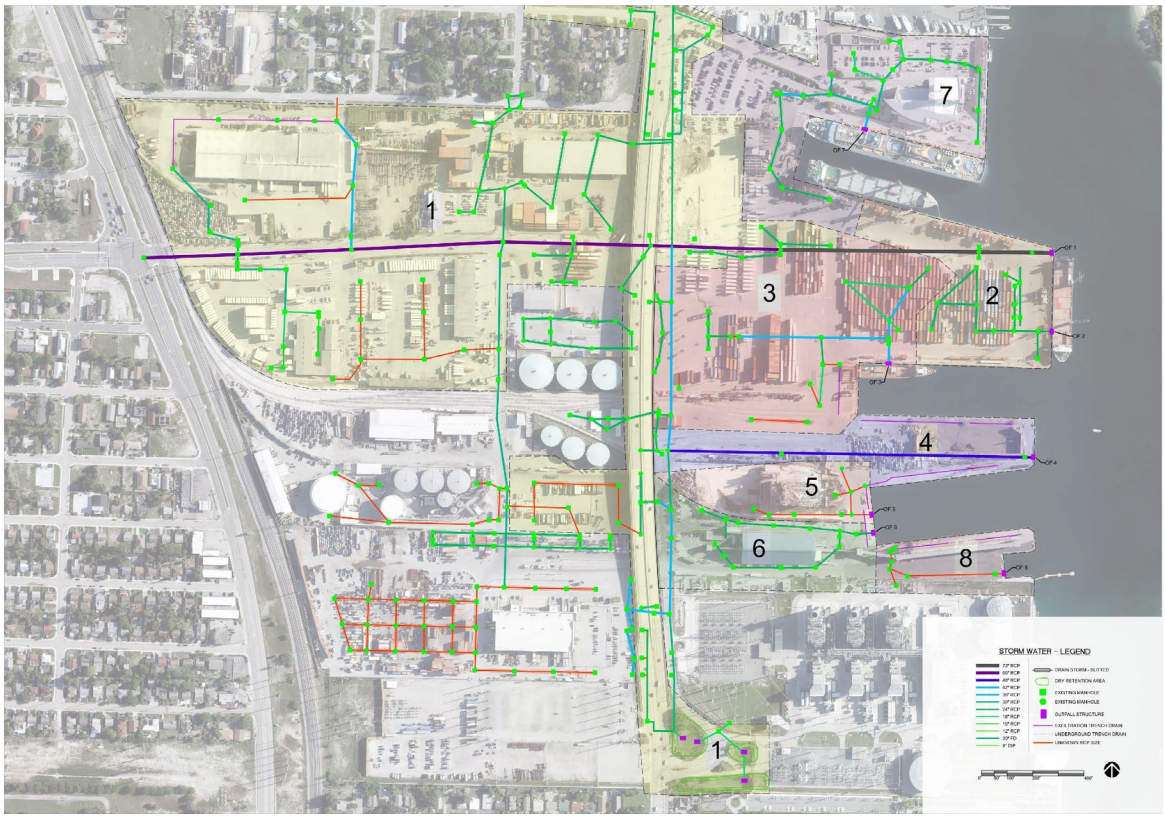
As shown, the storm sewers are made of RCP with diameters varying between 12 to 72 inches in diameter. A few sections of these sewers are slotted and embedded into exfiltration trenches as marked by double lines on the drawing. Some of the joints of the old 66-inch pipe are failing due to repeated truck traffic that causes soil erosion and pavement subsidence of the Main Port Entrance Road at the locations of the bad joints.

The following table summarizes our recommended resolutions to select drainage system issues along with the pros and cons of each solution.

Issue	Recommended Solution	Pros	Cons
Bad Joints of the 66" RCP under the main port entrance road	Replacement with new pipe sections	Long lifespan with little or no repair in near future	Very expensive and interruption of gate operation
	Use internal joint pipe seal with pressure grouting of any cavities around the joints.	Inexpensive without causing traffic interruption to the port entrance road	Temporary fix may need to be repeated if new leaks occur in future
Failure of the exfiltration drains under the intermodal loading area due to reach stacker loading	Replace or modify the drainage system under the new intermodal loading area.	Long lifespan with little or no repair in near future	Expensive solution without any other viable solution
Lack of drainage of some areas such as the middle road and RR tracks	Install new drainage systems in those areas	Long life span with little or no repair in near future	Expensive remedy but needed
Inaccurate data of some catch basins and storm sewers	Survey the catch basins and sewers at least within the PIDP limits	The data is needed for the design of the PID project	Inexpensive remedy
Storm drainage maintenance program	Tenants to implement routine cleanup and preventive maintenance program	Keep storm system clean and eliminate potential blockage	Inexpensive remedy

Issue	Recommended Solution	Pros	Cons
Screening areas with poor or no drainage	Install new drainage before any pavement	Provide drainage to those areas	Expensive remedy but needed
Existing and new Drainage within the PID project footprint	Survey existing utilities and modify as needed for the PID project.	Provide adequate storm drainage to the PID project	Cost depends on the extent of the needed work

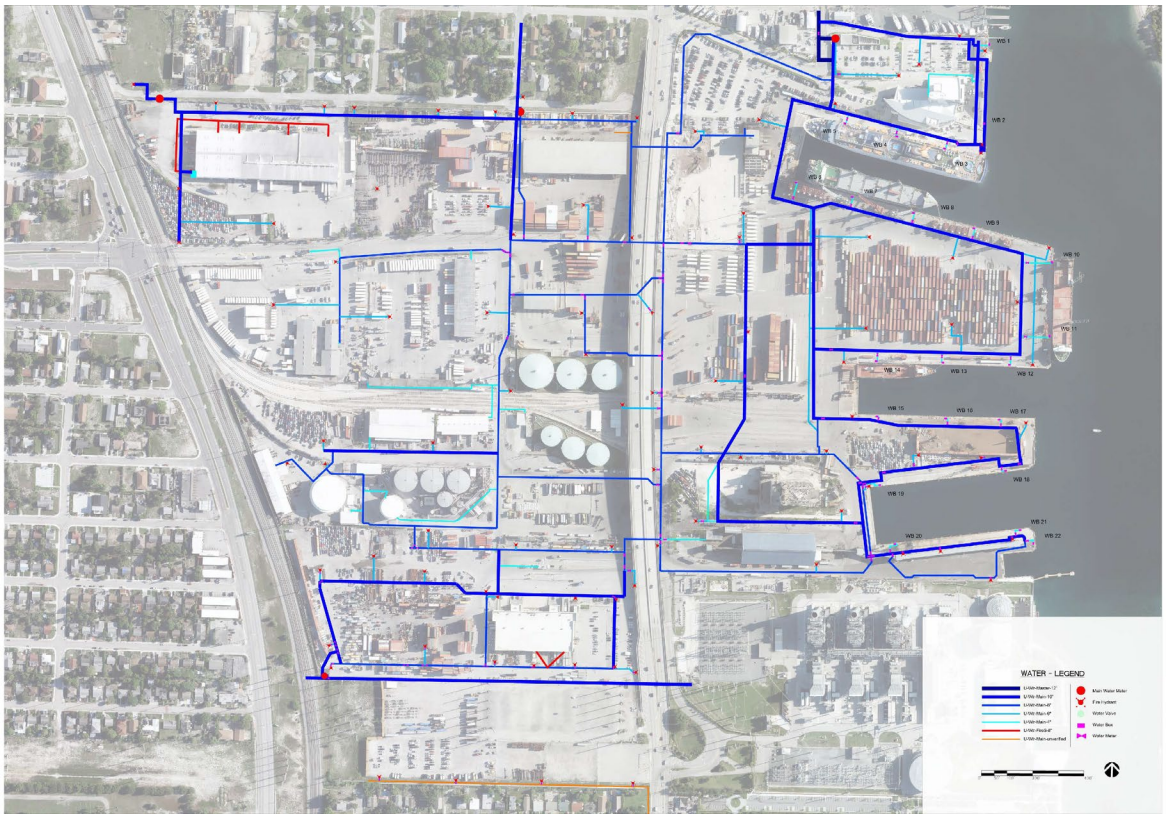
FIGURE 61. PORT STORM DRAINAGE SYSTEM



1.3. Water and Fire Protection

As shown on Figure 62, the Port is fed by three master water meters located along its northern boundary and one master meter at the southwest corner. The water and fire mains serving Slip 1 (Berths 1, 2, 3, 4, and 5), Slip 3 (Berths 14, 15, 16, and 17), South Gate, and the annexed property are less than 20-years old. All other water and fire mains are much older than 20 years. The diameters of the water mains vary between 6 and 12 inches and the diameters of fire lines are normally 4 to 6 inches. The water mains are made of ductile iron while the newly installed Slip 3 pipes are made of PVC.

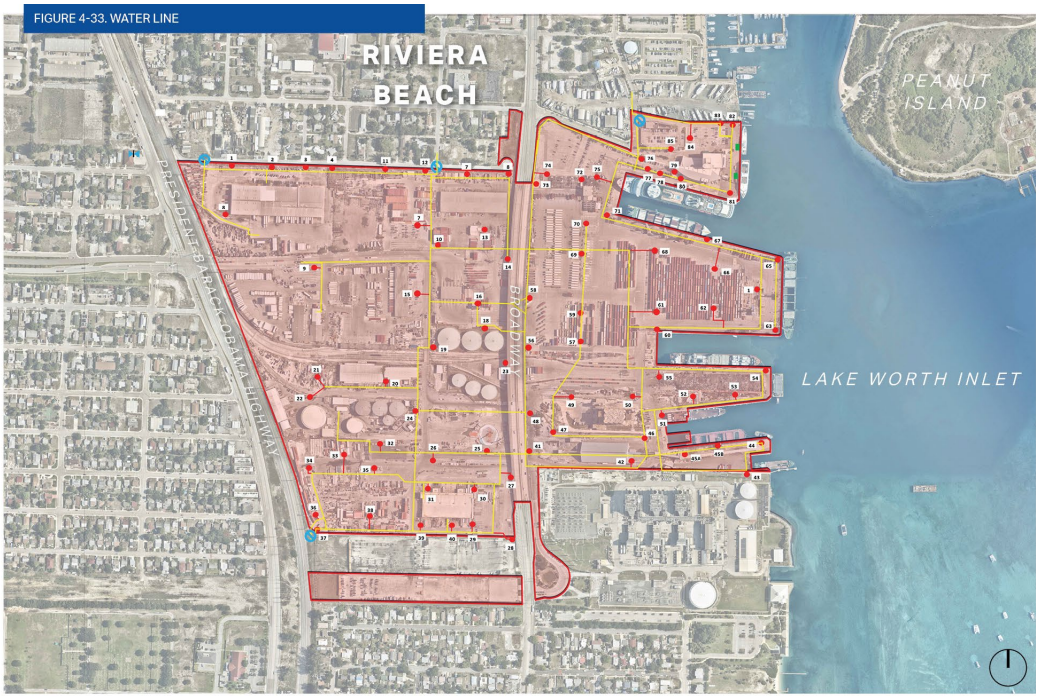
FIGURE 62. PORT WATER AND FIRE PROTECTION SYSTEM



The following table summarizes our recommended resolutions to select water and fire protection systems issues.

Issue	Recommended Solution	Pros	Cons
Many of the water valves of the old water mains are not sealing properly	Replace or recondition bad valves	Proper control of water distribution and emergency shutoff	Temporary interruption of services in those areas
Missing or inaccurate locations of water and fire valves	Survey the locations of the water and fire valves in the areas of interest	Supplement and update the database of Appendix B	Inexpensive remedy
The old watermain along Avenue E between Port Road and Middle Road is made of asbestos	Abandon and replace it with a new DIP or PVC watermain.	Comply with the current regulations and expend the lifespan of the watermain	Expensive remedy but needed
Existing water & fire system within the PID project footprint	Survey existing utilities and modify as needed for the PID project.	Provide adequate services to the PID project	Cost depends on the extent of the needed work
Failing water system within Tropical Main Marginal	Replace as needed and/or conduct periodic maintenance and repair program	Extend lifespan and eliminate the need for emergency repairs & shutdowns	Remediation cost depends on the extent of the needed work

FIGURE 4-33. WATER LINE



Legend

- Port Limits (+/- 165 AC)
- Master Water Valve
- In-line Water Valve
- Fire Hydrant
- Water Main
- FP Main

TABLE 4-5. POPB EXISTING WATER SYSTEM VALVES, HYDRANTS, AND MONITORING WELLS

NUMBERS/ LETTERS	LATITUDE	LONGITUDE	DESCRIPTION
A			Valve to isolate Master Meter, or shut off flow to 12 inch main
B			Valve to isolate Master Meter and Flow to 12 inch Main
1	26.771430	-80.053072	Valve to shut off flow to 12 inch main feeding all water boxes and hydrants, you will also have to shut off valve #20 to stop back feed to 12 inch main
2	26.771430	-80.053072	Shuts off water to Chiller Plant
3	26.770985	-80.052989	Valve
4	26.770744	-80.053119	Valve
5	26.770744	-80.053119	Hydrant Valve
6	26.770702	-80.053032	Valve
7	26.7706	-80.0528	Hydrant Valve
8	26.770614	-80.052895	Water Box 5 Valve
9	26.7706	-80.0524	Water Box 4 Valve
10	26.770583	-80.052291	Hydrant Valve
11	26.7703	-80.0519	Water Box 3
12	26.770155	-80.051334	Hydrant Valve
13	26.770371	-80.051443	Valve
14	26.770371	-80.051443	Valve
15	26.7708	-80.0513	Valve
16	26.770371	-80.051443	Shut Off Valve For MOC Fire Backflow
17	26.771204	-80.051389	Water Box 1
18	26.771204	-80.051389	Valve
19	26.7714	-80.0513	Hydrant Valve
20	27.7707	-80.0537	Valve
21	26.771529	-80.051429	Valve
22	26.771551	-80.0515588	Hydrant Valve
23	26.771493	-80.052095	Valve
24	26.771111	-80.052070	Hydrant Valve
25	26.771009	-80.052678	Hydrant Valve
26	26.771060	-80.053553	Valve
27	26.770756	-80.053582	Valve
28	26.769815	-80.053542	Water box 6
29	26.769724	-80.053255	Valve
30	26.769615	-80.053214	Valve
*31	26.769696	-80.053078	Isolation Valve
32	26.769779	-80.052937	Water Box 7
33	26.769368	-80.052654	Hydrant Valve
34	26.769554	-80.052207	Valve
*35	26.	-80.	Isolation Valve
*36	26.	-80.	Isolation Valve
37	26.769158	-80.051696	Valve
38	26.69167	-80.051707	Hydrant Valve
39A	26.769173	-80.051554	Water Box 9 Valve
39B	26.769232	-08.0500945	?
40	26.	-80.	Isolation Valve
*41	26.	-80.	Isolation Valve
42	26.	-80.	Water Box 11 Valve
43			Hydrant
44	26.768194	-80.051394	Isolation Valve
45	26.767975	-80.051308	Isolation Valve
46	26.7678	-80.0544	Hydrant Valve
47	26.7680	-80.0519	Water Box 13 Valve
48	26.	-80.	Water Box 14 Valve
49	26.	-80.	Hydrant Valve
50	-80.	-80.	Hydrant Valve
51	26.768160	-80.0522784	Isolation Valve
52	26.7681505	-80.053275	Valve
53	26.7668346	-80.053280	Valve
54	26.768173	-80.053446	Valve
55	26.768173	-80.053446	Valve
56	26.768462	-80.053316	Valve
57	26.	-80.	Hydrant
58	26.767365	-80.052988	Hydrant Valve
59	26.767365	-80.052988	Isolation Valve
60	26.767365	-80.052988	Isolation Valve
61	26.767349	-80.05081	Hydrant Valve
62			Under Steel Pile
63	26.767000	-80.050856	Isolation Valve
64	26.766869	-80.051157	Water Box Valve
65	26.766952	-80.051181	Isolation Valve
66	26.766911	-80.052088	Hydrant Valve
67	26.766871	-80.052569	Water Box Valve
68	26.766715	-80.052450	Isolation Valve
69	26.766805	-80.052592	Valve
70	26.766805	-80.052592	Valve
71	26.766750	-80.052825	Valve
72	26.766564	-80.052982	Valve
73	26.766601	-80.052677	Hydrant Valve
74	26.766382	-80.052674	Valve

TABLE 4-5. POPB EXISTING WATER SYSTEM VALVES, HYDRANTS, AND MONITORING WELLS

NUMBERS/ LETTERS	LATITUDE	LONGITUDE	DESCRIPTION
75	26.767058	-80.053361	Hydrant Valve
76	26.767048	-80.053368	Valve
77	26.767048	-80.053368	Valve
80	26.766106	-80.053579	Leave in Off Position. Only to be used if water at Master Meter at Chiller Plant is Shut Down. Opening Valve Will Affect Monthly Water Bill
81	26.766106	-80.053579	Valve
82	26.766150	-80.053171	Valve
83	26.765974	-80.052727	Valve
84	26.765974	-80.052727	Valve
85	26.765974	-80.052727	Valve
85B	26.765974	-80.052727	Valve
86	26.7660	-80.0525	Hydrant Valve
87	26.7660	-80.0525	Valve
88	26.7660	-80.0525	Valve
89	26.766155	-80.050956	Hydrant Valve
90	26.766155	-80.050956	Valve
91A	26.766053	-80.050631	Valve
91B	26.766053	-80.050631	Valve
92	26.765682	-80.051141	Valve
93	26.765682	-80.051141	Hydrant Valve
94	26.765891	-80.052117	Valve
95	26.765810	-80.054751	Valve
96	26.766346	-80.054751	Hydrant Valve
97	26.765865	-80.055540	Valve
98	26.765690	-80.055556	Valve
99	26.76590	-80.055556	Valve
100	26.765510	-80.056285	Hydrant Valve
101	26.765618	-80.056995	Valve
102	26.765618	-80.056995	Valve
103	26.765526	-80.057205	Valve
104	26.765526	-80.057205	Valve
105	26.765544	-80.057240	Valve
106	26.765544	-80.057240	Valve
107	26.765977	-80.057085	Valve
108	26.764712	-80.055718	Valve
109	26.764712	-80.055718	Valve
110	26.764766	-80.056127	Hydrant Valve
111	26.764801	-80.056776	Valve
112	26.764801	-80.056776	Valve
113	26.764792	-80.057255	Hydrant Valve
114	26.764737	-80.057464	Valve
115	26.764737	-80.057464	Valve
116	26.764737	-80.057464	Valve
117	?	?	Under Containers
118	26.765050	-80.059165	Valve
119	26.765050	-80.059165	Valve
120	26.764861	-80.058967	Valve
121	26.764815	-80.059207	Valve
122	26.764898	-80.059124	Valve
123	26.76585	-80.059262	Valve
124	26.76585	-80.059262	Valve
125	26.765807	-80.059227	Hydrant Valve
126	26.766308	-80.057959	Hydrant Valve
127	26.766308	-80.057959	Hydrant Valve
128	26.765753	-80.057969	Hydrant Valve
129	26.765662	-80.057926	Valve
130	26.765622	-80.057926	Valve
131	26.766115	-80.055636	Valve
132	26.766115	-80.055636	Valve
133A	26.766037	-80.058004	Valve
133B	26.766119	-80.055124	Leave in Off Position. Only to be used if valves at chiller plant Master Meter are Shut Off. Opening Valve Will Affect Monthly Water Bill
134	26.766119	-80.055124	Valve
135	26.766119	-80.055124	Valve
136	26.766969	-80.055233	Valve
137	26.766969	-80.055233	Valve
138A	26.767491	-80.055115	Hydrant Valve
138B	26.767817	-80.055054	Valve
139	26.768320	-80.055173	Valve
140	26.768320	-80.055173	Valve
141	26.768320	-80.055173	Valve
142	26.768801	-80.055028	Valve
143	26.768801	-80.055028	Valve
144	26.768801	-80.055028	Valve
145	26.769182	-80.054956	Valve
146	26.769182	-80.054956	Valve
147	26.769335	-80.054163	Valve
148	26.769335	-80.054163	Valve
149	26.768803	-80.055928	Valve
150	26.768803	-80.055928	Valve

TABLE 4-5. POPB EXISTING WATER SYSTEM VALVES, HYDRANTS, AND MONITORING WELLS

NUMBERS/ LETTERS	LATITUDE	LONGITUDE	DESCRIPTION
151	26.769260	-80.055630	Valve
152	26.769327	-80.056199	Hydrant Valve
153	26.769517	-80.056630	Valve
154	26.769517	-80.056649	Valve
155	26.769517	-80.056649	Valve
156	26.	-80.	
157	26.769069	-80.056860	Valve
158	26.769069	-80.056860	Valve
159	26.768879	-80.056900	Valve
160	26.768630	-80.056974	Valve
161	26.769159	-80.058940	Valve
162	26.769159	-80.058940	Valve
163	26.769159	-80.058940	Valve
164	26.769159	-80.058940	Valve
165	26.770672	-80.056839	Valve
166	26.770778	-80.060819	Valve
167	26.770778	-80.060819	Valve
168	26.770778	-80.060819	Valve
169	26.770778	-80.060819	Valve
170	26.770737	-80.060433	Valve
171A	26.770696	-80.059790	Valve
171B	26.770648	-80.059577	Valve
172	26.770714	-80.058904	Valve
173	26.770339	-80.058940	Valve
174	26.770339	-80.054982	Valve
175	26.767789	-80.054735	Monitoring Well
176	26.767634	-80.054306	Valve
177	26.767710	-80.056886	Valve
178	26.767150	-80.057152	Valve

1.4. Sanitary Sewer

As shown on Figure 63, which was compiled from several old as-built drawings with unknown accuracies, the sanitary system consists mostly of 8- to 10-inch gravity sewers with 4-inch service connections that ultimately drains into a lift station near the Port's South Gate. The lift station collects and pumps raw sewage via 4-inch force main into the City of Riviera Beach sanitary system. As shown, the footprint of the PIDP project will include some of the sewers and a portion of the force main. We recommend surveying the locations and elevations of these pipes and manholes and include the information into the PIDP design-build RFP.

FIGURE 63. PORT SANITARY SEWER SYSTEM



1.5. Natural Gas

As shown on Figure 64, the Port is served by a 4-inch gas line that is fed from 18- and 24-inch gas mains running along the southern port boundary.

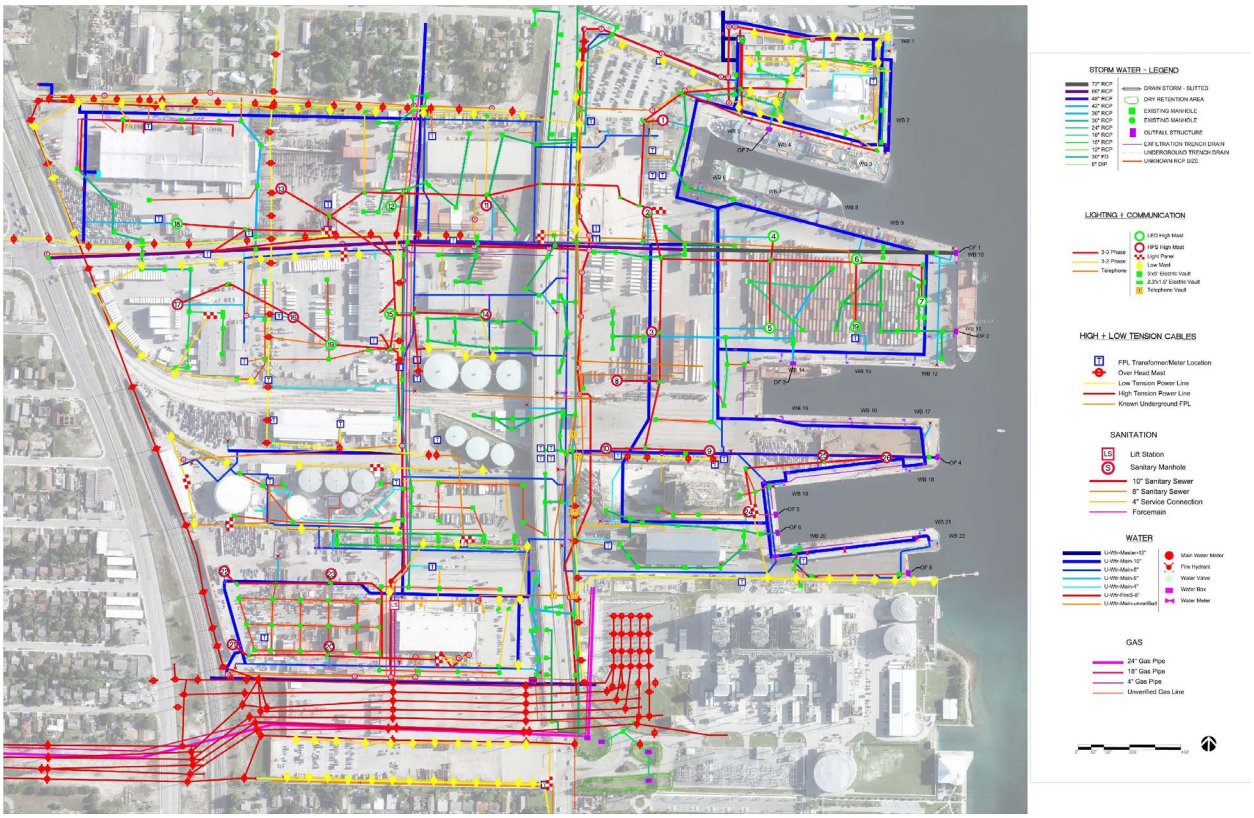
FIGURE 64. PORT NATURAL GAS SYSTEM



1.6. Combined Utilities

As shown on Figure 65, the Port utilities were combined to identify their interfaces with each other's and with other Port areas.

FIGURE 65. PORT-WIDE UTILITY SYSTEM



1.7. Slips and Berths

As shown on the schematic below and Table 2, the Port currently has three slips and 17 berths with 127 bays. The site condition assessment did not include evaluating the conditions of the berths' substructures. Except for Berth 17 that was constructed with secant piles, all other berths were constructed with anchored sheet pile bulkhead with RC caps. The decks of all berths are constructed of RC SOG or asphalt pavement. Except for Slip 2 that was constructed in 1988, all other berths are relatively new. Berth 1 is the only berth currently protected by a cathodic protection system. To protect the other berths from corrosion, especially Slip 2, the Port has already purchased the cathodic protection materials for the three slips and planning to start installation soon. As shown on Figure 66 and Figure 67, the RC pile cap section between Berths 7 and 8 is damaged due to ship impacts and rebar corrosion. We recommend immediate repair before further cap deterioration.

In general, the asphalt pavement of the berths is in a fair condition except for the cracked asphalt areas of Berth # 2 and # 14 as well as the localized settled pavement areas shown in red dots on Figure 66. We recommend the port tenants implement a pavement preservation program which involves applying a series of low-cost treatments every few years to halt further deterioration and keep pavement in good condition. The edges of the SOG deck of Berth # 14 are damaged due to Johnson Brothers' crawler crane traveling directly on the SOG. We recommend using wooden or rubber cushions under the crane wheels.

The asphalt pavement of Tropical Main Marginal suffered substantial deterioration and sever rutting between the container stacks due to the heavy and repeated loads of the straddle containers. Kimley Horn has recently conducted a study to replace the asphalt pavement within this area with RCC.

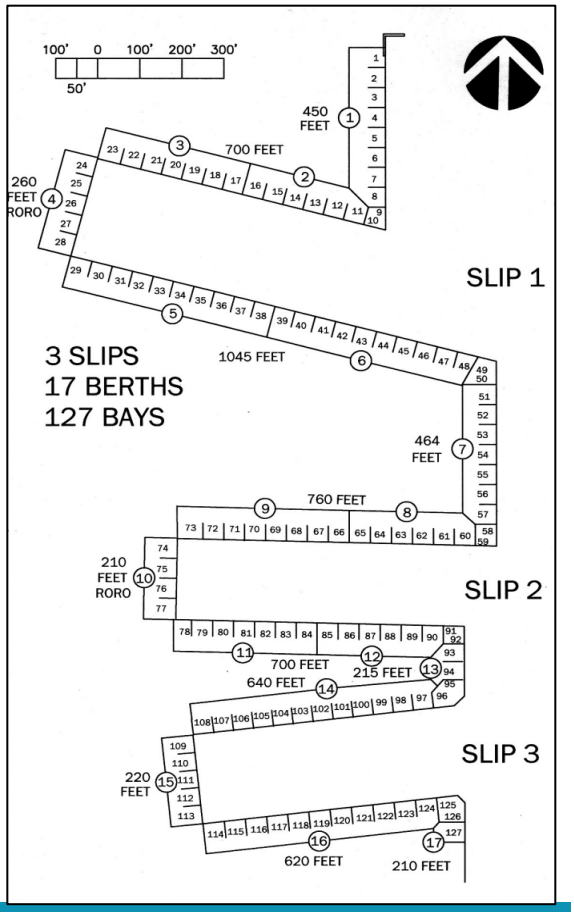


TABLE 2. PORT SLIPS AND BERTHS INFORMATION TABLE

Slip No.	Year Built	Berth No.	Length (ft)	Substructure Type	Remarks
	2019	1	450	65' SP bulkhead with soil anchors	Asphalt deck in a good condition
1	2000	2	350	67' SP bulkhead with soil anchors 4.13' apart	Asphalt deck with 200'x70' RC SOG at the Maritime Office Complex
		3	350		Moderate longitudinal cracking of asphalt with small areas of alligator cracking
		4	260		Ro-ro Slip (55' wide x 12" to 16" thick RC SOG)
		5	500		Asphalt deck in a fair condition with crane rails on RC SOG. The anchor bolts of some bollards are heavily corroded. The RC pile cap at the intersection of Berths 7 and 8 is severely damaged due to ship impacts and corrosion of reinforcement steel. The asphalt pavement between the container stacks in Tropical Main Marginal is severely rutted mainly due to straddle carriers traffic loading and needs replacement by RCC.
		6	545		
		7	464		
2	1988	8	760	PZ35 x 67' SP bulkhead tied to PZ27 x 12.5' SP anchor wall	
		9			
		10	210	PZ35 x 56' SP bulkhead tied to	Ro-ro Slip (55' wide x 12" to 16" thick RC SOG with stormwater trench drain covered by a

Slip No.	Year Built	Berth No.	Length (ft)	Substructure Type	Remarks
				PZ27 x 8' SP anchor wall	heavy-duty grate). The north corner of the trench drain is damaged and is currently covered by a large steel plate.
		11	700	67' SP bulkhead tied to Concrete Deadman	RC SOG deck with crane rails and stormwater trench drain with a heavy-duty grate cover. The pavement of the northwest corner of Berth 11 has severe settlement.
		12			
3	2015	13	215	Sheet and King/Solder piles bulkhead with soil anchors	Berth 13 and the east and west ends of Berth 14 have asphalt pavement with longitudinal cracking and settlement around manholes. The remaining length of Berth 14 has 45' wide x 15" thick RC SOG with trench drains and old railroad tracks. The edges of the RC slabs are damaged due to heavy crawling crane movement.
		14	640		
		15	220		Ro-ro Slip (10' to 30' wide RC SOG with stormwater trench drain. The asphalt pavement near the southwest corner of Berth 13 suffers settlements and cracking.
		16	620		The west end of Berth 16 has new asphalt pavement. The remaining length of Berths 16 has 40' wide x 15" thick RC SOG with trench drains.
	2017	17	270	Secant Piles	Berth 17 has new asphalt pavement

FIGURE 66. POPB BERTH FEATURES AND CONDITION

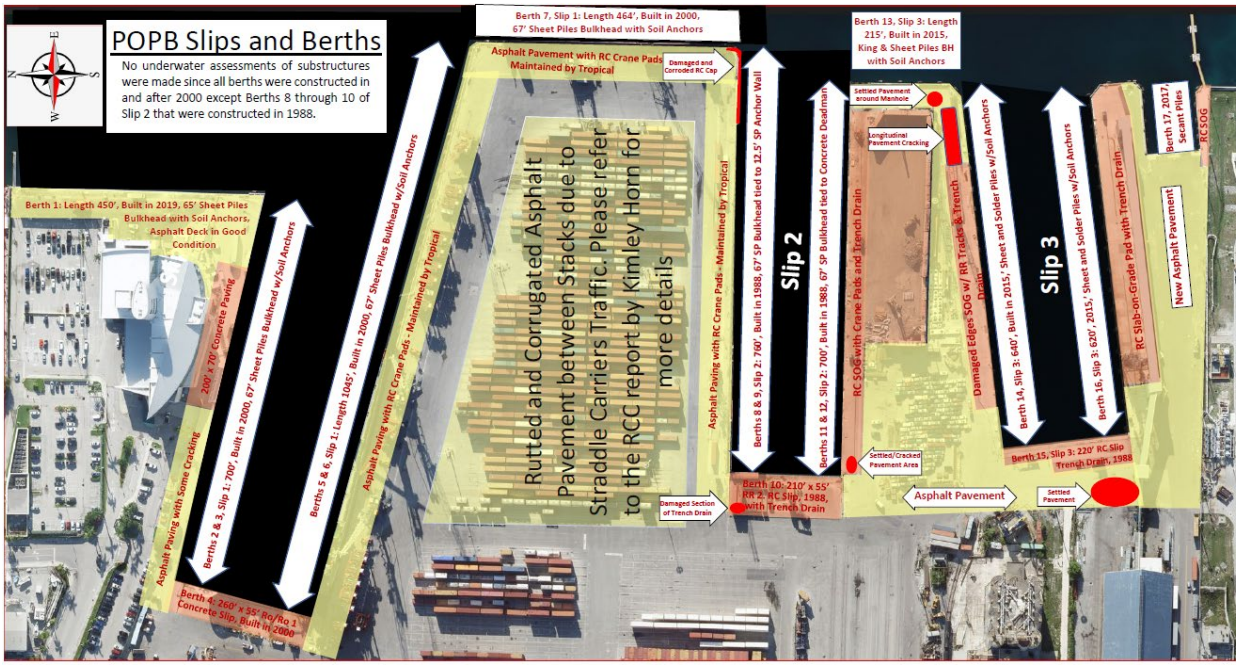


FIGURE 67. POPB EXISTING BERTH CONDITION PHOTOS



1.7.1.1. Roads and Pavement

Figure 68 shows the locations of the paved port roads, pavement distress areas, and unpaved or asphalt millings areas. As shown on Figure 69, the Tropical Main Marginal area and the intermodal loading area suffer most pavement deterioration and rutting due to the heavy and repeated loadings of the straddle carriers and reach stackers coupled with poor drainage. We recommend replacing the asphalt pavement of these areas with RCC and with appropriate storm drainage. Also, pavement cracking with varying degrees of severity were found in the main Port road and Avenue East between the security booth and the Port gate mainly due to slow truck traffic before the gate. These areas need milling and resurfacing before further pavement deterioration. In addition, we recommend that the new leases require the tenants to submit and implement pavement preservation and utility maintenance programs to maintain infrastructure in good

working conditions. This will also require the implementation of pavement preservation and preventive utility maintenance programs.

FIGURE 68. POPB EXISTING ROADWAY AND PAVEMENT CONDITION

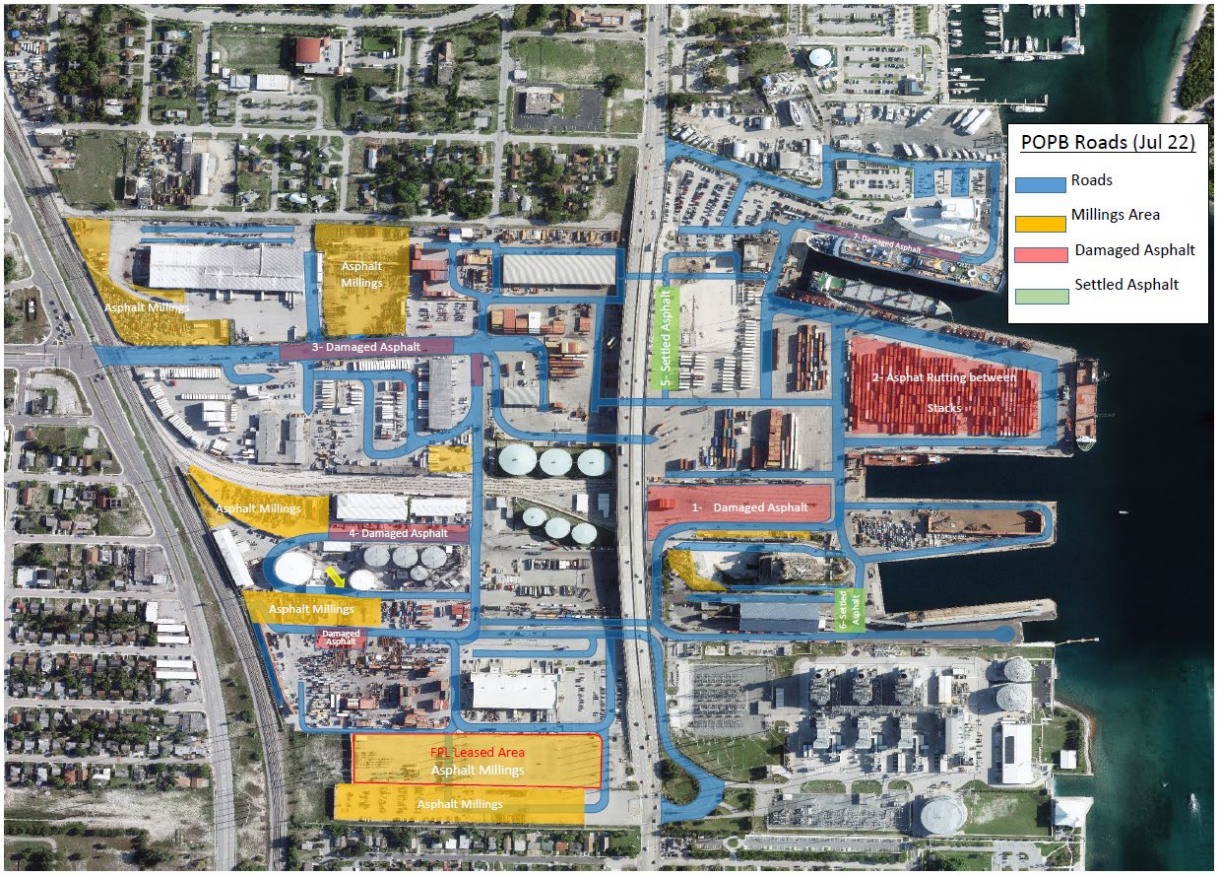


FIGURE 69. POPB SEVERELY DETERIORATED EXISTING PAVEMENT CONDITION PHOTOS



1- Damaged Asphalt (Train Loading Area): Asphalt cracking, raveling and potholes mainly due to straddle carriers and reach stackers traffic and turning as well as poor drainage in some areas



2- Asphalt Rutting & Cracking (Tropical Stacking Area): asphalt rutting up to 8", spalling, and cracking mainly due to straddle carriers' traffic. Refer to Kimley Horn report for more details



7- Damaged Asphalt (Berths 2 & 3 Cruise Terminal): Asphalt cracking and potholes presumably due to repeated traffic loading, weak subbase, thin HMA, high moisture & poor drainage

Appendix E

Cruise Line Study

Appendix E

1. Executive Summary

The cruise industry has a strong, positive outlook, with passenger levels rapidly returning to and then exceeding pre-pandemic levels. The industry is emerging leaner, more efficient, and cost- and environmentally-conscious than ever before, with a goal of being net carbon neutral by 2050. Leading cruise operators – such as Carnival Cruise Lines, Royal Caribbean Group, and NCL – are experiencing positive trends in bookings and total guest deposits, indicating a return to normal for the cruise industry. The strength of current bookings shows how vessel capacity being filled in 2023 follows pre-pandemic levels and will continue to grow.

Trends historically supportive of industry growth are expected to remain, as established in global projections of vessel calls and passengers. Through 2040, global cruise guests are forecast to expand from 30 million to 52 million. The near- and long-term supply of lower berth capacity was used to estimate future global growth. The near-term trajectory was determined through reviews of shipyard orders and other factors. The vessel replacement cycle is responsible for the increase of lower berth capacity since 2020, which is expected to continue for at least the next two decades.

The Caribbean continues to lead as the top cruise deployment region, supporting cruises year-round. Deployed capacity to the Caribbean experienced significant growth in 2022 following the pandemic period. In 2022, the Caribbean held on average 40% of the global cruise capacity. Guest occupancy levels are also quickly recovering. Carnival Cruise Lines and Royal Caribbean Group continue to hold the top two positions in terms of the number of Caribbean deployed ships and capacity both pre- and post-pandemic. In the Caribbean region, ships are expected to return to full occupancy in 2023 and then a constant average occupancy at 112% of lower berths by 2025, higher than the global average. Caribbean growth—buoyed by the success of destinations and cruise private islands within a 7-day deployment of South Florida—is expected to continue.

The continued long-term success of the industry relies on homeports, such as the Port of Palm Beach, to accommodate cruise ship traffic and to grow in lockstep with the needs of the business. The Port of Palm Beach has a modern and efficient cruise terminal, equipped to meet the needs of cruise passengers, allowing for safe embarkation and disembarkation at the Port. It has found success in welcoming cruise traffic servicing value, luxury, and niche operators and deployments. The Port's single cruise berth supports the 722' Margaritaville at Sea (ex-Bahamas Paradise) on its alternating daily deployments. The Port's primary challenge is its lack of cruise berths of a size and configuration able to welcome the industry's largest cruise vessels, such as those currently homeporting from Port Canaveral, Port Everglades, and Port Miami.

Without significant modification to both the berth, terminal, and other supporting destination infrastructure, the Port's cruise business is forecast to approach a maximum practical capacity of 700,000 revenue passengers per annum. This assumes trending and operations of the Margaritaville at Sea (or similar vessel) continues to experience success and/or adjusts over time to continue its appeal to its target consumer demographic. There are several challenges (regulatory, financial, and competition by other Port businesses for space) with the Port advancing expansion efforts to welcome more cruise traffic, especially for vessels between 975 and 1,150 feet and carrying 2,000 to 5,000 guests. Advancement of a project(s) geared to this ship size would be met with industry acceptance and use. As documented, the Caribbean cruising region is forecast to continue to grow at a CAGR of 2.2% to 2.4% over the next two

decades. If the Port of Palm beach were to advance improvements to maintain over time its market capture of 2.0% and potentially shift its capture rate to 3.5% of total Caribbean revenue passengers (via homeporting), the Port could potentially achieve cruise passenger throughput levels of between 1.5 and 2.1 million cruise guests per annum approaching 2043.

2. Cruise Industry

2.1. Terminology Used

Lower Berth Capacity (Lower Berths) – The number of beds of standard height on a cruise vessel. The number of lower berths determines the vessel's normal passenger capacity. A cruise stateroom typically has two berths (beds). Cruise vessels generally operate at 105 percent to 115 percent of a vessel's lower berth capacity.

Maximum Passenger Capacity (Max Pax) – The total number of passengers accommodated on the cruise vessel in lower berths and other flexible berths (also referred to as upper berths). Max Pax would be attained, in an ideal financial situation, when all the berths, including all upper and lower bunks, "Pullman" beds, and single and double sofa beds (available in types and numbers according to the ship's cabin grades) are all occupied.

Deployed Capacity (Bed/Berth Nights) – A typical cruise industry form of capacity measurement representing the number of lower berths multiplied by the nights of operation in a region.

Homeport (Baseport, Port of Embarkation, Turnaround Port) – A marine facility and destination city that serves as the base of operations from which the cruise begins and/or terminates.

Port-of-Call (Way-Port) – One of several destinations visited as part of the cruise itinerary. The focus of the port-of-call is on tourism activities adjacent to the cruise arrival area and the transportation of passengers to regional points of interest.

Interporting – The practice of allowing cruise passengers to embark and debark in multiple ports throughout an itinerary pattern. This, to some degree, is similar to a ferry on a longer routing.

Revenue Passengers – For most homeports, passengers are counted getting off the ship (disembarking) and getting on the ship (embarking). Thus, a unique passenger is effectively double counted at the homeport over the cruise's full timeframe. For ports-of-call (aka, transit ports), the same guest getting off the vessel and getting back on the vessel later in the day is only counted once. In both cases, the counted passenger is referred to as a revenue passenger, where the port is charging a fee (aka, head tax) on the guest.

Itinerary – Ports visited on a given cruise (see also Open-Jaw and Closed-Jaw Itinerary).

Open-Jaw Itinerary – Itinerary type referring to those deployments where the cruise begins at one homeport and ends at another.

Closed-Jaw Itinerary – Common itinerary type where the cruise begins and ends from the same homeport.

Private Destination – A port developed by a cruise line or other entity for the exclusive use of cruise guests. Cruise line private destinations are generally only for the use of the respective developer line. Most private destinations are in the Caribbean and are 'day at the beach' experiences.

3. Cruise Travel Fundamentals and Industry Update

3.1. Cruise Industry Growth

Passengers

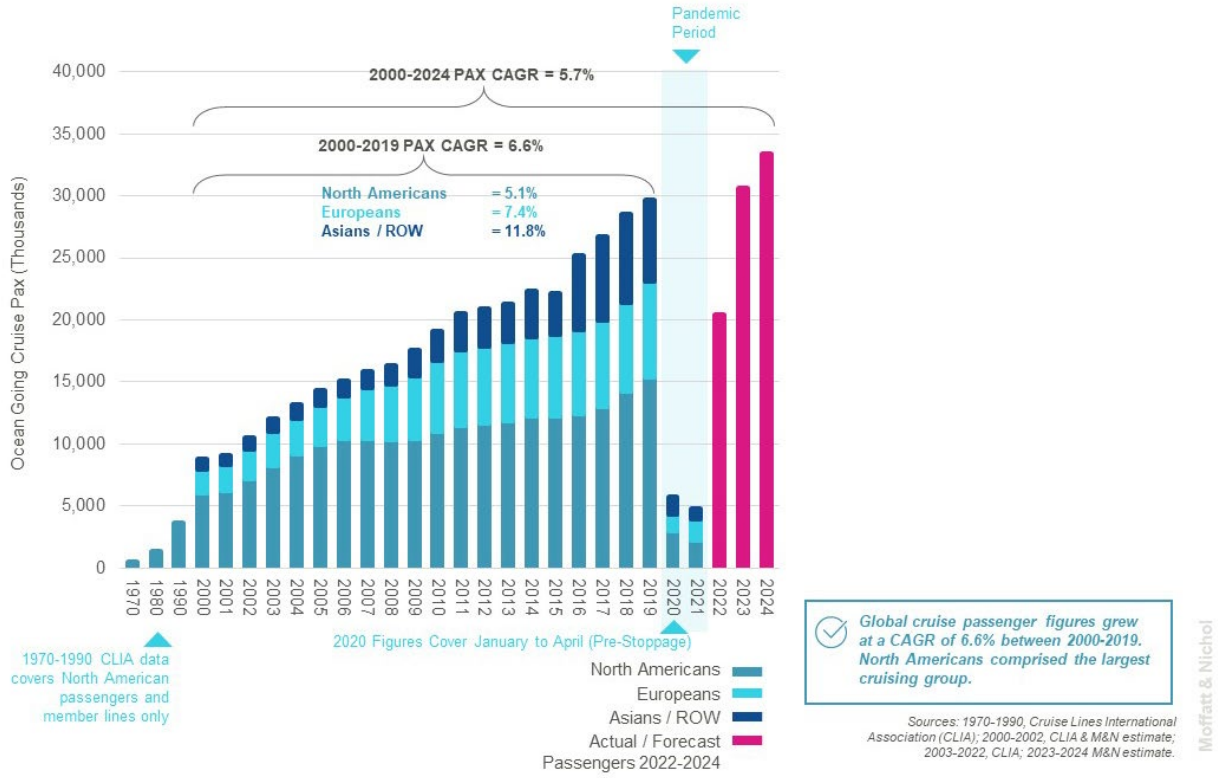
In 1970, 500,000 passengers embarked on an ocean-going cruise; by 2019, this level had increased to nearly 30 million. Global passenger figures between 2000-2019 grew at a Compound Annual Growth Rate (CAGR) of 6.6 percent.

The 2020-21 pandemic period saw passenger carryings decline precipitously due to the industry's suspension of operations. 2022 levels have since recovered to nearly 70 percent of 2019 figures, with full recovery anticipated by 2023.

North Americans are the largest cruising group, contributing nearly 52 percent of all global passengers in 2019. Europeans and Asians/ROW (Asia, Australia/NZ, South and Central America, Africa, Middle East) contributed 26.0 percent and 22.1 percent respectively.

European and Asian/ROW consumer participation grew at a faster rate than North Americans over the past two decades. This is in part due to cruise line success in educating, marketing, and customizing cruise vacations to consumer groups worldwide. Asian/ROW witnessed the largest increase between 2000-2019, growing at a CAGR of 11.8%.

FIGURE 70. CRUISE INDUSTRY GROWTH: PASSENGERS (1970-2024 OCEAN-GOING CRUISE PASSENGERS)



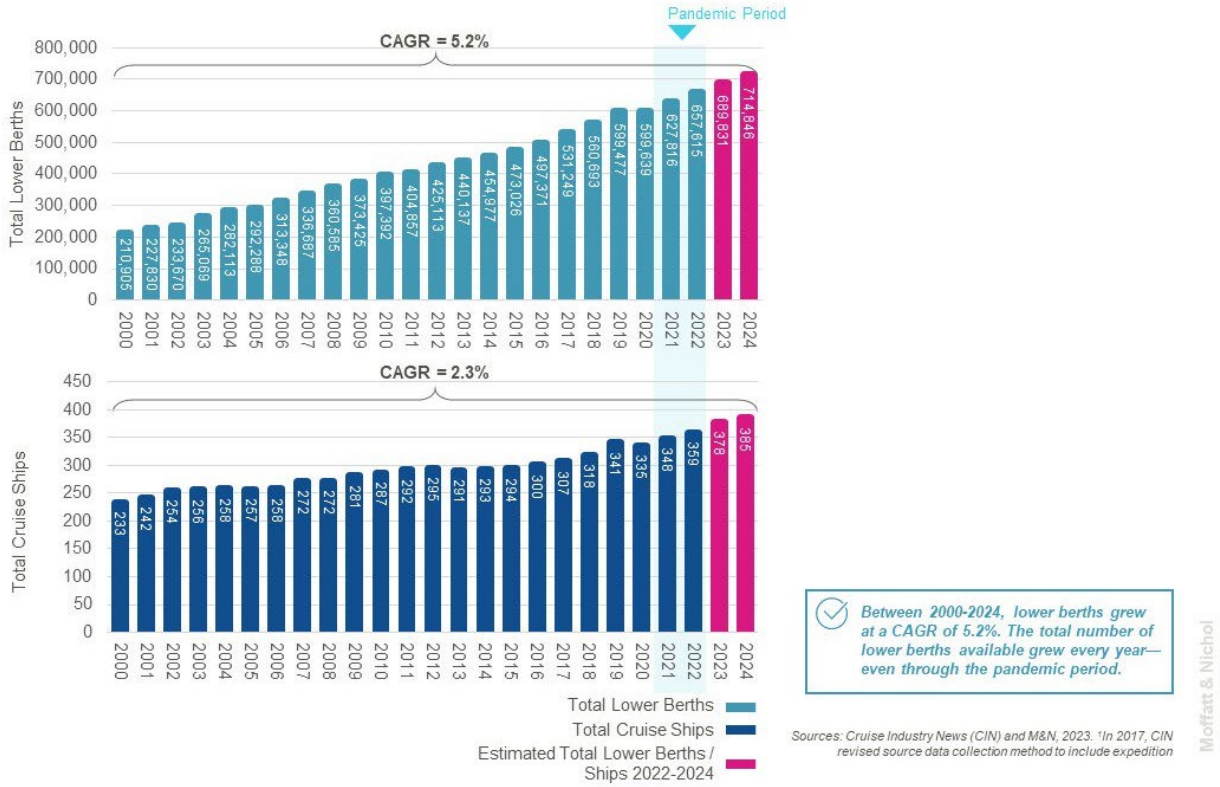
Capacity

Cruise ships and their respective beds (aka, lower berths) are the primary metrics used to measure industry capacity.

Growth in total lower berths outpaced the number of cruise vessels in operation between 2000 and 2022. Over 210,900 lower berths were available on ocean going vessels in 2000; by 2024, inventories are expected to more than triple to 714,846. For every year between 2000-2024, the total number of lower berths grew—even through the pandemic period.

Over the same period, the total number of vessels in operation increased from 233 to a planned 385. Increases in the average size of cruise vessels in operation is the primary reason berth totals have outpaced vessel totals.

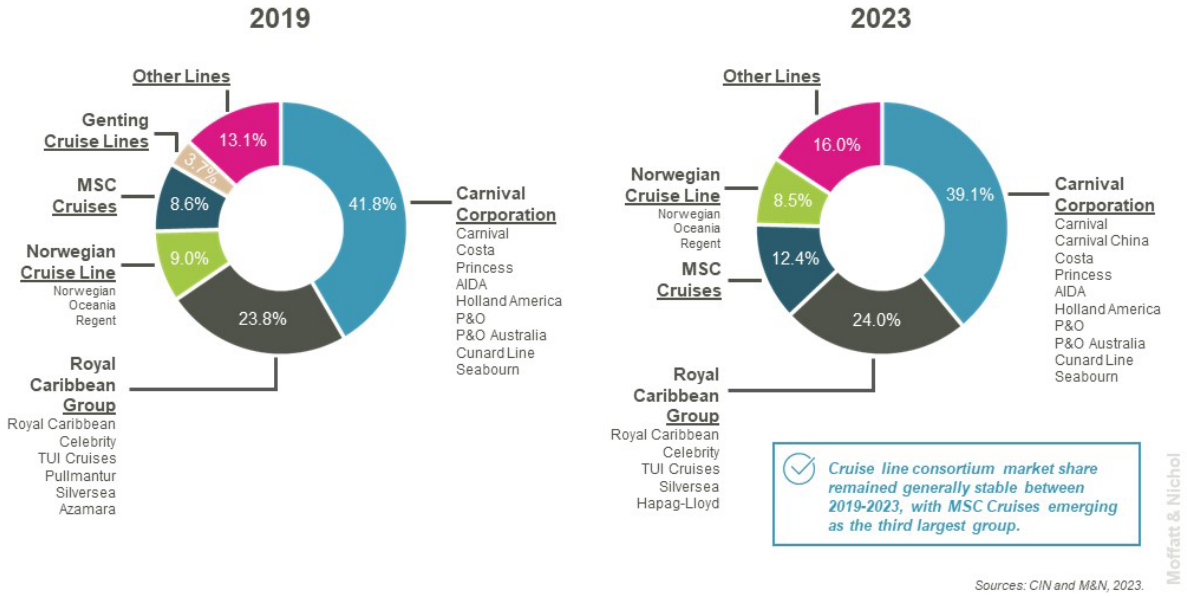
FIGURE 71. CRUISE INDUSTRY GROWTH: CAPACITY (2000-2024 TOTAL LOWER BERTHS AND VESSELS)



Cruise Industry Operators

The main global cruise companies—Carnival Corporation, Royal Caribbean Group, MSC Cruises, and Norwegian Cruise Line—control 84 percent of all industry capacity. Carnival Corporation is the largest operator with 39.1 percent of market capacity carried on its 10 brands. Royal Caribbean Group (RCG) controls 24 percent of the overall market. Between 2019 and 2023, MSC Cruises surged into third place with 12.4 percent of total capacity, followed by NCL with 8.5 percent. A growing player in the 2010s, Genting Cruise Lines did not survive the Pandemic. Genting's vessels under construction and operational fleet were sold to Disney, Silversea, Cruise Saudi, and other operators, while older vessels were scrapped.

FIGURE 72. CRUISE INDUSTRY OPERATORS - MARKET SHARE (TOTAL LOWER BERTHS)



Sources: CIN and M&N, 2023.

3.2. Drivers of Market Growth

Several features unique to the cruise industry have and continue to drive growth. These are grouped as long-standing, continuing trends and recent trends.

Long-Standing, Continuing Trends

- Passionate Cruising Base – Lines successfully attracted land-based vacationing guests into first-time and lifetime cruisers. Customers report cruises offer good value for money, high product satisfaction levels, and great appeal in unpacking once and seeing the world.
- Dynamic Floating Resorts – The ship is an essential part of the cruise experience. Cruise lines introduced new vessel inventory and developed on-board products garnering sustained interest in cruising. Lines work to continually innovate and create new ship interest.
- Upsized Cruise Ships – Cruise lines have continued to push ever-larger, more dynamic vessels, harnessing the principle of economies of scale and the need to appeal to a broad customer base.
- A Globally Optimized Business Model – Lines build ships in countries offering attractive export credits, thus minimizing capital costs; hire crew from the most qualified and competitive labor markets; and flag vessels in countries with a favorable tax and regulatory environment, all while sourcing passengers with high discretionary incomes.
- A Supply-Led Industry – Increases in capacity (e.g., ships and lower berths) lead to expansion of global passenger levels. This supply-push strategy aims to create demand simply by providing new capacity (ships) and finding customers to fill them through itinerary planning, marketing, and discounting strategies.

Recent Trends

- An Adaptable Business Model – The industry's model is adaptable to changing market conditions. Lines adjust homeports, deployment itineraries, and cruise lengths to meet market conditions. Lines finetune ticket prices knowing other revenue streams are available once the guest is on-board (premium F&B offerings, shore excursions, private destination spending, et.al.).
- A Global Phenomenon – Cruise lines have been successful in translating the traditional North American cruise offer to consumer groups worldwide. Part of this success results from market

segmentation with different types of vessels, associated with different amenities offered onboard and ashore, with the variety of types of cruises offered, targeting different (social and age) groups.
- Focused Health and Safety Initiatives – The increased focus on health and safety has helped to bolster guest confidence and expedited getting passengers back to cruising post-Pandemic. This focus will continue, influencing ship design and cruise experience delivery.
- Responsible Cruise Tourism – Lines and destinations are pursuing a more efficient, sustainable future through ship innovation and the pursuit of net carbon neutral cruising by 2050.

3.3. The Engines Driving Growth

Shipyards, Ships, Passengers, and Ports

Shipyards, ships, passengers, and ports are the four key features driving industry growth. Each of these elements has its own strengths, weaknesses, and unique peculiarities. Working together, each has helped to support the industry's phenomenal growth trajectory and are essential for continued progress.

- Shipyards: The shipyards build the essential product inventory that the cruise lines use. The entire process for a brand-new class of vessel—from design to christening—can take 4-to-7 years. Cruise ship building is a highly specialized industry located in Germany, France, Italy, Finland, and China. The 18- to 24-month building cycle and limited number of shipyards restricts the number of large ships delivered each year to 7 or 8 vessels. Large lines purposefully schedule building slots 4-to-7 years into the future to ensure a continual flow of ship capacity.
- Ships: The cruise ship is the 'main event' of the cruise vacation and an integral motivator in passenger/customer selection of a cruise vacation and itinerary. A cruise stateroom typically has two lower berths (beds) and other flexible beds to accommodate kids and other family members. Thus, ships run at occupancy rates of 105 percent to 115 percent of total lower berth supply. Ships are Inherently Mobile. The industry's model is adaptable, being able to move vessels to locations where market conditions are most favorable.
- Passengers: Cruise lines take their guests where they want to go, and where they want to go is the Caribbean, the Mediterranean, Northern Europe, and Alaska. Cruise lines and ports have spent decades building physical and operational infrastructure in these regions. Survey after survey has recorded high levels of guest satisfaction and value for money. These factors translate into a loyal, returning customer base. 90 percent of cruisers consider cruising a good way to sample destinations and 57 percent have indicated they returned to a place visited.
- Ports: Two types of ports comprise the cruise vacation—homeports and ports-of-call. Homeports are the base of operations from which the cruise begins and/or ends. Ports-of-call are one of several destinations visited as part of the cruise itinerary. Homeports provide terminals, consumer access (via air and road), hotel rooms, provisions and other critical features. Lines prefer to operate Friday-Monday. Few locations have the right mix of all these elements and berth availability on key deployment days. Certain ports-of-call are strategic due to their position within the speed and distance covered on the itinerary.

Shipyards

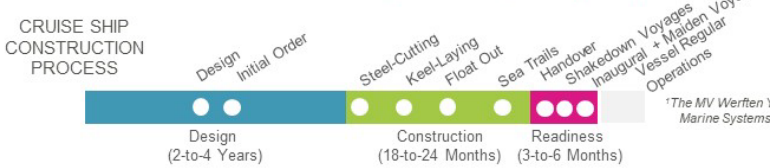
From design and initial order to steel cutting, float out, and the maiden voyage, the shipbuilding process is both lengthy and highly specialized. For new classes of vessels, the design process can start 6-to-7 years before the new ship arrives into service. With only six shipyards available with the workforce specialization, sophisticated technologies, and proximity to essential supply streams, cruise lines seeking large vessels over 100,000 GRT place orders 4-to-6 years in advance to ensure a slot in the shipyard.1 For the coming period 2023-2025, 23 vessels over 100,000 GRT are scheduled for delivery. Fincantieri's Genoa shipyard and Chantiers de l'Atlantique will average approximately two ships per year; Meyer Werft, Meyer Turku, and Fincantieri's Venice Shipyard, average one ship per year. The small number of these unique shipyards keeps a steady but limited stream of large cruise ships being delivered each year.

FIGURE 73. THE ENGINES DRIVING GROWTH - SHIPYARDS

	2021	2022	2023	2024	2025
Chantiers de l'Atlantique (Saint-Nazaire, France)	1 – MSC	1 – Celebrity 1 – MSC 1 – RCG	1 – Celebrity 1 – MSC	1 – MSC 1 – RCG	1 – Celebrity 1 – MSC
CSSC (China)	-	-	1 – Adora	-	1 – Adora
Fincantieri (Genoa Area)	1 – Virgin	1 – Princess 1 – MSC	2 – Virgin	1 – Princess 1 – TUI	1 – Princess
Fincantieri (Venice Area, Italy)	1 – MSC	1 – NCL	1 – NCL	1 – Cunard	1 – NCL
Meyer Turku (Turku, Finland)	1 – Costa 1 – Carnival	1 – Carnival	1 – RCG	1 – TUI	1 – RCG
Meyer Werft (Papenburg, Germany)	1 – AIDA 1 – RCG	1 – Disney 1 - P&O	1 – Carnival	1 – Disney	1 – Disney
MV Werften/Meyer[1]	-	-	-	-	1 – Disney
Totals	**7 Ships**	**9 Ships**	**8 Ships**	**7 Ships**	**8 Ships**

2020-2022 Were Exceptional with Yards Closed for a Portion of 2020. Ship deliveries shifted, resulting in 9 ships in 2022.

Six cruise shipyards deliver the industry's largest vessels. The limited number of yards keeps potential large cruise ship delivery to 7-to-8 per year.



Sources: Cruise Industry News (CIN) and M&N, 2023.
[1]The MV Werften Yard (Germany) filed for bankruptcy in January 2022. ThyssenKrupp Marine Systems has purchased the unit and is likely to shift to defense shipbuilding. The Genting Dream shell (now Disney) will shift to Meyer Yard.

Moffatt & Nichol

Ship Orders

A total of 65 vessels are scheduled for delivery though 2028, representing a total of nearly 144,395 new lower berths and $42 billion in investment. Through the COVID-19 Pandemic, outstanding orders for cruise ships have remained mostly intact, with only some shifts of deliveries from 2020 / 2021 / 2022 / 2023.

FIGURE 74. THE ENGINES DRIVING GROWTH - SHIP ORDERS

	SHIPS	LOWER BERTHS	VALUE ($US)
2023	19	38,587	$10.69 Bil.
2024	14	31,450	$8.67 Bil.
2025	16	41,074	$12.46 Bil.
2026	7	18,670	$4.95 Bil.
2027	6	11,832	$3.95 Bil.
2028	3	2,782	$1.40 Bil.

TOTAL 2023 - 2028

SHIPS	LOWER BERTHS	VALUE ($US)*
65	144,395	$42.12 Billion

65 new cruise vessels added to existing inventories will fuel industry growth over the next four-to-five years.

Sources: CIN and M&N, 2023

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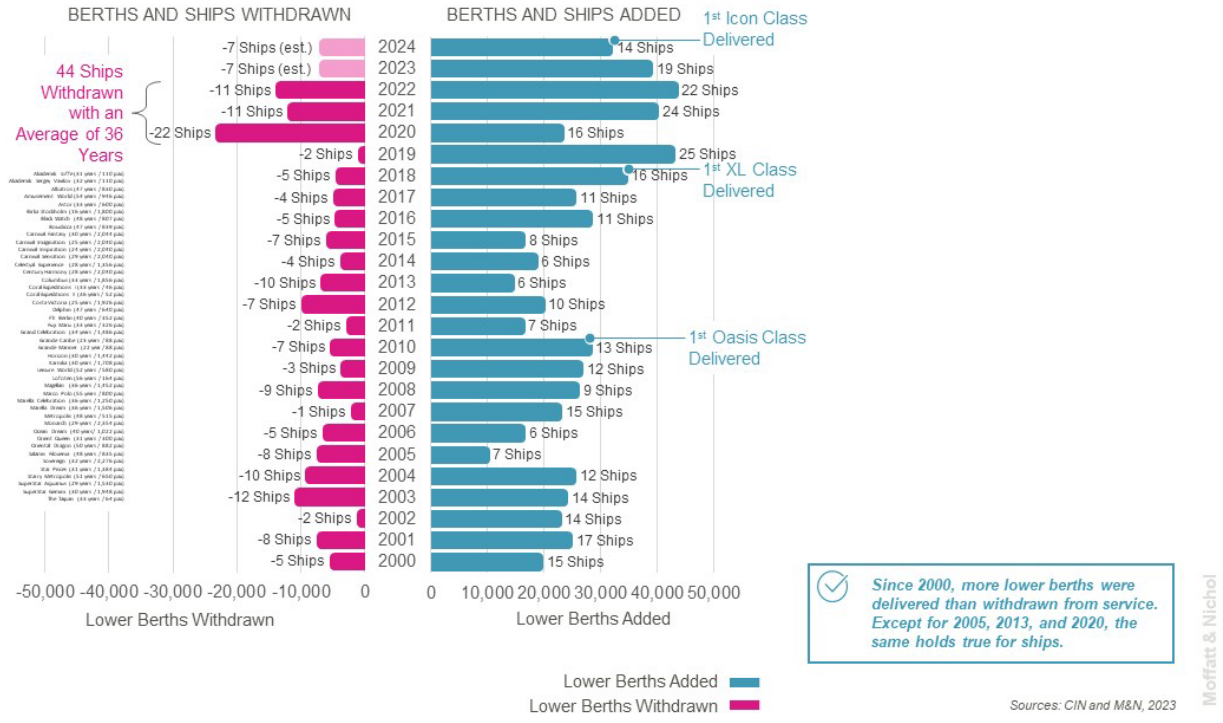
The Vessel Replacement Cycle

The replacement of smaller, older vessels with newer, larger ones is a common market feature. Cruise lines plan far in advance for these retirements, and in a typical year, seven older cruise vessels are scrapped. In a key deployment sectors (e.g., seven-day Caribbean cruises from South Florida) the brand new, larger ship takes the place of a somewhat smaller ship, which would then be repositioned to another region or deployment type.

During the Pandemic, cruise line austerity efforts forced early retirement for many older ships. A total of 44 ships, representing over 47,000 lower berths, were removed from service between 2020-2022. The average age of these vessels was 36 years, as compared to 40 years for vessels removed from service between 2000-2010.

Every year since 2000 the total number of berths delivered exceeded the total withdrawn. Even with 44 ships withdrawn from service between 2020-2022, inventories netted an increase of 58,138 lower berths. The cycle of replacement of smaller for larger ships will slow over time, as many of the large ships from the 2000's become targets for replacement. For example, the first Oasis-class ship, which was delivered in 2009, might be withdrawn and replaced in 2049.

FIGURE 75. THE ENGINES DRIVING GROWTH - THE VESSLE REPLACEMENT CYCLE

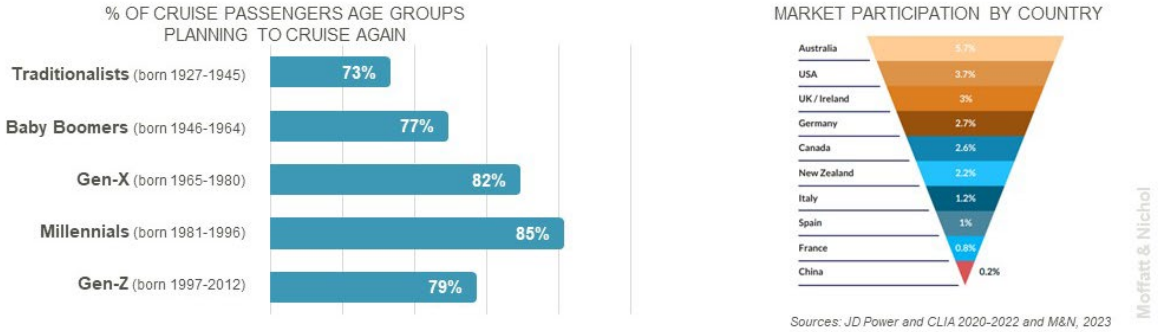


Current and Future Cruisers

- Cruise Guests are Getting Younger –The cohort of guests aged 40-59 and 60+ are nearly the same with each at 32 percent of the total industry. The average age of a cruise tourist between 2018-2020 was 47.6.
- Cruise Lengths Remain Stable – The average duration of cruises over the past 10 years has remained generally stable at 7.1 days. This duration fits the typical travel patterns and time available for vacationing North Americans and key deployment regions are shaped to meet this preference.
- Millennials are Enthusiastic Future Cruisers – Future cruisers are skewing younger, with Millennials indicating the highest interest to cruise again. More than 82 percent of Gen-X and 85 percent of Millennials have a more positive attitude regarding cruising than two years ago.

- Highly Satisfied Guests – According to CLIA's and JD Power's Consumer Survey (2018), surveyed cruisers reported a high level of satisfaction with the cruise experience. More than half of cruisers (58 percent) believe a cruise is the best type of vacation, a perception that remains consistent. They find high satisfaction in river cruises (81 percent) and ocean cruises (73 percent), followed by land-based hotels and resorts (62 percent). Nine out of 10 say they "probably or definitely will" cruise again.
- A Global Marketplace – As previously noted, North Americans comprise the largest cruising group, but the total share of the market is declining. In 2010, North Americans made up 57.7 percent of all cruisers; by 2019, the level reduced to 51.9 percent as more and more guests from Europe and Asia participated in the industry. The cruise industry will continue to grow as 1) it gets greater participation by global guests and (2) lines can deploy ships close to these consumers.
- Market Participation is Low – While it seems like a huge industry, the total number of passengers as a percent of the population that cruise annually is still relatively small. One reason for this low level of market penetration is the industry's inability to produce more large ships due to the constraints in shipyard construction and delivery.

FIGURE 76. THE ENGINES DRIVING GROWTH - CURRENT AND FUTURE CRUISERS



Passenger Source Markets

Passengers predominately embark on cruises to regions adjacent to the consumer source market.

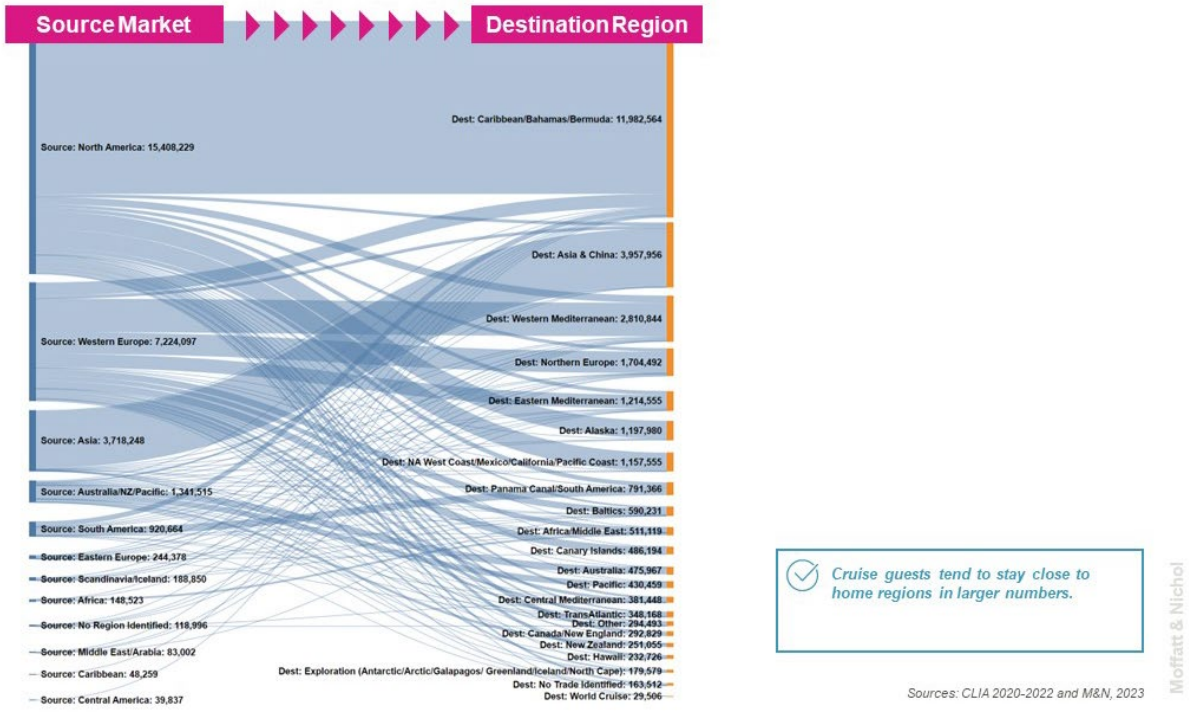
82.7 percent of North American cruise tourists sailed in the Caribbean/Bahamas/Bermuda (68.4 percent), West Coast Mexico/California (7.3 percent), and Alaska (7.1 percent) destination regions.

Similarly, 72.5 percent of the combined Western European and Scandinavian/Icelandic cruise passenger cohort stayed in nearby waters: 42 percent sailed in the Mediterranean (east, west, central), 24.3 percent in Northern Europe and the Baltics, and 6.3 percent the Canary Islands.

93.5 percent of Asian cruisers sailed in the Asia and China destination regions.

The future success of these regions, in large part, is linked to growth of nearby source markets vs. moving passengers to more far-flung cruise destinations.

FIGURE 77. THE ENGINES DRIVING GROWTH - PASSENGER SOURCE MARKETS (2019 PASSENGERS)



Leading Destination Regions

The Caribbean, Mediterranean, Northern/Western Europe, and Alaska are the main cruise deployment regions. Of these, the Caribbean, Mediterranean, and Alaska are seeing the quickest post-Pandemic recovery. Reasons include access to consumers, proximity to traditional industry centers/homeports, aggressive health and safety protocols (especially at cruise line-operated private destinations), and ability to operate profitably. Northern/Western Europe remains a strong seasonal market, but over the near-term, will likely see growth tamed by concerns over the War in Ukraine. Asia/Pacific will also likely lag in its recovery cycle. The continued closure of China for cruise operations due to the Pandemic, the Chinese government's introduction of restrictions disallowing its citizens to travel to South Korea and Taiwan, the loss of a key operator (Genting), and other factors will limit near-term Asia/Pacific region growth.

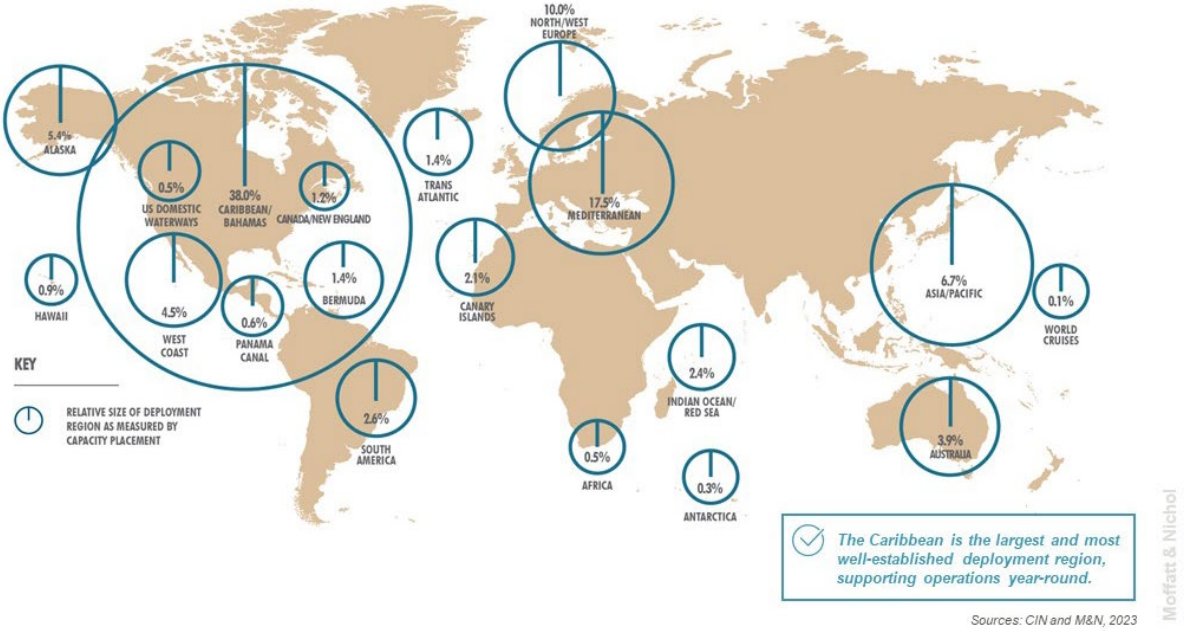
FIGURE 78. THE ENGINES DRIVING GROWTH - LEADING DESTINATION REGIONS (MEASURED IN DEPLOYED CAPACITY)



2023 Deployment Regions

In 2023, the Caribbean will lead all regions in cruise capacity deployment (38 percent). The Mediterranean has regained its status as the second largest region (17.5 percent), followed by Northern/Western Europe (10 percent), Asia/Pacific (6.7 percent), and Alaska (5 percent). Regions with seasonal operations, such as Alaska, will generally have lower total market share versus those with year-round operations (e.g., Caribbean, Asia/Pacific). Lengthening of cruise seasons, such as more and longer deployments in the Mediterranean, work to increase overall market share.

FIGURE 79. THE ENGINES DRIVING GROWTH - 2023 DESTINATION REGIONS (MEASURED IN DEPLOYED CAPACITY)



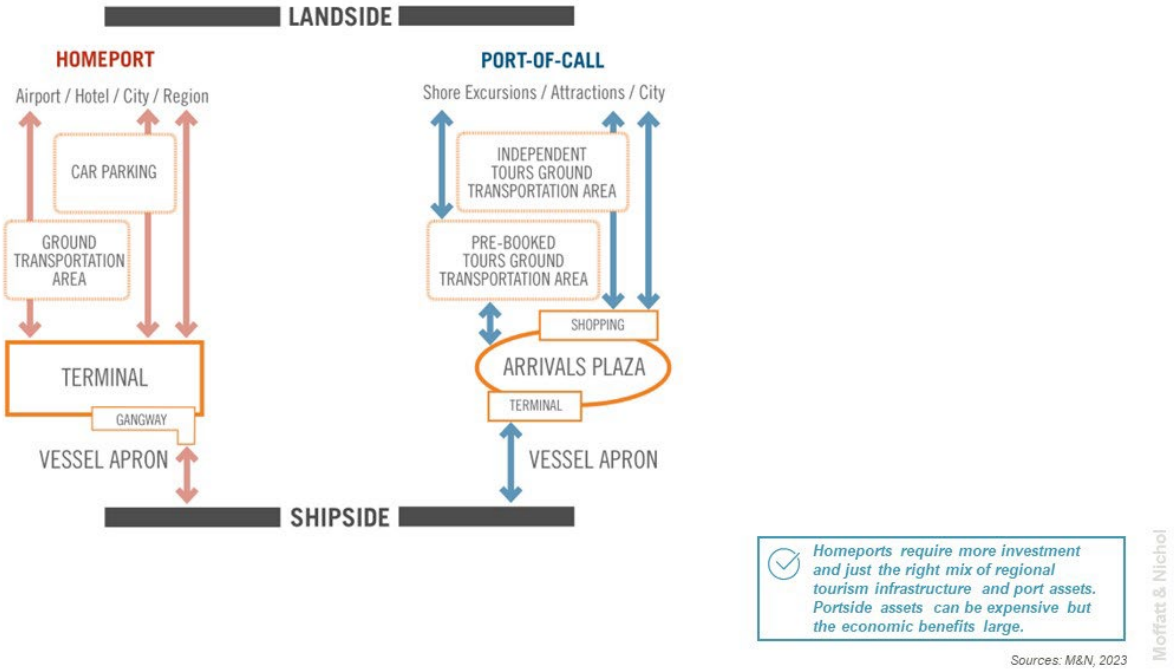
Ports

Homeports and ports-of-call are highly strategic assets, especially in the leading deployment regions. Both types are needed in sufficient quantities to deliver cruise vacations.

The number of ports-of-call globally ranges between 600-800 facilities convincingly able to welcome large, ocean-going cruise vessels. Ports-of-call are focused on delivery of a phenomenal guest experience during an average of 8 hours at a destination; the logistical needs of shore excursions, walkable town centers and shopping zones, and other venues all serve to this end.

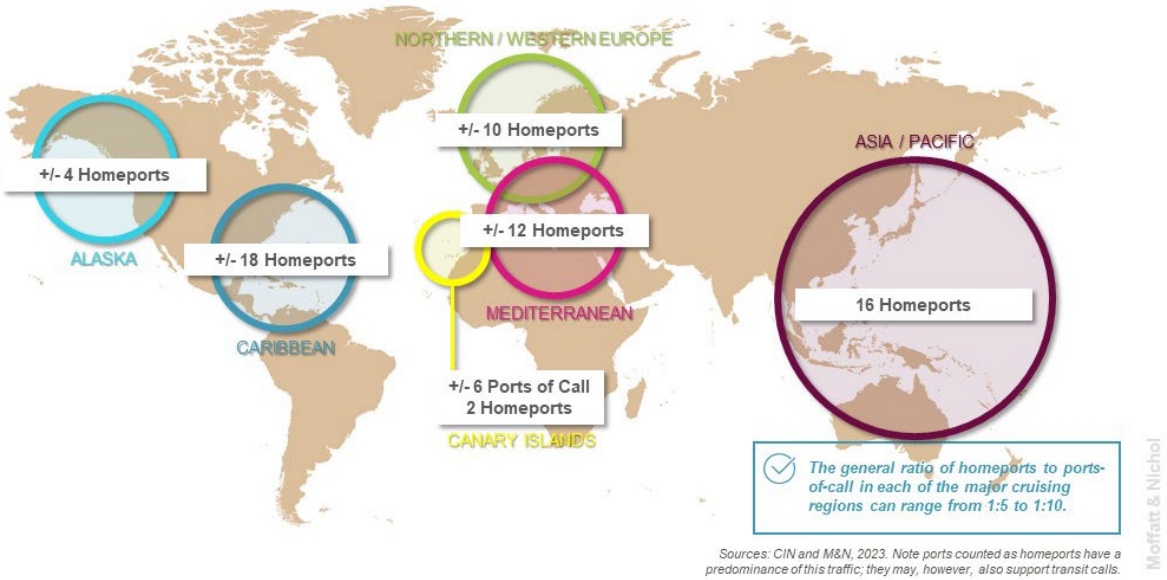
Homeports are the base of operations from which the cruise begins and/or ends. They are a much more limited commodity—anywhere from 40-50 globally. Homeports require consumer access/proximity via highway or airlift, hotel rooms, and other logistical components needed to provision and turn the vessel within a short timeframe. At the scale of the port, homeport operations, vessel berth, provisioning and terminal requirements are more substantial.

FIGURE 80. THE ENGINES DRIVING GROWTH - HOMEPORTS AND PORTS-OF-CALL



Each region is served by a handful of strategic homeports—those locations possessing the right amount of marine infrastructure, airlift, and consumer market access. These essential homeports link a network of ports-of-call that comprise the cruise itinerary. Not all ports-of-call are the same—they are generally classified these ports as “critical,” “important,” and “supporting” in subsequent sections. Critical ports-of-call comprise about 15 percent to 25 percent of the total ports in a region and meet key speed-and-distance targets from homeports (meaning, ships are traveling at reasonable speeds and still able to visit 4 ports on a seven-day itinerary). In some cases, these critical ports-of-call welcome 50 percent to 75 percent of regional volumes each year. By example, the Caribbean’s critical ports-of-call include Nassau, Cozumel, San Juan, and Bahamian and Turks & Caicos Cruise Line Private Destinations. As cruises typically start over the weekend and travel to ports-of-call on weekdays, vessel piers in ports-of-call must be available midweek. Lines also want to take guests to the highest rated locations and the greatest number of countries as possible.

FIGURE 81. THE ENGINES DRIVING GROWTH - HOMEPORTS BY REGION



3.4. The COVID-19 Pandemic Impact and Recovery

The Greatest Challenge to One of the Most Dynamic Travel and Leisure Sectors

Originally forecast to be another year of expansion, 2020 marked the largest retreat of cruise passengers on record due to the COVID-19 Pandemic. Cruise lines placed hundreds of vessels on warm layup, worked to return crew members home and retain employees, and raised capital to remain solvent. The period between 2020-2021 was impacted by the U.S. and the Centers for Disease Control and Prevention's (CDC) no-sail order issued on March 14, 2020. Following a lifting of CDC restrictions and increased availability of vaccines and COVID fighting therapeutics, cruise lines were able to restart operations.

Optimism and the Return to Sailing

Passenger levels have returned rapidly. Vessel occupancy levels continue to approach 100 percent of lower berths (ships typically operate at 105 percent to 115 percent). Lines took delivery of over 60 vessels and 105,000 lower berths and declined to cancel placed orders to any notable degree. Paused terminals and private destination projects were restarted. Cruise passengers have returned or indicated strong intent to cruise again. Lines have navigated supply chain issues and higher prices on fuel and provisions, and a volatile labor market.

Leaner and Vigilant

The industry emerging from the Pandemic is leaner, more efficient, and cost- and environmentally conscious. Larger lines shed several older, smaller, and more operationally expensive ships (44 vessels between 2020-2022). Landside capital projects were scaled back. Orders for new vessels—while still numbering 65 ships and 144,395 berths through 2028—are likely to slow for the time being. The industry has prevailed through the worst of the Pandemic crises but also remains cognizant that the next few years require a patient climb back to normalcy, balance sheet rebuilding, and profitability. Prior to the Pandemic, the spotlight was increasingly trained on the industry to do more in terms of environmental stewardship and over-tourism. The industry has responded, adopting significant industrywide and line specific environmental, social, and governance (ESG) policies and, in keys ports, worked more proactively to address local concerns about guest levels, emissions, and accruing economic benefit. The cruise industry has pledged to be net carbon neutral by 2050.

Expected Return to Growth

Lines will continue what has worked for them in the past: innovation of new ships, destinations, and guest experiences; delivery on the cruise value proposition; large scale deployment in time-tested regions; tailored products for multiple guest cohorts; and generation of revenue from diverse income streams aside from ticket sales. The trends that have fueled past growth will also be shaped by the industry's Pandemic recovery. Following restart, a return to normal industry passenger levels is expected by 2023.

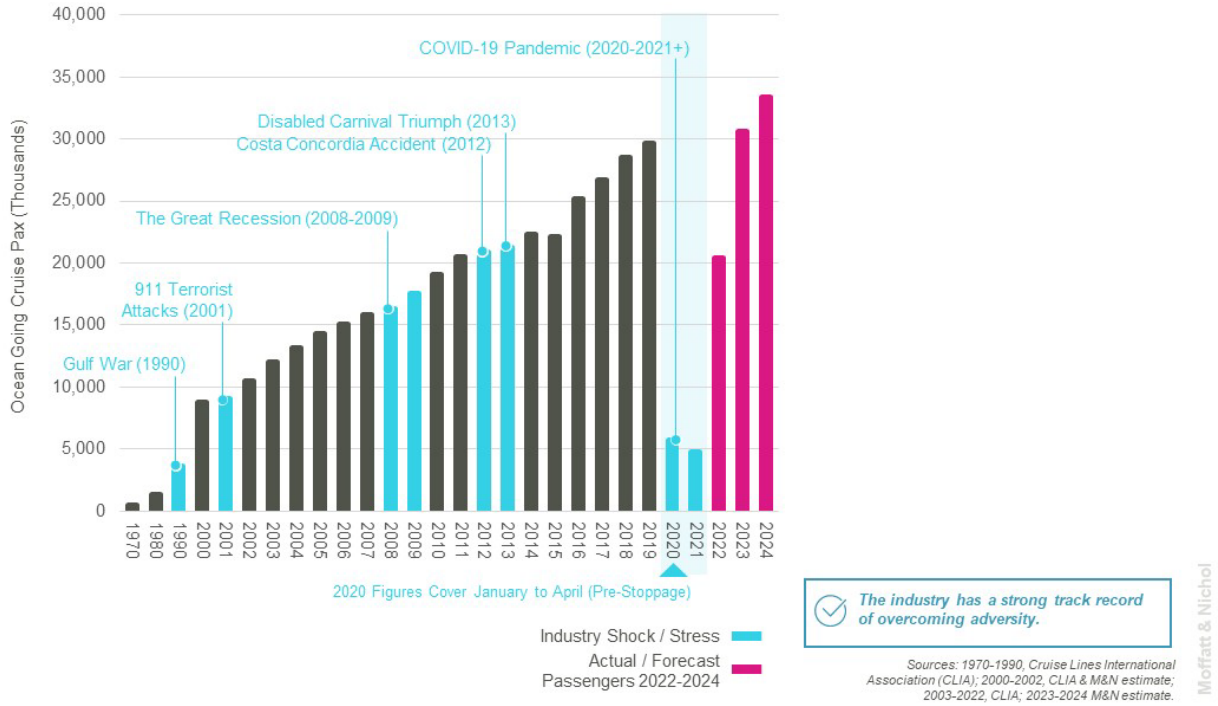
3.5. Industry Resilience to Shocks and Stresses

Impact and Recovery

While COVID-19 presented an exceptional industry setback, history shows other incidents and economic downturns did not turn cruise guests away for long. The 9/11 Terrorist Attacks, the 2008-2009 Great Recession, the Costa Concordia Accident, and other events were met with some degree of disruption. Guests, however, quickly returned (or never left) and growth continued.

Part of the industry's innate resilience is linked to cruise lines' ability to adjust deployment locations and durations. By example, in the weeks and months following 9/11, many lines shifted to "homeland" cruising and drive-cruise offerings until passengers became comfortable again with flying.

FIGURE 82. INDUSTRY RESILIENCE TO SHOCKS AND STRESSES - IMPACT AND RECOVERY (OCEAN-GOING CRUISE PASSENGERS)



Carnival Corporation, Royal Caribbean Group, and Norwegian Cruise Line all reported positive trending for advanced bookings and total guest deposits at the end of 2022 and leading into 2023. Guests are returning rapidly and willing to book ahead for an upcoming cruise.

Carnival indicated in its Q4 2022 Earnings Call "…our constant dollar revenue per passenger cruise day was 2 percent higher than 2019's record levels for the full year and 4 percent higher in the fourth quarter…and in the process, we sustained record-breaking onboard revenue per diems significantly higher in 2019."

The strength of current bookings coupled with the general satisfaction of the cruise line offer points to vessels capacity being filled in 2023 at levels similar to those prior to the Pandemic.

3.6. Looking Ahead: Global Cruise Forecasting

Forecast Development

The industry's recovery from the Pandemic is well underway. Longstanding and recent trends responsible for its dramatic rise over the past several decades remain in place. Consumers are engaged and passionate about cruising and have started to return in numbers equal to or better than observed in 2019 (pre-pandemic).

In forecast development, the cruise industry behaves quite differently from other shipping markets where GDP and other sensitive economic factors provide keys to long term guidance. The cruise industry is considered supply-led, with increases in capacity (e.g., ships and lower berths) leading to expansion of global passenger levels. Cruise lines align new ships and berths delivered with time tested methods of finding customers to fill them. Finding passengers to fill ships involves marketing, itinerary development with interesting destinations, the tailoring of assets to appeal to varying global tastes, deploying cruise ships from locations close to consumers, loyalty programs, and other approaches. When economic times require, the industry can also adjust pricing, deployment length, and other approaches to keep guests filling ships.

Supply, however, is structurally limited; lines cannot build ships and ports in quantities to rapidly double or triple consumer demand. The shipyards producing large cruise vessels can only build 7-to-8 per year. Homeports and ports-of-call are strategic, and in many of the key deployment regions, in limited supply. Therefore, forecast development replies on 4 key points of understanding.

The Near-Term Cruise Orderbook

Cruise lines will receive 65 vessels representing 144,400 lower berths though 2028. The cruise orderbook is extremely clear between 2023-2026, with no shipyard slots available to add meaningfully to known totals. Thus, supply and resultant passenger growth are locked in for the period of 2023-2026.

The Vessel Replacement Cycle

Every year since 2000 the total number of berths delivered exceeded the total withdrawn. Even during the pandemic period, cruise line inventories netted an increase of 58,138 lower berths. The cycle of replacement of smaller for larger ships will continue. Vessels built in the 1980s, 1990s, and 2000s will be retired at an average rate of 7 per year and replaced with 7-to-8 larger ones per year—the upward limit of shipyard production. This cycle will taper to some degree over time (2040s) as large ships introduced in the 2000s and beyond are replaced with similar sized large ships.

Growth will be Measured and Steady

The replacement cycle and structural limits of supply delivery will keep growth measured. Wild swings in supply are not possible given shipyard limits. Lines cannot hold onto capacity indefinitely as newer ships are more attractive to consumers, environmentally friendly, and cost effective to operate. Small- to medium-sized vessels may create swings net berths per annum delivered, but these will have only a moderate impact.

Vessels will Run Above Capacity

Cruise ships are designed to run at occupancy rates of 105 percent to 115 percent of total lower berth supply. While the pandemic temporarily reduced these levels, the normal working order of the industry will return, and along with it, occupancy rates above deployment lower berth capacity levels.

Forecast Supply 2023-2035 (Total and Net Added Lower Berths)

As discussed, growth is locked in for the next four years. Beyond 2026, the vessel replacement pattern will keep the net delivery of berths per annum in positive territory. While 2000-2022 showed a cyclical pattern

in the net lower berths delivered each year—with dips lagging behind major shocks and stresses to the industry—lower berths averaged 18,000 per annum. We expect a similar pattern following 2026. Net lower berths will decline between 2027-2029/30 but remain positive. Levels may increase after 2030, but average levels will likely remain close to 18,000 over the 10-year period and beyond.

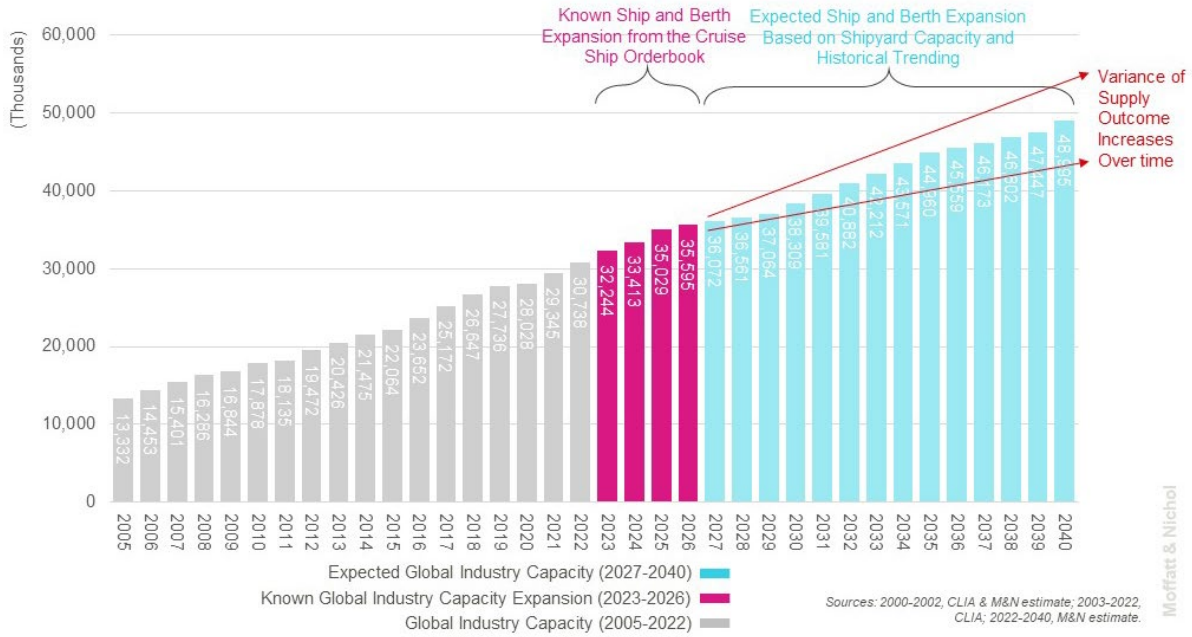
FIGURE 83. LOOKING AHEAD - FORECAST SUPPLY 2023-2035 (TOTAL AND NET ADDED LOWER BERTHS)



Forecast Supply 2023-2040 (Total Industry Capacity)

With the near-term delivery of cruise ships and berths known, we have near-clarity the amount of deployed vessel capacity will increase from 32.2 million bed-days in 2023 to 35.6 million bed-days by 2026. Beyond 2026, expectations are the replacement cycle of larger-for-smaller cruise ships will continue, with leading shipyards pushing out between 7 and 8, 100,000 GRT+ ships per annum and cruise lines retiring approximately 7 ships per year. While there is the potential for variability in these patterns moving into the 2030s, it is expected the total amount of ships and berths will support nearly 49 million bed-days of deployment by 2040.

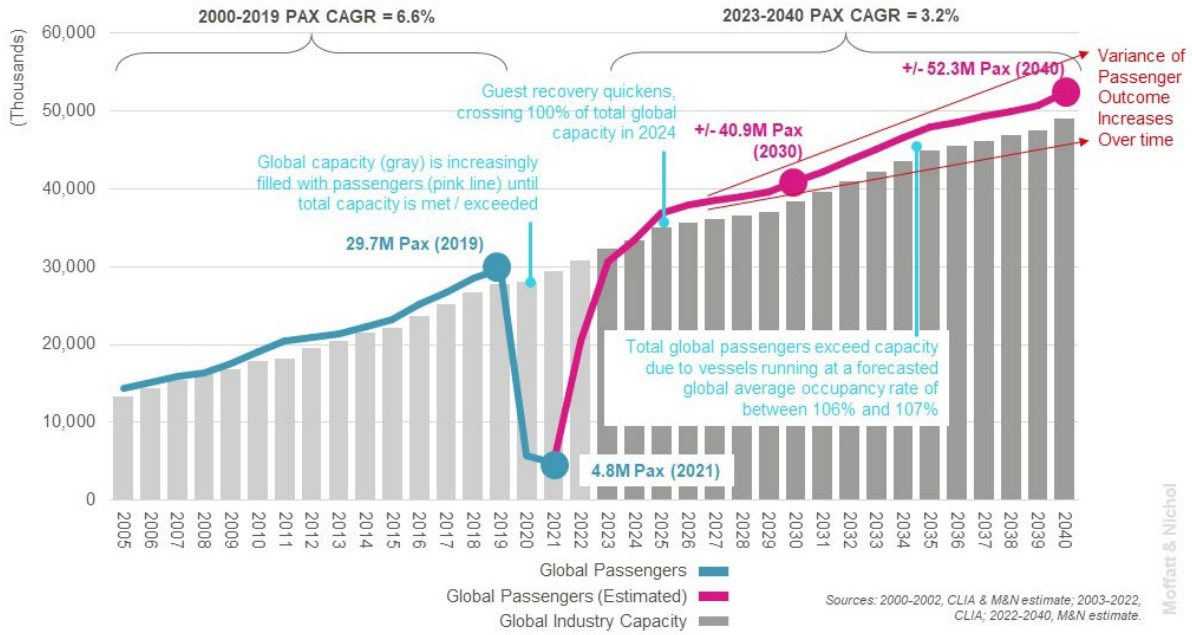
FIGURE 84. LOOKING AHEAD - FORECAST SUPPLY 2023-2040 (AS MEASURED IN TOTAL INDUSTRY CAPACITY)



Forecast of Cruise Passengers 2023-2040

Barring unforeseen events such as the COVID-19 Pandemic, global passenger levels reliably track against deployed vessel capacity. In the Caribbean—where many families cruise, ship occupancy levels can be 110 percent to 115 percent of deployed capacity; in other regions, occupancy is closer to 100 percent to 105 percent. Over the next four years, passenger occupancy is expected to recover to globally observed rates of 106 percent to 107 percent. This V-shaped recovery and return to higher occupancy levels over deployed capacity is expected to propel passenger levels to over 40 million by 2030 and perhaps 52 million by 2040. Passenger levels grow at a CAGR of 3.2 percent.

FIGURE 85. LOOKING AHEAD - FORECAST OF CRUISE PASSENGERS 2023-2040



4. The Caribbean Cruise Region

4.1. Caribbean Region Defined

Market Size

The Caribbean Sea is the leading region cruise deployment region. Throughout the 2000s, the Caribbean welcomed on average 40 percent of all global capacity. The Caribbean region supports cruises year-round. Approximately 60 to 65 percent of all Caribbean capacity is present during the peak winter season, with a portion transitioning to profitable Alaska and Europe cruising regions for the summer.

FIGURE 86. CARIBBEAN REGION DEFINED - MARKET SIZE (% TOTAL GLOBAL INDUSTRY CAPACITY)

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2022 Rank
Caribbean	43.0% 7.4M	42.5% 7.5M	41.6% 7.7M	41.0% 8.1M	43.8% 9.1M	39.8% 8.8M	38.3% 9.0M	38.3% 9.6M	38.4% 10.3M	38.7% 10.7M	49.2% 2.8M	34.8% 3.4M	40.0% 10.6M	1st
Mediterranean	21.2% 3.6M	22.2% 3.9M	22.1% 4.1M	20.4% 4.1M	18.3% 3.8M	17.9% 4.0M	16.1% 3.8M	13.7% 3.4M	14.2% 3.8M	14.8% 4.1M	9.2% 0.5M	19.4% 1.9M	19.2% 5.1M	2nd
Northern/Western Europe	7.7% 1.3M	8.7% 1.5M	8.7% 1.6M	9.8% 1.9M	9.3% 1.9M	8.5% 1.9M	9.2% 2.2M	9.1% 2.3M	9.5% 2.6M	9.4% 2.6M	5.2% 0.3M	12.6% 1.2M	11.2% 3.0M	3rd
Asia/Pacific	7.3% 1.3M	6.1% 1.1M	6.4% 1.2M	8.4% 1.6M	8.9% 1.8M	10.4% 2.3M	13.5% 3.2M	15.9% 4.0M	15.0% 4.0M	12.3% 3.4M	7.6% 0.4M	12.4% 1.2M	3.2% 0.8M	6th
Alaska	4.8% 0.8M	4.6% 0.8M	4.6% 0.9M	4.7% 0.9M	4.3% 0.9M	4.2% 0.9M	4.0% 0.9M	4.0% 1.0M	4.0% 1.1M	4.4% 1.2M	0.0% 0.0M	2.2% 0.2M	6.1% 1.6M	4th
West Coast	5.5% 1.0M	4.0% 0.7M	3.0% 0.6M	2.3% 0.4M	3.6% 0.8M	4.1% 0.9M	3.7% 0.9M	3.3% 0.8M	3.3% 0.9M	3.5% 1.0M	3.7% 0.2M	3.9% 0.4M	5.3% 1.4M	5th
Australia	Counted in Asia/Pacific		3.0% 0.5M	3.1% 0.6M	3.0% 0.6M	3.0% 0.7M	4.3% 1.0M	4.3% 1.1M	4.0% 1.1M	3.9% 1.1M	5.7% 0.3M	0.3% 0.1M	2.0% 0.5M	7th
South America	4.8% 0.8M	5.1% 0.9M	4.2% 0.8M	3.4% 0.7M	2.7% 0.6M	2.6% 0.6M	1.5% 0.3M	1.9% 0.5M	2.1% 0.6M	2.2% 0.6M	6.2% 0.4M	1.4% 0.1M	1.4% 0.4M	8th
11 Others[1]	5.6% 1.0M	6.7% 1.2M	6.4% 1.2M	7.0% 1.4M	6.1% 1.3M	9.4% 2.0M	9.4% 2.3M	9.5% 2.4M	9.5% 2.4M	10.7% 3.0M	13.2% 0.9M	13.1% 1.2M	11.7% 3.1M	
	100.0% 17.2M	100.0% 17.6M	100.0% 18.6M	100.0% 19.7M	100.0% 20.8M	100.0% 22.1M	100.0% 23.6M	100.0% 25.1M	100.0% 26.8M	100.0% 27.7M	100.0% 5.8M	100.0% 9.8M	100.0% 26.5M	

The largest region for deployment, the Caribbean averaged 40% of global deployments between 2010-2022.

Sources: CIN and M&N, 2023; [1]Others includes Indian Ocean/Red Sea, Canary Islands, Bermuda, Trans-Atlantic, Canada/New England, Hawaii, Panama Canal, Africa, Domestic Waterways (U.S.), Antarctica, Rest of World (ROW). Capacity figures rounded to nearest million (M)..

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Primary Areas of Deployment

Several deployment subregions comprise the Caribbean Sea, including mainstay Eastern and Western Caribbean deployments. The Eastern Caribbean generally includes 4-, 5-, and 7-day or longer cruises from South Florida to destinations in the Bahamas, Greater Antilles, St. Thomas, and Sint Maarten. Cruises to Western Caribbean destinations (Yucatan Peninsula, Central America, Cayman Islands, etc.) originate from South Florida, Galveston, New Orleans, and Tampa. Both subregions see traffic on a year-round basis. Other deployments in the Caribbean include Southern Caribbean and Pan-Caribbean itineraries, Panama Canal repositioning cruises, and vessels operating world cruises.

FIGURE 87. CARIBBEAN REGION DEFINED - PRIMARY AREAS OF DEPLOYMENT (WESTERN, EASTERN, SOUTHERN)



Source: M&N, 2023

Caribbean Deployment Examples

FIGURE 88. CARIBBEAN REGION DEFINED - DEPLOYMENT EXAMPLES

Eastern Caribbean

Predominately 7-day cruises from South Florida to destinations in the Greater Antilles, St. Thomas, and Sint Maarten. Longer duration cruises or those embarking from San Juan, Guadeloupe, and Barbados travel to the Lesser Antilles and some to Southern Caribbean.

Western Caribbean

Predominately 7-day cruises from South Florida and the Gulf Coast to the Yucatan Peninsula, Central America, and Cayman Islands. Longer duration cruises or those embarking for Panama travel to the Greater Antilles and some Southern Caribbean.

Southern Caribbean

Panama, San Juan, and Barbados to Colombia, the ABC Islands, and destinations in the Greater and Lesser Antilles.

Pan Caribbean (not shown)

Pan Caribbean are greater than 10-day cruises that take in multiple Caribbean regions.



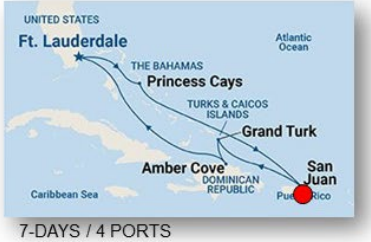
6-DAYS / 3 PORTS



7-DAYS / 4 PORTS



11-DAYS / 7 PORTS



7-DAYS / 4 PORTS



10-DAYS / 5 PORTS



9-DAYS / 6 PORTS

Sources: Various cruise line websites and M&N, 2023

4.2. Driving Growth in the Caribbean

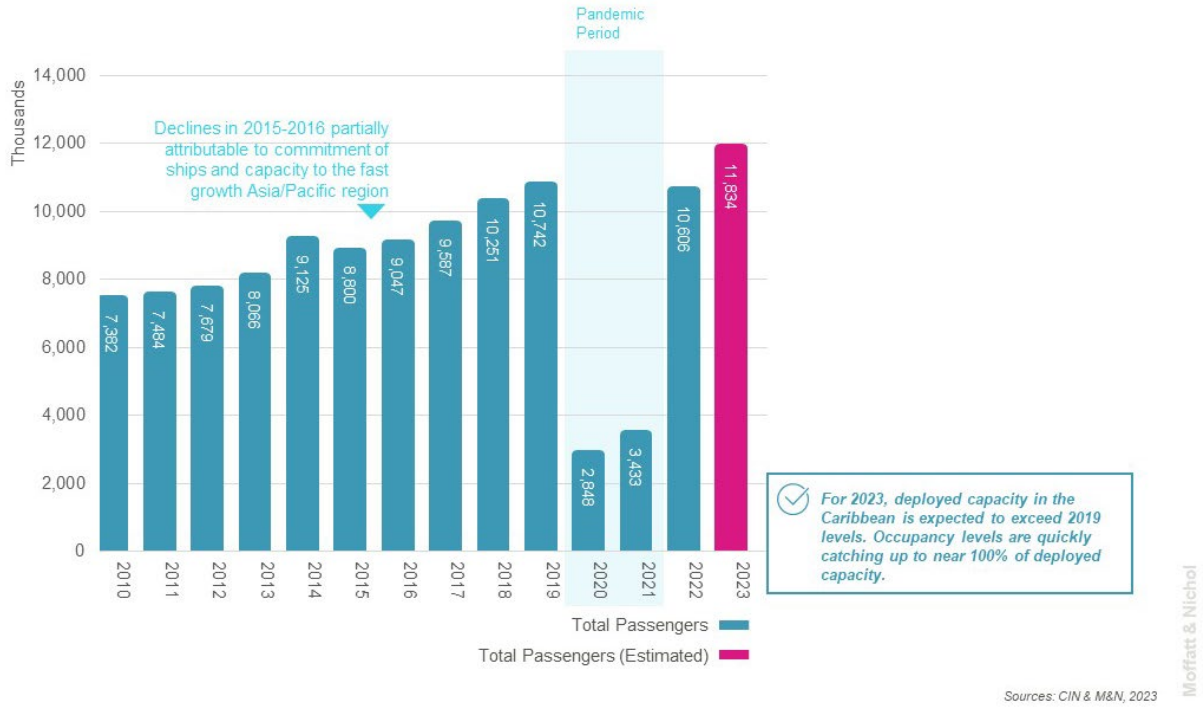
Caribbean Deployment

Deployed capacity to the Caribbean saw a healthy recovery to 10.6 million bed-days in 2022 and an estimated 11.8 million for 2023. More than 170 vessels are expected to operate in the Caribbean in 2023.

Guest occupancy levels are also quickly catching up with deployed capacity. Carnival, the largest operator in the Caribbean, notes in their Q4 2022 Business Update that "throughout 2022, we have aggressively built [global] occupancy from a 50-point gap in the first quarter to less than 20 points in the fourth quarter." For the Caribbean, Carnival reports most ships were operating at near 100 percent by the end of 2022.

Royal Caribbean noted in its most recent earnings call fleet load factors of 95 percent, with the Caribbean running at or just above 100 percent.

FIGURE 89. DRIVING GROWTH IN THE CARIBBEAN - CARIBBEAN DEPLOYMENT (MEASURED IN DEPLOYED CAPACITY)



Vessel and Capacity Deployment

Carnival and Royal Caribbean continue to hold first and second place in terms of number of Caribbean deployed ships and capacity pre- and post-Pandemic. Royal's total capacity, however, surged 21 percent as Wonder of the Seas and other larger vessels were deployed in the region. MSC Cruises also increased significantly for the period (88 percent). MSC Cruises' capacity is expected to continue to grow as the line continues to secure more capacity and completes a homeport investment at Port Miami next year.

FIGURE 90. DRIVING GROWTH IN THE CARIBBEAN - VESSEL AND CAPACITY DEPLOYMENT (2019 VS 2023)

Caribbean Deployed Ships and Capacity in 2019

Rank	Cruise Line	Ships	Capacity	Market Share
1	Carnival	22	3,654,596	34.0%
2	Royal Caribbean	21	2,873,090	26.7%
3	Norwegian	14	1,101,530	10.3%
4	Bahamas Paradise	2	522,000	4.9%
5	Disney	4	487,500	4.5%
6	MSC Cruises	6	474,020	4.4%
7	Celebrity	6	373,226	3.5%
8	Princess	7	295,030	2.7%
9	Holland America	9	220,664	2.1%
10	Pullmantur	1	122,408	1.1%
Top 10 Subtotal		**92**	**10,124,064**	**94.2%**
	Others	72	617,810	5.8%
Grand Total (2019)		**164**	**10,741,874**	**100.0%**

5%
21%
-29%
88%
18%
54%
54%
22%
-21%
10%

% Change Deployed Capacity

Caribbean Deployed Ships and Capacity in 2023

Rank	Cruise Line	Ships	Capacity	Market Share
1	Carnival	21	3,848,526	32.6%
2	Royal Caribbean	22	3,469,008	29.4%
3	MSC Cruises	6	892,180	7.6%
4	Norwegian	15	785,325	6.6%
5	Disney	4	577,250	4.9%
6	Celebrity	10	575,888	4.9%
7	Princess	7	359,650	3.0%
8	Virgin	3	285,310	2.4%
9	Margaritaville at Sea	1	237,900	2.0%
10	Holland America	7	173,800	1.5%
Top 10 Subtotal		**96**	**11,204,837**	**94.9%**
	Others	77	629,042	5.1%
Grand Total (2023)		**173**	**11,833,879**	**100.0%**

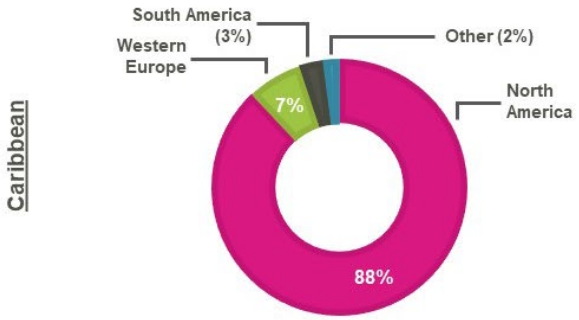
Sources: CIN and M&N, 2023

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Caribbean Source Markets

Guests from North America comprise the lion's share of traffic to the Caribbean annually. In 2019, 88 percent of all Caribbean cruise vacationers were from the U.S. and Canada. The top states contributing cruise guests were Florida, Georgia, Alabama, Texas, Washington D.C., North Carolina, Tennessee, and Louisiana. Western Europe (7 percent) and South America (nearly 3 percent) comprised the other leading source markets for the Caribbean region.

FIGURE 91. DRIVING GROWTH IN THE CARIBBEAN - CARIBBEAN SOURCE MARKETS (2019 PASSENGERS)



2019 Caribbean Passenger Totals by Origin

Origin Region	Total Origin Guests	% of Total Visitors
North America	10,536,348	87.93%
Western Europe	803,110	6.70%
Asia	44,796	0.37%
Australia/NZ/Pacific	31,307	0.36%
South America	309,605	2.58%
Eastern Europe	41,227	0.34%
Scandinavia/Iceland	59,315	0.50%
Africa	8,182	0.07%
Middle East/Arabia	22,113	0.18%
Caribbean	48,259	0.40%
No Region Identified	78,302	0.65%
TOTAL	**381,448**	**100.0%**

Sources: CLIA 2019 and M&N, 2023

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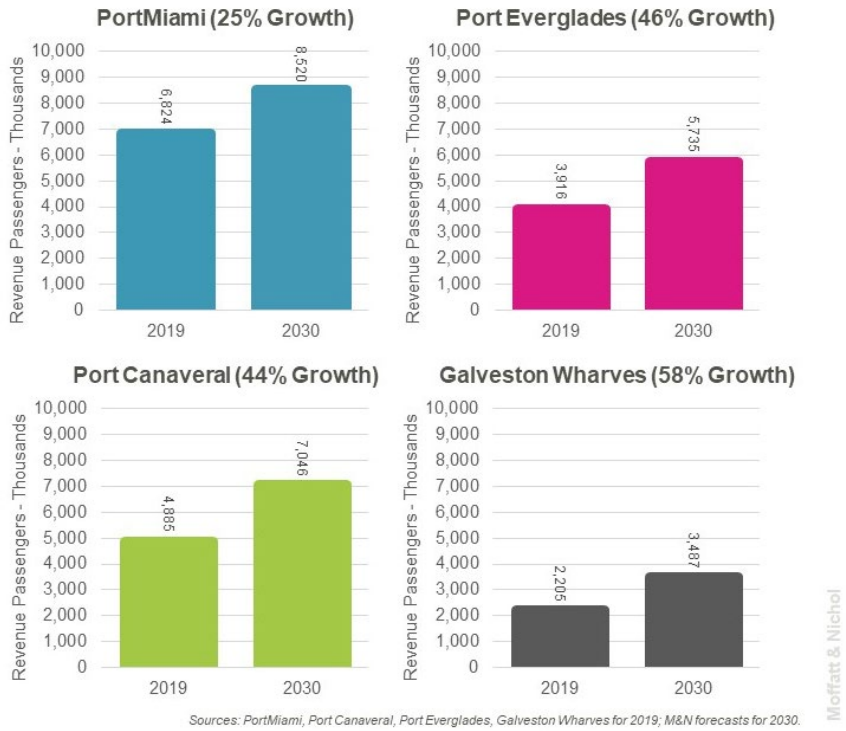
Caribbean Mega Homeports

Homeport operations to Caribbean destinations are now dominated by four big players: Port Miami, Port Everglades, and Port Canaveral in South Florida and Galveston Wharves in Texas.

These locations combined are expected to contribute an estimated 75 percent of total Caribbean ocean-going cruise traffic by 2030.

Each location has projects underway or in the planning stages to further bolster the capabilities and support growth.

FIGURE 92. DRIVING GROWTH IN THE CARIBBEAN - CARIBBEAN MEGA HOMEPORTS (MULTI-DAY PASSENGERS)



Sources: PortMiami, Port Canaveral, Port Everglades, Galveston Wharves for 2019; M&N forecasts for 2030.

Private Destination Investment

Unique to the Caribbean are cruise line private destinations, such as those found in the Bahamas, Turks and Caicos, Belize, and elsewhere. Lines have always offered island “day at the beach” opportunities. Most relied on tendering operations (use of small boats to move guests to/from the ship at anchor). Large ships carrying over 5,000 guests have made tendering impractical, necessitating fixed dock development at private islands.

Lines are bringing the dynamism of the cruise ship experience onshore, and guests are responding favorably, making many of these locations the highest rated in the region. Royal Caribbean’s Perfect Day at CocoCay, Carnival’s planned Grand Bahama project and Disney’s Castaway Cay are excellent examples.

Cruise lines are also planning to build guest venues near existing ports-of-call, such as Royal Caribbean’s recently announced Royal Beach Club at Paradise Island, co-located with Nassau Cruise Port. These investments are intended to bring new, guest sought experiences to key locations.

Port and Destination Investment

Investment is ongoing at Caribbean ports. Provided below are several key trends to watch in the coming 3 to 5 years.

FIGURE 93. DRIVING GROWTH IN THE CARIBBEAN – PORT AND DESTINATION INVESTMENT



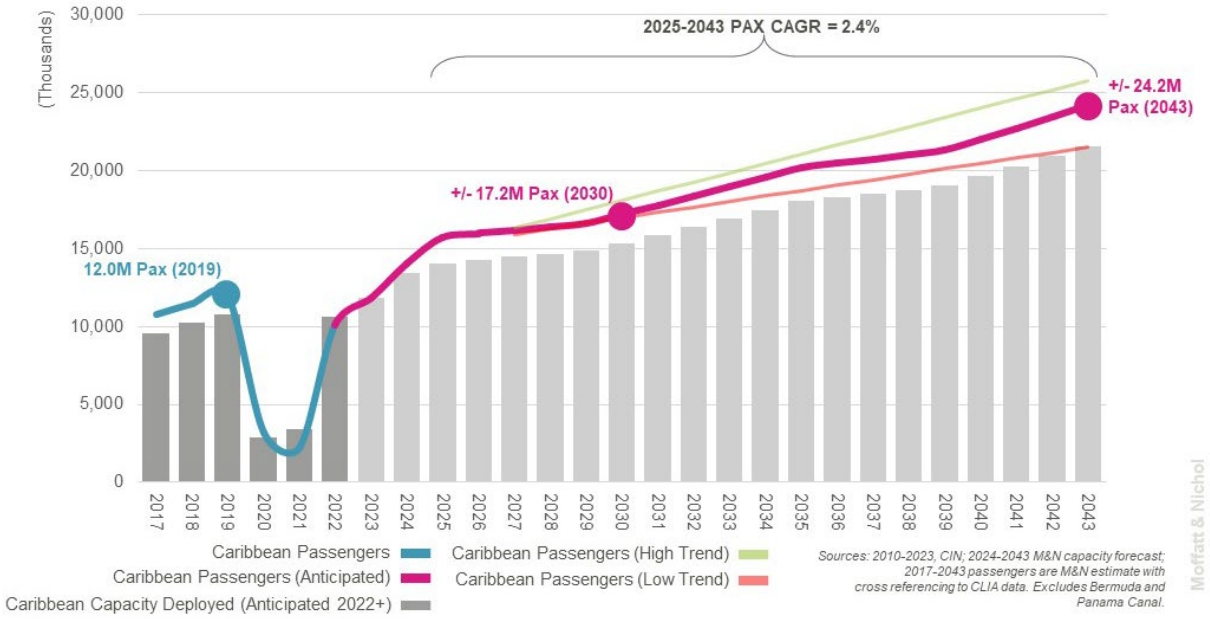
Source: M&N, 2023

4.3. Looking Ahead: Caribbean Cruise Forecasting

Caribbean Forecast #1

The Caribbean region is expected to perform well in terms of passengers returning to ships. We forecast ships will return to full occupancy by 2023 and then a constant average of 112 percent of lower berths by 2025 (higher than the global average given the large number of families in the region). Under Forecast 1, we hold overall Caribbean market capture of deployed cruise capacity at 40.1 percent of global levels—the average rate observed between 2010 and 2023. Caribbean passenger levels are expected to match or exceed 2023 levels, with growth surpassing 17.2 million by 2030 and 24.2 million by 2043. Passenger levels grow at a CAGR of 2.4 percent under this scenario between 2025 and 2043.

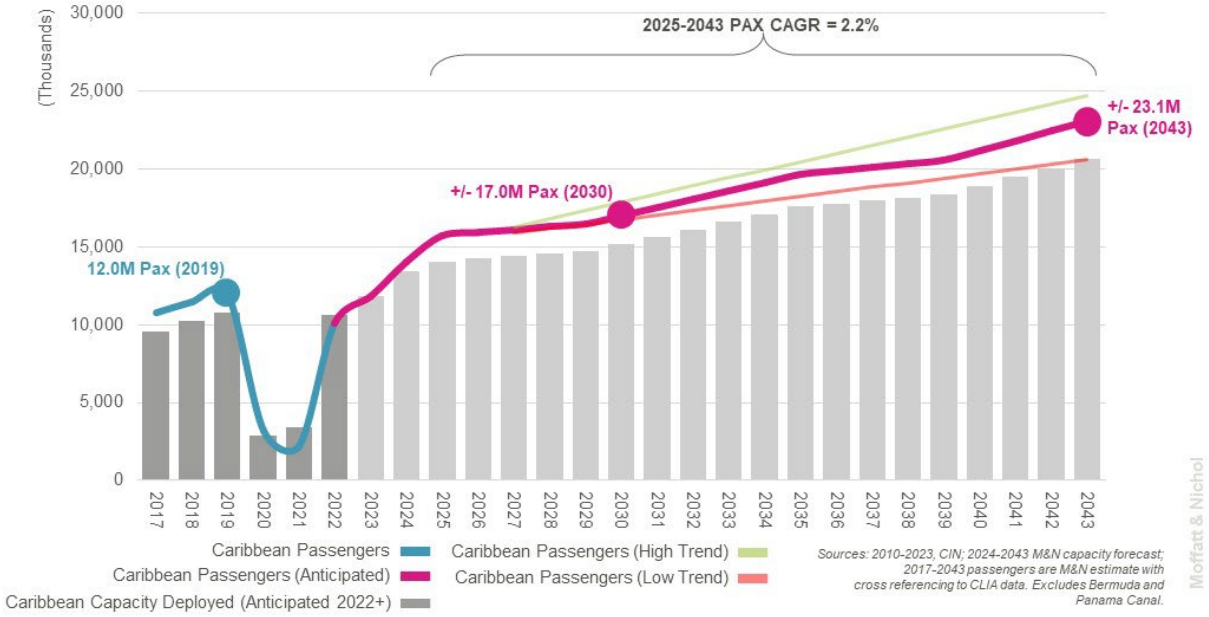
FIGURE 94. LOOKING AHEAD - CARIBBEAN FORECAST #1 (2023-2043 AS MEASURED IN TOTAL PASSENGERS AND INDUSTRY CAPACITY)



Caribbean Forecast #2

The Caribbean region is expected to perform well in terms of passengers returning to ships. We forecast ships will return to full occupancy by 2023 and then a constant average of 112 percent of lower berths by 2025 (higher than the global average given the large number of families in the region). Under Forecast 2, we start Caribbean market capture of deployed cruise capacity at 40.1 percent of global levels and then taper to near 38 percent by 2043, reflecting slow but steady competition for off season (summer) capacity in other competitive regions such as Asia. Caribbean passenger levels are expected to match or exceed 2023 levels, with growth surpassing 17.0 million by 2030 and 23.1 million by 2043. Passenger levels grow at a CAGR of 2.2 percent under this scenario between 2025 and 2043.

FIGURE 95. LOOKING AHEAD - CARIBBEAN FORECAST #2 (2023-2043 AS MEASURED IN TOTAL PASSENGERS AND INDUSTRY CAPACITY)



5. The Port of Palm Beach

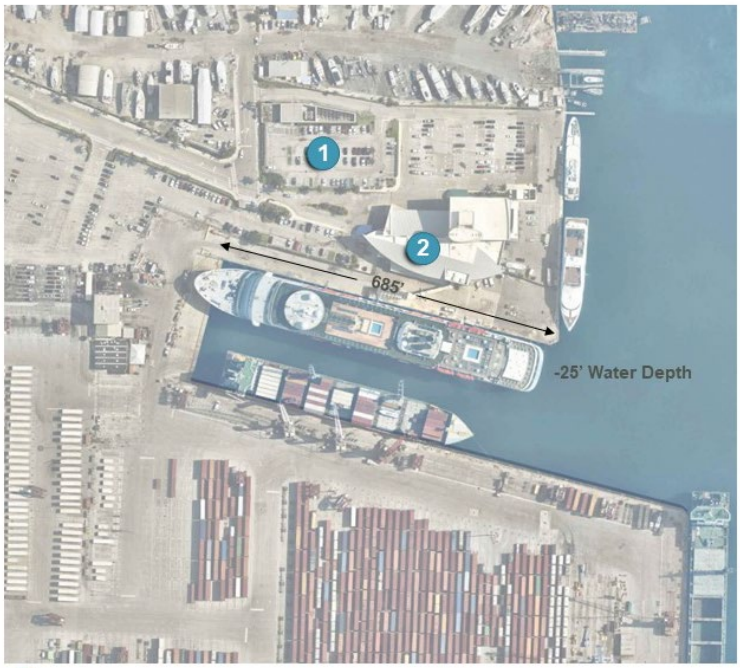
5.1. Port of Palm Beach Cruise Facilities

The Port of Palm Beach boasts a modern and efficient cruise terminal that caters to the needs of cruise passengers. The mixed-use terminal building is spacious and well-designed, offering comfortable waiting areas, ample seating, and modern amenities. While the exact size of the cruise terminal may vary, it typically provides enough space to accommodate the embarkation and disembarkation process for multiple cruise ships simultaneously. The terminal is equipped with check-in counters, security checkpoints, and customs facilities to ensure a smooth and organized experience for passengers.

The Port's single cruise berth supports the 722' Margaritaville at Sea (ex-Bahamas Paradise) on its alternating daily deployments. The Port reports suggest that cruise vessels up to 860' may be supported at the berth (with some possible modification to mooring and fendering marine elements).

The Port of Palm Beach offers parking facilities for cruise passengers. Whether travelers choose to drive to the port or rent a car, there are convenient parking options available. The port provides secure parking areas in close proximity to the cruise terminal, ensuring easy access for passengers. The amount of available parking spaces can vary depending on the demand and the number of cruise ships in port, but the port management ensures that there is sufficient parking capacity to accommodate the needs of cruise passengers.

FIGURE 96. POBP CRUISE FACILITIES - EXISTING CONDITIONS



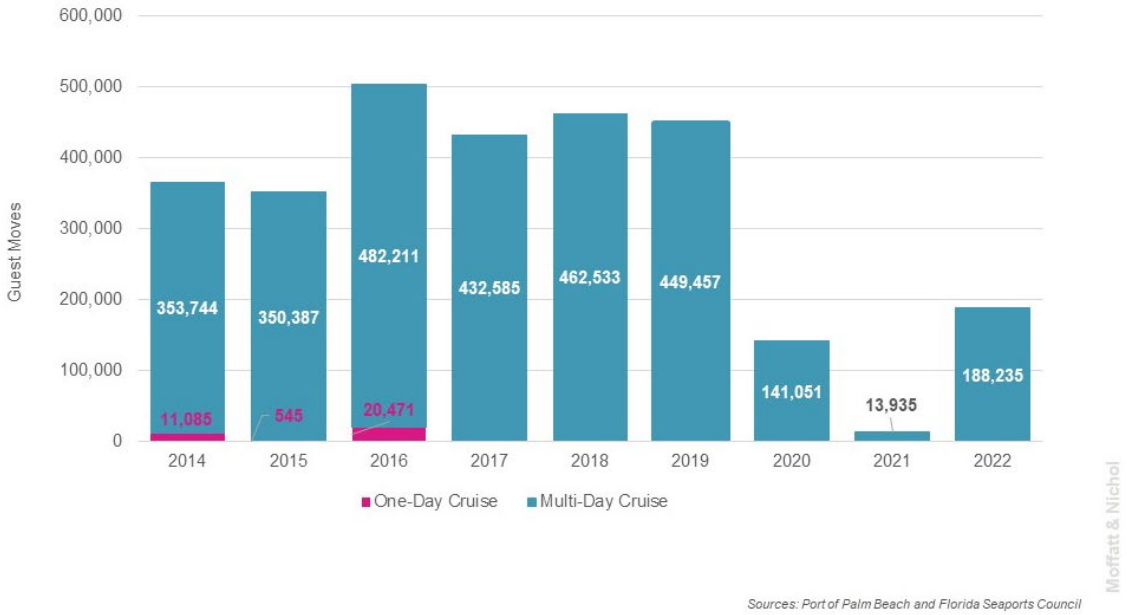
1 Cruise Passenger Parking
2 Cruise Terminal (40,000 SF)

Sources: Port of Palm Beach

5.2. Port of Palm Beach Guest Moves

The Port of Palm Beach welcomed 449,457 cruise passengers in 2019 and was on target for a similar throughput in 2020 prior to the COVID-19 Pandemic. Bahamas Paradise Cruise Line—now Margaritaville at Sea—is the primary operator contributing cruise activities to the Port.

FIGURE 97. POPB GUEST MOVES (FY 2014-2022)



Sources: Port of Palm Beach and Florida Seaports Council

Margaritaville At Sea

Margaritaville at Sea offers 3-day, 2-night cruise itineraries from the Port of Palm Beach. Over the course of two-weeks, the line homeports 7 times from Palm Beach—once each day of the week over this period. Pricing per passenger (with on-going sales and discounts) is typically $100 to $150 per passenger, with higher rates charged for weekend departures.



The Port of Palm Beach provides a convenient departure point for cruise travelers. The port's proximity to major airports and highways makes it easily accessible for both local residents and those flying in from other parts of the country. Margaritaville at Sea offers pre- and post-cruise packages that allow passengers to extend their vacation and explore more of what Palm Beach has to offer.

Consumer response to the Margaritaville at Sea cruise experience has been positive. Many guests appreciate the unique and immersive atmosphere onboard, with its tropical decor, live music, and relaxed vibe. Overall, passengers find that the Margaritaville at Sea cruise delivers on its promise of providing a fun and laid-back vacation experience that transports them to a tropical paradise.

FIGURE 98. POPB GUEST MOVES - MARGARITAVILLE AT SEA TYPICAL SCHEDULE



Sources: Margaritaville at Sea

5.3. Cruise Forecasts for the Port of Palm Beach

5.3.1. Forecast Development

Overview

Preparation of forecasts for the Port of Palm Beach are linked to the foundational estimates of global industry growth (refer to Section 1) and the Caribbean region (refer to Sections 2). As established in global projection development, trends historically supportive of industry growth remain in place post the pandemic. The near- and long-term supply of lower berth capacity—structurally limited by the number of shipyards producing them—is the primary datapoint used to estimate future growth. We know through review of shipyard orders the near-term trajectory of the industry. We also expect the replacement cycle of smaller for larger vessels will continue for at least the next two decades (until old large ships are eventually swapped for new large ships of a similar size). This replacement cycle is primarily responsible for an uninterrupted net increase of vessel lower berth capacity since 2020. Finally—and barring another black swan event like the pandemic—actual passenger volumes carried on ships track above total lower berth capacity. In regions frequented by ships carrying families, occupancy may run at 115 percent of lower berth capacity. For all regions and cruise lines combined, the rate averages 106 to 107 percent.

As shown in forecast preparations for the Caribbean deployment region, the percentage of capacity deployed has remained relatively stable. As such, measurement of historical capture rates of berths and extrapolation of anticipated rates forward is a practical forecasting approach.

Market Capture Approach

This approach seeks to explore the potential long-term number of passengers and ships based on future market capture (share) levels/scenarios. It seeks to quantify the potential amount of business available. We used the market capture approach to provide an indication of the potential levels of cruise passengers that could be anticipated at a port overall. The market capacity approach is generally unconstrained by the supply of infrastructure available to welcome capacity levels unless otherwise noted. Inherent in the forecast are supply upgrades, and along with it, increases in deployment.

5.3.2. Summary of Strengths, Weaknesses, Opportunities, and Constraints

The following are considered the Strengths, Weaknesses, Opportunities, and Constraints (SWOT) of cruise operations at the Port of Palm Beach.

Strengths

- Strong access to drive- and fly-cruise passengers.
- Niche facility with access to high-net-worth individuals.
- Easy to navigate terminal and shoreside facilities.
- Excellent pre- and post-cruise stayover opportunities.
- Proven track-record of accommodating 400k to 500k guests per annum.

Weaknesses

- Without expansion, size of vessels and ability to do greater levels of guest throughput are limited.
- PortMiami, Port Everglades, and Port Canaveral continue to improve facilities for larger vessels. Brands are leveraging ground staff in these locations to cover deployments.
- Ferry operations are too cyclical to present additional viable market segments worthwhile for investments.
- Seasonal smaller vessels and luxury lines tend to change itineraries often.
- The current operator has option on open-day slots.
- Parking is limited and requires expansion to accommodate more traffic. Parking is a key revenue driver for cruise operations.

Opportunities

- Current Margaritaville-at-Sea may outperform, tapping into the strong lifestyle brand of Margaritaville.
- Potential to capture limited seasonal operations (mostly from Port Everglades) as berth slots are available. Smaller vessels may be squeezed out of traditional ports.
- Entrepreneur(s) looking to create distinctive opportunities.

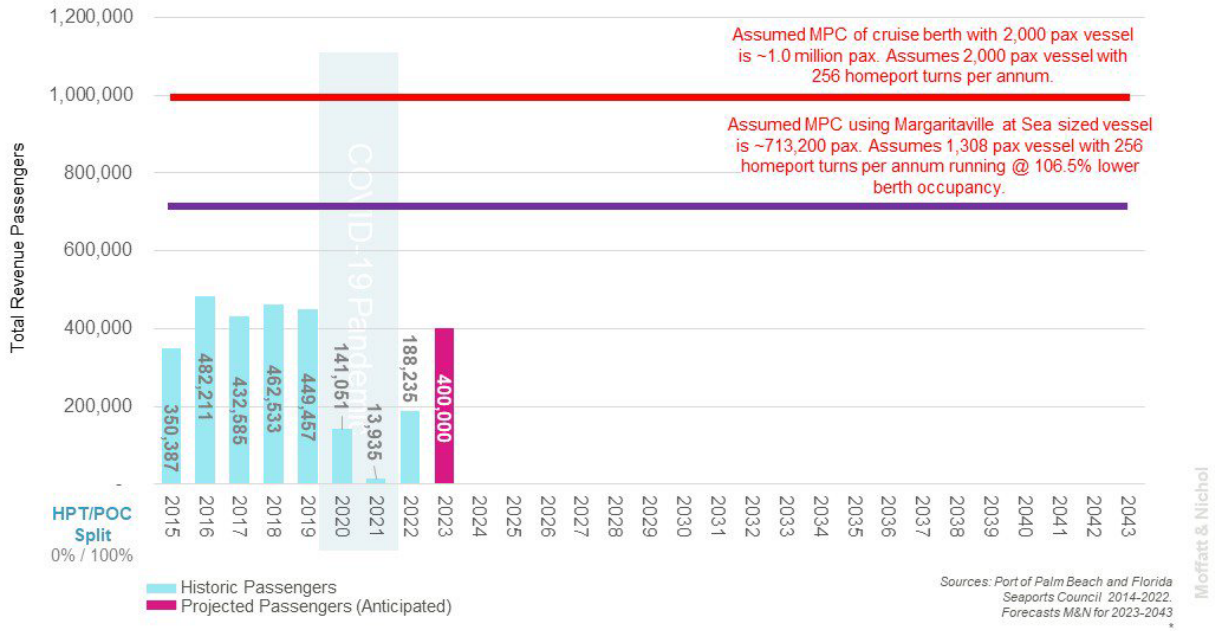
Threats

- Single cruise operator casts risk on the overall business line. Loss of business/operator creates significant downside with few other vessels able to move into Slip 1.
- Pressure by other non-cruise businesses for limited space at the Port.

Estimated Maximum Practical Capacity (MPC)

The Port of Palm Beach's single cruise berth supports the 722' Margaritaville at Sea. Discussions with the Port suggest cruise vessels up to 860' may be supported at the berth (with some possible modification to mooring and fendering marine elements). Maximum Practical Capacity (MPC) is an estimate of the upper limit a cruise port's berths can reasonably operate. The utility of the berth is presently 50 percent (182 days) with the Margaritaville at Sea. If this was increased to a theoretical 70 percent, the MPC using this vessel is estimated at ~713,200 revenue passengers (1,393 pax x 256 days x 2). If a 2,000-passenger vessel (under the 860' limit) were to operate a similar number of days, the MPC would be ~1.0 million revenue passengers.

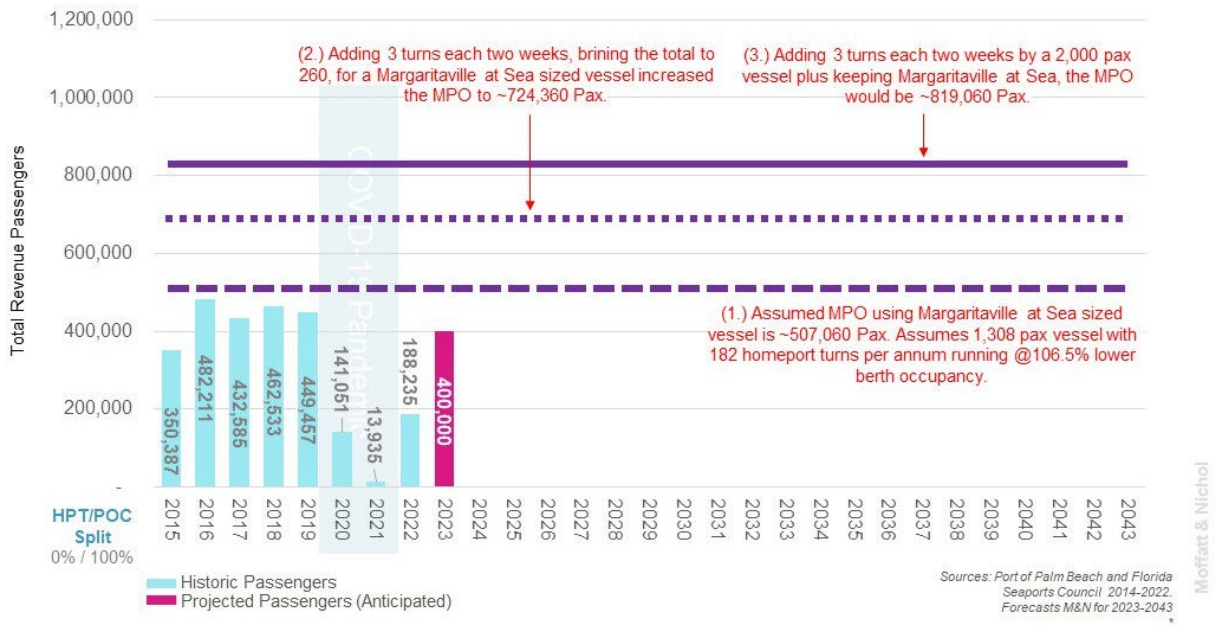
FIGURE 99. POPB - ESTIMATED MAXIMUM PRACTICAL CAPACITY (MPC)



Estimated Maximum Practical Operability (MPO)

In application, the Margaritaville at Sea is likely already running at its Maximum Practical Operability (MPO) with 182 homeport turns per annum. The vessels' use of the single berth on alternating days makes it difficult to schedule other homeporting vessels unless the next deployment could match or slot into the available 7-days every two weeks the facility is available. If another similar sized vessel can slot in 3 times per two weeks, the MPO would increase from ~507,060 pax (1,393 pax x 182 days x 2) to ~724,360 (1,393 pax x 260 days x 2)—a level near the estimated MPC of the berth for this sized vessel. Alternatively, if a larger, 2,000-passenger vessel could be brought in 3 times per two weeks, the MPO would increase to ~819,060 passengers.

FIGURE 100. POPB - ESTIMATED MAXIMUM PRACTICAL OPERABILITY (MPO)



5.3.3. Port of Palm Beach Forecast

Forecast #1 - Port of Palm Beach

Under Port of Palm Beach Forecast #1, the Port continuous with existing facilities able to support the Margaritaville at Sea or similar vessels. With the assumption that utilization remains high—operations occurring every other day—total revenue passengers increase from 188,235 to the Port's MPO of 700,000 over the course of the next 5- to 7-years.

Forecast #2 - Port of Palm Beach

The Caribbean region is expected to perform well in terms of passengers returning to ships. If the Port of Palm Beach were able to advance a program to expand the existing slip (or similar approach), provide depth of water of ~38 feet, and create other needed upland supporting cruise infrastructure to allow homeport vessels of between 975 and 1,150 feet and carrying 2,000 to 5,000 guests, we expect this would be met with industry acceptance and use. South Florida homeports (Port Canaveral, Port Everglades, Port Miami) are continually challenged to meet growing homeport demand, especially given the continued success of 3\-, 4-, 5- and 7-day itineraries to the Bahamas and other Eastern and Western Caribbean destinations. There are, however, several challenges (regulatory, financial, competition by other Port businesses for space) to meeting potential cruise demand at the Port addressed elsewhere in the Master Plan.

Under Port of Palm Beach Forecast #1, the Port expands to welcome one to two larger cruise vessels, thus lifting the MPO cap of the existing berth and expanding its market capture rate from 2% of the Caribbean to upwards of 3.5%. Under this scenario, the Port could potentially achieve cruise passenger throughput levels of between 1.5 and 2.1 million cruise guests per annum approaching 2043.

FIGURE 101. PASSENGER PROJECTIONS FY 2023-2043 (2 PERCENT MARKET CAPTURE)

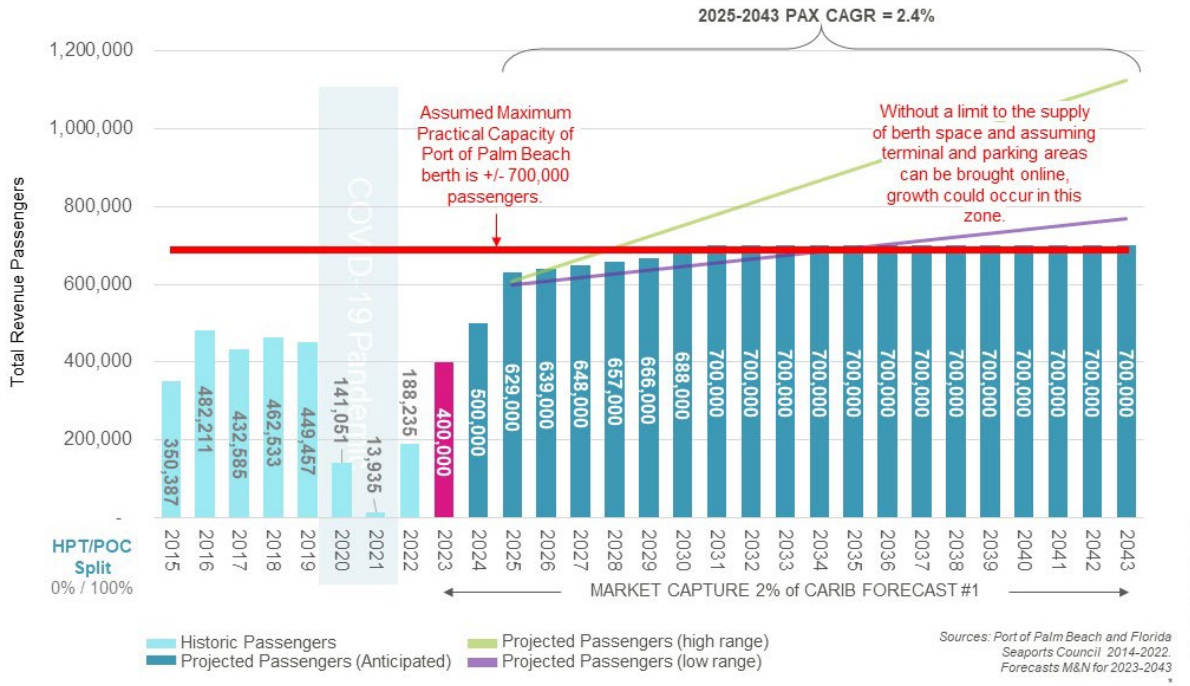
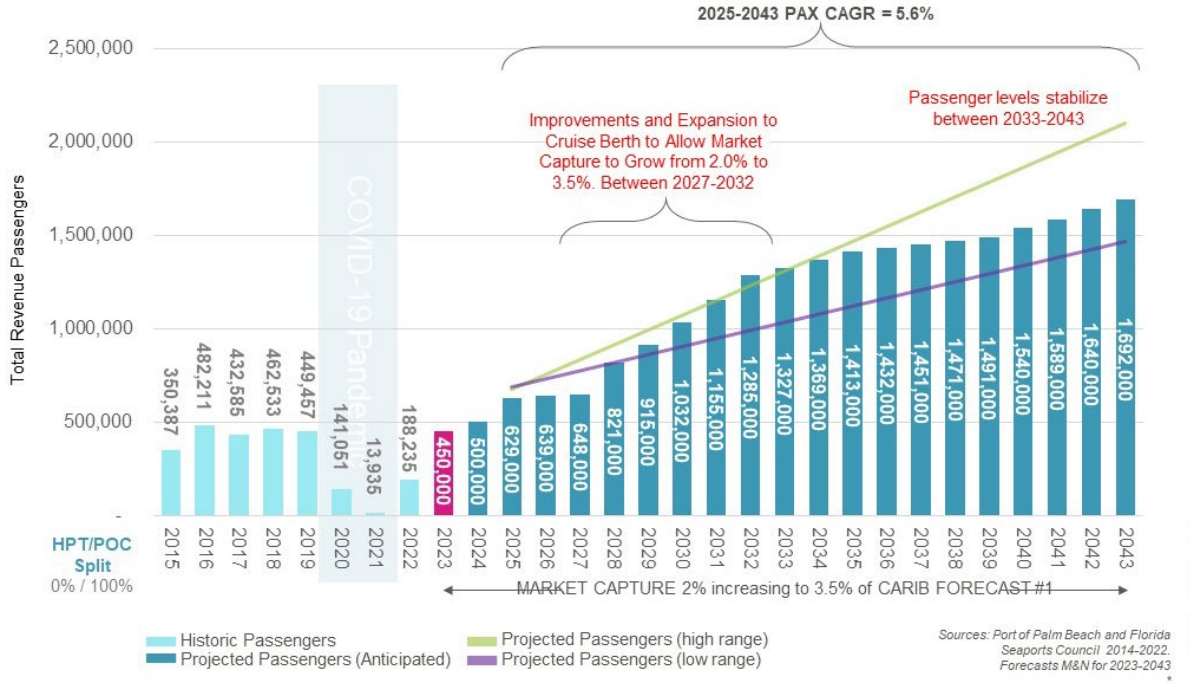


FIGURE 102. PASSENGER PROJECTIONS FY 2023-2043 (2%-3.5 PERCENT MARKET CAPTURE)



5.3.4. Summary of Port Cruise Forecasting

Without significant modification to both berth, terminal, and other supporting destination infrastructure, the Port's cruise business is forecast to approach a maximum practical capacity of 700,000 revenue passengers per annum. This assumes trending and operations of the Margaritaville at Sea (or similar vessel) continues to experience success and/or adjusts over time to continue its appeal to its target consumer demographic. There several challenges (regulatory, financial, competition by other Port businesses for space) with the Port advancing expansion efforts to welcome more cruise traffic, especially those vessels between 975 and 1,150 feet and carrying 2,000 to 5,000 guests. Advancement of a project(s) geared to this design ship size would be met with industry acceptance and use. As documented, the Caribbean cruising region is forecast to continue to grow at a CAGR of 2.2% to 2.4% over the next two decades. If the Port of Palm beach were to advance improvements to maintain over time its market capture of 2.0% and potentially shift its capture rate to 3.5% of total Caribbean revenue passengers (via homeporting), the Port could potentially achieve cruise passenger throughput levels of between 1.5 and 2.1 million cruise guests per annum approaching 2043.

Appendix F

Public Outreach Summary Reports

Appendix F

1. PEP1 Public Outreach Summary Report
2. PEP2 Public Outreach Summary Report
3. Draft Master Plan Final Comments and Responses

PORT of Palm Beach
MASTER PLAN

Port of Palm Beach Strategic Master Plan: Public Engagement Period 1 Public Outreach Summary Report

July 14, 2022

Table of Contents

1 Stakeholder and Public Outreach 4
1.1 Senior Port Staff Meetings 4
1.2 Port Stakeholder Meetings 4
1.3 Intergovernmental Agency Meetings 5
1.4 Public Engagement Periods 6
2 Outreach and Preparations 7
2.1 Development of Outreach Materials 7
2.2 Outreach Materials, Tools, and Techniques 7
3 Summary of Public Comments 12
3.1 Survey 1 Comments Summary 12
3.2 Interactive Map Comments Summary 13
3.3 Hybrid Public Meeting Questions and Comments Summary 14
3.4 Additional Comments via Email 15
4 Media Coverage 20
4.1 Port News Release 20
4.2 Online News Outlets 20
5 Next Steps 21

Appendices

Appendix A: Senior Port Staff Meeting Minutes

Appendix B: Port Stakeholder Meeting Summary

Appendix C: Intergovernmental Agency Meeting Minutes

Appendix D: Public Outreach

Appendix E: Public Meeting Presentation

Appendix F: Public Meeting Minutes

Appendix G: Survey 1 Summary

Appendix H: Media Coverage

List of Tables

Table 1. Senior Port Staff Meetings – Meeting Information 4
Table 2. Port Stakeholder Meetings – Meeting Information 5
Table 3. intergovernmental Agency Meetings – Meeting Information 5
Table 4. Public Meetings – Public Engagement Period 1 Meeting Information 9
Table 5. In-Person Outreach to Local Businesses 10

List of Figures

Figure 1. Interactive Map 13
Figure 2. Public Meetings – Topics Of Comments And Questions Received During Public Meetings 15
Figure 3. Florida Seaports Program Process 16
Figure 4. On Port Off Port Project Flowchart 7-20-21 18
Figure 5. Port Of Palm Beach Strategic Master Plan Project Schedule 21

1 Stakeholder and Public Outreach

The Port of Palm Beach (Port) is embarking on a significant redevelopment and upgrading of intermodal facilities and other improvements funded in part through various government grant programs. As such, the Port sought a forward-looking Strategic Master Plan focusing on and coordinating the following requirements: economic development; infrastructure development and improvement; intermodal transportation facilities; physical, environmental, and regulatory barriers; and stakeholder outreach.

Stakeholder and public outreach opportunities were woven into the strategic master planning process to inform, educate, and collaborate with senior staff, stakeholders, public, and intergovernmental agencies throughout the planning process.

Senior staff, Port stakeholders, the public, and intergovernmental agencies were able to stay informed via the Port's website that redirects to a dedicated Strategic Master Plan website, www.planportofpalmbeach.com, managed by Moffatt & Nichol (M&N). To obtain diverse input and achieve balance, targeted digital and in-person outreach included connecting with Port staff, nearby businesses and residents, intergovernmental agencies, and others with a vested interest in the Port's present and future operations.

Throughout the public engagement work, the Port Planning Outreach Team (led by Moffatt & Nichol and Dickey Consulting) continuously improved their understanding about the community and adapted the outreach strategy to maximize the volume and value of feedback received. This presented a dynamic outreach process, that evolved and was refined as the strategic master planning process advanced through various phases. The Port Planning Outreach Team created opportunities to obtain direct feedback from the various citizens and stakeholders with interest in the Port; these efforts are outlined below.

1.1 Senior Port Staff Meetings

The Port identified senior port staff for the Port Planning Outreach Team to connect with during the Public Engagement Period 1. Nine (9) senior Port staff members were identified. The Port Planning Outreach Team met in person with senior Port staff on April 29, 2022, as indicated in Table 1. Please reference **Appendix A: Senior Port Staff Meeting Minutes** for a record of these meeting minutes.

TABLE 1. SENIOR PORT STAFF MEETINGS – MEETING INFORMATION

Date	Port Staff	Location	Time	Statistics
April 29, 2022	Senior Port Staff	Port of Palm Beach Administration	11:00 AM–2:30 PM	9 attendees 42 comments and 3 questions

1.2 Port Stakeholder Meetings

The Port Planning Outreach Team met with Port stakeholders during the Public Engagement Period 1, as indicated in Table 2. The Port identified stakeholders by their affiliation and connection to the Port and its future growth as it would be impacted by stakeholders' commercial operations. Please reference **Appendix B: Port Stakeholder Meeting Summary** for an aggregate table of responses.

TABLE 2. PORT STAKEHOLDER MEETINGS – MEETING INFORMATION

Date	Port Stakeholder	Location	Time	Statistics
April 25, 2022	Stonerock	Teams	11:00 AM – 12:00 PM	5 attendees 43 comments and 0 questions
April 27, 2022	Gulfstream Lines Heavy Lift	Port of Palm Beach Administration	2:00 PM – 3:00 PM	5 attendees 38 comments and 0 questions
April 29, 2022	South Florida Materials	Port of Palm Beach Administration	9:00 AM – 10:00 AM	5 attendees 58 comments and 0 questions
April 29, 2022	Florida Sugar and Molasses Exchange	Port of Palm Beach Administration	3:00 PM – 4:00 PM	5 attendees 78 comments and 0 questions
May 13, 2022	Tropical	Port of Palm Beach Administration	2:00 PM – 4:00 PM	9 attendees 45 comments and 0 questions
June 15, 2022	Cemex	Port of Palm Beach Administration / Teams	9:30 AM – 11:00 AM	9 attendees 36 comments and 0 questions

1.3 Intergovernmental Agency Meetings

The Port Planning Outreach Team met with (14) intergovernmental agencies during the months of May and June, as indicated in Table 3, to obtain the agency's input on various aspects pertaining to the Port's growth, to discover the agency's future planning efforts, and to seek opportunities for alignment between the agency's vision and the Port's Strategic Master Plan. All intergovernmental agency meetings were held virtually, except for the meetings with the City of Riviera Beach, City of West Palm Beach, and Palm Beach County, which were held in-person. Meetings were cataloged in a singular report for documentation purposes and provided as part of the Outreach Summary deliverable. Please reference **Appendix C: Intergovernmental Agency Meeting Minutes** for a record of all corresponding meeting minutes.

TABLE 3. INTERGOVERNMENTAL AGENCY MEETINGS – MEETING INFORMATION

Date	Intergovernmental Agency	Location	Time	Statistics
May 10, 2022	Treasure Coast Regional Planning Council	In-person and on Teams	11:30 AM – 12:30 PM	8 attendees 24 comments and 0 questions
May 10, 2022	Town of Mangonia Park	In-person and on Teams	3:00 PM – 4:00 PM	9 attendees 19 comments and 6 questions
May 11, 2022	Palm Beach Transportation Planning Agency	In-person and on Teams	9:00 AM – 10:00 AM	9 attendees 38 comments and 6 questions
May 11, 2022	Palm Beach Shores	In-person and on Teams	10:00 AM – 11:00 AM	7 attendees 33 comments and 8 questions
	Florida Department of Transportation			8 attendees

May 11, 2022		In-person and on Teams	1:00 PM – 2:00 PM	23 comments and 4 questions
May 11, 2022	Riviera Beach	In-person and on Teams	2:00 PM – 3:00 PM	13 attendees 47 comments and 10 questions
May 12, 2022	U.S. Army Corps of Engineers	In-person and on Teams	8:30 AM – 9:30 AM	9 attendees 16 comments and 5 questions
May 12, 2022	South Bay	In-person and on Teams	10:00 AM – 11:00 AM	9 attendees 16 comments and 8 questions
May 12, 2022	Township of Palm Beach / Palm Beach Civic Association	In-person and on Teams	12:00 PM – 1:00 PM	12 attendees 14 comments and 2 questions
May 12, 2022	City of Belle Glade	In-person and on Teams	3:00 PM – 4:00 PM	10 attendees 21 comments and 5 questions
May 17, 2022	Florida Power and Light	Teams	10:30 AM – 11:30 AM	12 attendees 13 comments and 8 questions
May 19, 2022	Palm Beach County, Part 1	Teams	1:00 PM – 2:00 PM	7 attendees 31 comments and 10 questions
June 16, 2022	Palm Beach County, Part 2	Teams	10:30 AM – 11:30 AM	14 attendees 26 comments and 8 questions
June 30, 2022	Palm Beach Schools	Google Meet	9:00 AM – 10:00 AM	9 attendees 38 comments and 5 questions

1.4 Public Engagement Periods

Public engagement is critical to the success of this planning effort. The Port Planning Outreach Team designed several ways for the public to get engaged. The Strategic Master Plan provides two (2) public engagement periods: **Public Engagement Period 1** (May 23 to July 7, 2022) and **Public Engagement Period 2** (August 15 to October 31, 2022).

Public Engagement Period 1 occurred from May 23 to July 7, 2022. Public Engagement Period 1 consisted of the first online survey (Survey 1), hybrid interactive public meetings, in-person outreach, and information presented on the project website. The public was able to email the Project Team and subscribe through the project website to receive the latest project updates. The project website provided several ways for the public to stay engaged during the Port of Palm Beach strategic master planning process.

Public Engagement Period 2 will occur from August 15 to October 31, 2022. Public Engagement Period 2 will consist of the second online survey (Survey 2), hybrid interactive public meetings, in-person outreach, and updated information. Additional information will be provided as the engagement period gets closer.

2 Outreach and Preparations

The Port Planning Outreach Team prepared a Public Involvement Plan (PIP), which included roles and responsibilities; the outreach process; anticipated strategic master plan outreach project schedule; and outreach tools, techniques, and strategies. The PIP served to:

- Engage senior port staff, port stakeholders, the public, and intergovernmental agencies to help develop the Strategic Master Plan.
- Collaborate with senior port staff and stakeholders to find synergy in the Port's strategic goals and objectives by seeking alignment amongst all relevant parties for the Port's future.
- Collaborate with senior port staff, stakeholder, intergovernmental agencies, and the public to tailor a strategy unique to the Port.

The PIP relied on coordinated communication by all represented parties, each supporting the other, to ensure a successful project implementation. The following information represents excerpts of the PIP and how they were implemented as part of the outreach effort.

2.1 Development of Outreach Materials

The Port Planning Outreach Team used outreach and communication tools to inform the public about the survey, virtual public meeting, and to provide background information about the Strategic Master Plan. Outreach methods included:

- Developing a dedicated project website.
- Announcing the project launch through an email blast on May 23, 2022.
- Providing meeting announcement flyers, posters, and surveys via project website, Facebook ads, and the Port's various outreach channels.
- Meeting with key stakeholder groups.
- Newspapers and press releases to advertise the project, public meetings, and help build survey awareness by providing links, as well as locations where the public can obtain more information on the project website, public meeting, and other printed material.
- A communications calendar which listed out email campaigns and social media blasts to support the project efforts. These worked in tandem with information presented on the project website and the Port's main website.

2.2 Outreach Materials, Tools, and Techniques

The following is a series of outreach materials, tools, techniques, and strategies that were implemented during the outreach portion of the strategic master planning process.

2.2.1 Community Outreach Materials

The Port Planning Outreach Team developed outreach materials that aligned with the Port's branding efforts. This cohesive branding ensured all materials produced identified the Project and further strengthened the visual reference of the Project in the public realm, both in-person and virtually. Outreach materials produced included:

- Public Engagement Period 1 Postcard
- Public Meeting Announcement Flyer
- Email and Social Media Campaign

The outreach materials are provided in **Appendix D: Public Outreach**.

2.2.2 Outbound Communications

The Port Planning Outreach Team deployed outbound communications, via a Facebook ad, and email and social media campaigns, at key communication milestones to continually engage the public and subscribers during the strategic master planning process. Communications aligned with key project milestones as well as weekly communication during the active 45-day survey period to promote the project and survey effort:

- Press Release
- Targeted Facebook Ad
- Project Email Blasts
- Port Email Blasts
- Port Social Media Posts

The outbound communications are provided in **Appendix D: Public Outreach**.

2.2.3 Social Media

The Port relayed information pertaining to their social media followers on LinkedIn, Facebook, Twitter, and Instagram during Public Engagement Period 1.

- LinkedIn – 10 posts
- Facebook – 12 posts
- Twitter – 21 tweets
- Instagram – 7 posts

All posts are included in **Appendix D: Public Outreach**.

2.2.4 Project Website

The project website served as a storing house of all relevant and latest project information. The website launched May 2, 2022. The project website was developed, maintained, and was updated on four (4) occasions, including:

- Formal public kick-off of the project *(launched May 2, 2022)*
- Public Engagement Period 1, and related Public Survey 1 *(launched May 23, 2022)*
- Public Engagement Period 2, and related Public Survey 2 *(will launch August 15, 2022)*
- The final plan and achievement of the planning process. *(will launch December 15, 2022)*

Overall, the project website was well received, garnering 1,869 views and 79 subscribers for the public kick-off page; and 5,517 views; 124 subscribers; and 14,652 social views for Public Engagement Period 1.

2.2.5 Public Meetings

A series of hybrid public meetings will occur over the two (2) Public Engagement Periods. Engagement periods are planned to have one hybrid meeting during the day, and the other in the evening of the following day. Each public meeting session is anticipated to last about two (2) hours in length. The public meetings were designed to be highly interactive and allow attendees to interact with the Port Planning Outreach Team to begin the process of highlighting and outlining early solutions to address the Strategic Master Plan.

The Port Planning Outreach Team held two hybrid public meetings for **Public Engagement Period 1** on June 1, 2022, from 11:00 AM – 1:00 PM and June 2, 2022, from 6:00 PM – 8:00 PM, as indicated in Table 4. The hybrid meeting format allowed both in-person and virtual attendees the opportunity to participate in a live information session, interspersed with opportunities for question and answer (Q&A), an interactive map activity, and next steps. Both public meeting sessions presented the same information. The public meetings were broadcasted, recorded, and available for viewing on the project website, www.planportofpalmbeach.com.

For copies of both presentations, please reference **Appendix E: Public Meeting Presentation.** Virtual attendees were allowed the opportunity to ask questions during the meeting through the chat feature. Both in-person and virtual attendees were able to email any additional questions to the project email, PlanPortofPalmBeach@PublicInput.com, during the planning process. Responses to the questions are in **Appendix F: Public Meeting Minutes**.

TABLE 4. PUBLIC MEETINGS – PUBLIC ENGAGEMENT PERIOD 1 MEETING INFORMATION

Date	Location	Time	Statistics
June 1, 2022	Port of Palm Beach, One East 11th Street, Suite 600, Riviera Beach, FL 33404	11:00 AM – 1:00 PM	54 pre-registered
			64 attendees (46 virtual* and 18 in-person)
			31 comments and 9 questions
June 2, 2022	Riviera Beach Event Center, 190 E. 13th Street, Riviera Beach, FL 33404	6:00 PM – 8:00 PM	41 pre-registered
			18 attendees (6 virtual* and 12 in-person)
			43 comments and 30 questions

** Not all virtual participants registered with their name. As such, the remaining participants are considered "Anonymous."*

There was a total of 82 attendees from both public meeting sessions for **Public Engagement Period 1**, however, some are duplicates as certain attendees participated in both meetings. The Port Planning Outreach Team encouraged meeting participants to pre-register for their preferred session. The public meetings allowed the public and community members to engage with the Port Planning Outreach Team by attending the hybrid public meeting presentations, relaying their concerns, asking insightful questions, and contributing to the strategic master planning process.

2.2.6 Online Public Surveys

Two (2) public surveys will be issued during the planning process to obtain feedback, concerns, and other targeted responses from the community. These public surveys are made available on the project website and coincide with the two (2) Public Engagement Periods. The public surveys are open for 45 days to allow ample time for community members to share their thoughts. The Port Planning Outreach Team tailored the surveys to appeal to the public and key stakeholders. The surveys ask a series of baseline questions to gauge the respondent's priorities and preferences in regard to the current context and future planning of the Port. Additionally, the project website provided an interactive map feature which allowed the public to engage with the survey in a more insightful way by providing site-specific feedback. The Survey 1 results were shared on the project website. Survey 2 will be released during Public Engagement Period 2. For further information, please reference **Section 3.1 Online Surveys** and **Appendix G: Survey 1 Summary**.

2.2.7 In-Person Outreach

Dickey Consulting conducted the in-person outreach component for the Strategic Master Plan. Hard copy surveys were distributed to over 50 surrounding businesses, and Dickey Consulting obtained these business' input. Some business owners and employees were interested in the Strategic Master Plan, however, some did not see how it would affect them. Dickey Consulting also spoke with residents and encouraged them to take Survey 1. Although most of the businesses stated they would fill out the survey, most did not take the survey stating they were too busy, had no interest, or merely forgot. As such, they were directed to the project website so they may learn more about the project and take the online survey. Dickey indicated a few businesses could not complete the survey due to management, whereas other business owners felt there was no purpose to take the survey after Dickey Consulting relayed their importance in providing input on the Port's Strategic Master plan. These businesses were also directed to the project website, so they could take the online survey if they changed their mind.

Dickey Consulting provided over 270 surveys for the surrounding community residents. These surveys were distributed by the Riviera Beach Community Redevelopment Agency (CRA) Ambassadors with instruction on where to return the hard copy survey, or to go to the project website to take the survey. The CRA Manager agreed to have the CRA Ambassadors deliver the over 270 doorhangers and paper surveys to the surrounding community in the CRA next to the Port. Dickey indicated which businesses took the survey, as indicated by Table 5. Any business not listed was not interested in taking the survey.

TABLE 5. IN-PERSON OUTREACH TO LOCAL BUSINESSES

Business Name	Business Address	Point of Contact	Result
Terry's Hair Studio	25 Blue Heron	Terry	Too busy to complete.
Mike's Barbershop	49 Blue Heron	Michelle	Agreed at first, then stated she saw no need.
Flowcost Insurance	57 Blue Heron	Diana	Took the survey online.
Get Wet Watersports	101 Blue Heron	Troy	Completed the paper survey.
Langier Krell Marine Electronics	N/A	N/A	Did not complete the survey.
Comerica Bank	N/A	N/A	Stated they were not authorized due to management, and they were in the CRA.
Grandslam Tackle	N/A	N/A	Completed survey.
Black Barts	155 Blue Heron	Jack	Stated he was too busy and would complete online.
Lume Enterprises	221 Broadway	N/A	Completed two surveys.
Dentist Office	N/A	N/A	Two doctors completed the survey.
Vasallo Dentistry and Milling	N/A	N/A	Completed survey.
Liquor Store	N/A	Arthur or Jane	Did not have time to complete.
Allure Nails and Spa	110 Blue Heron	Han	Did not have time, will complete online survey.
Pharmacy	110 Blue Heron	Bruce	Completed survey.
T-Mobile	N/A	Keyshawn	Was not available when Dickey returned.
Narcisse	76 Blue Heron	GeeGee	Completed survey.
Direct Insurance	N/A	Billy	Promised to take the survey online.
Singer Island resident	N/A	Franzie	Asked for a few surveys and will send by mail.
Sea Shell Gift Shop	2100 Broadway	N/A	Owner and brother stated they would take the survey online.
The Ferguson Firm	2826 Broadway, #102	N/A	Was not available when Dickey returned, followed up with an email.
Travel Inn of Riviera	3334 Broadway	Jay and Jess	Will complete survey online.
China Wok	3518 Broadway	N/A	Completed survey.
Miami Beauty	3530 Broadway	Hussein	Completed survey.
Forum Cleaners	2785 Broadway	N/A	Completed survey online.

Business Name	Business Address	Point of Contact	Result
Bernards Hair	2715 Broadway	N/A	Completed two surveys.
Imperial Cuts	2725 Broadway	N/A	Will complete online.
Yasman Unisex	1630 Broadway	N/A	Completed several surveys.
Busch Canvas & Interiors	2428 Broadway	N/A	Closed when Dickey returned but will follow up with email.
Da Big Kahuna	2411 Ocean Ave	Manager	Completed survey.
Beer Florida Two Inc	2415 N Ocean Drive	Manager	Will complete online.
New York Bagel Café and Deli	2419 Ocean Drive	Manager	Wife will complete online.
Beachside Ice Cream / Sweet Treats	2503 Ocean Ave	N/A	Completed paper survey.
Ocean Walk Nails and Spa	2613 N Ocean Ave	Manager	Completed paper survey.
Michael Redd Assoc.	2655 Ocean Drive	N/A	Business not in the same place.
All Purpose Consultants	4200 N Ocean Drive	N/A	Private residence, gated condominium community.
Mental Health & Substance Abuse	31 W 20th Street	Manager	Completed two paper surveys.
Midtown Grocery	115 W 19th Street	Manager	Completed paper survey.
Ramon Fobs	N/A	N/A	Far from the Port.
A Beautiful Occasion	N/A	N/A	Far from the Port.
Hook 'n Up Sports Fishing	200 E 13th Street, slip 122	N/A	Will complete online
The Scuba Palm Beach	200 E 13th Street	N/A	Will complete online.
Pirates Paradise	200 E 13th Street	N/A	Left survey and instruction to go to the website if needed.
Right Hook	201 E 13th Street	N/A	Left survey and instruction to go to the website if needed.

3 Summary of Public Comments

The public had several opportunities to provide the Port Planning Outreach Team with comments, concerns, and feedback throughout Public Engagement Period 1. The first formal solicitation of public feedback on the Strategic Master Plan commenced with Survey 1, which was offered from May 23, 2022 – July 7, 2022. As part of Public Engagement Period 1, the public could also email the Port Planning Outreach Team, place opportunity, concern, and/or improvement pins on the interactive map, and attend a hybrid public meeting.

3.1 Survey 1 Comments Summary

The public had the opportunity to share their thoughts and provide comments through Survey 1, whose purpose was to solicit public input to gauge their priorities, preferences, and concerns with the Port today and in the future.

Survey 1 received a total of 254 participants, 2,167 responses, and 124 comments. General themes amongst the survey comments included the following:

- Train traffic congestion
    - No routing on Broadway
    - Route away from Northwood Harbor
    - Route away from Northwood Legacy
    - Limit railroad traffic to off-peak hours
    - Train schedule and timing
    - Improve congestion related to freight transportation
    - Overpass on Blue Heron Blvd.
    - FEC and CSX track access will increase port commerce, provide jobs, alleviate traffic congestion, reduce trucking emissions – all without increasing the Port's footprint
- Environmental concerns
    - Concrete overlay for sea level rise
    - Impact to surrounding environment
    - Legislative impact
    - Safety concerns
    - Conduct an environmental study on cruise terminal
    - Enclose, remove, or relocate the scrap metal pile
- Ship depth requirements
    - Capacity increase
    - Port slip development
    - Channel challenges hinder the port's growth
    - Widen and deepen the inlet
- The Port should be a good neighbor
    - Factor in the surrounding community and make the community a priority
    - Economic impact / opportunity zone for adjacent community
    - Invest in the City of Riviera Beach
    - Share and clarify the master planning concepts with the public
    - Provide better outreach and more public meetings
    - Continue outreach efforts and continue dialogue with the public
    - Need more job fairs
    - Offer more port tours
    - Offer space for other organizations
- The Port is an economic engine
    - Facilitate employment and offer employment opportunities
    - The Port is vital to our local economy

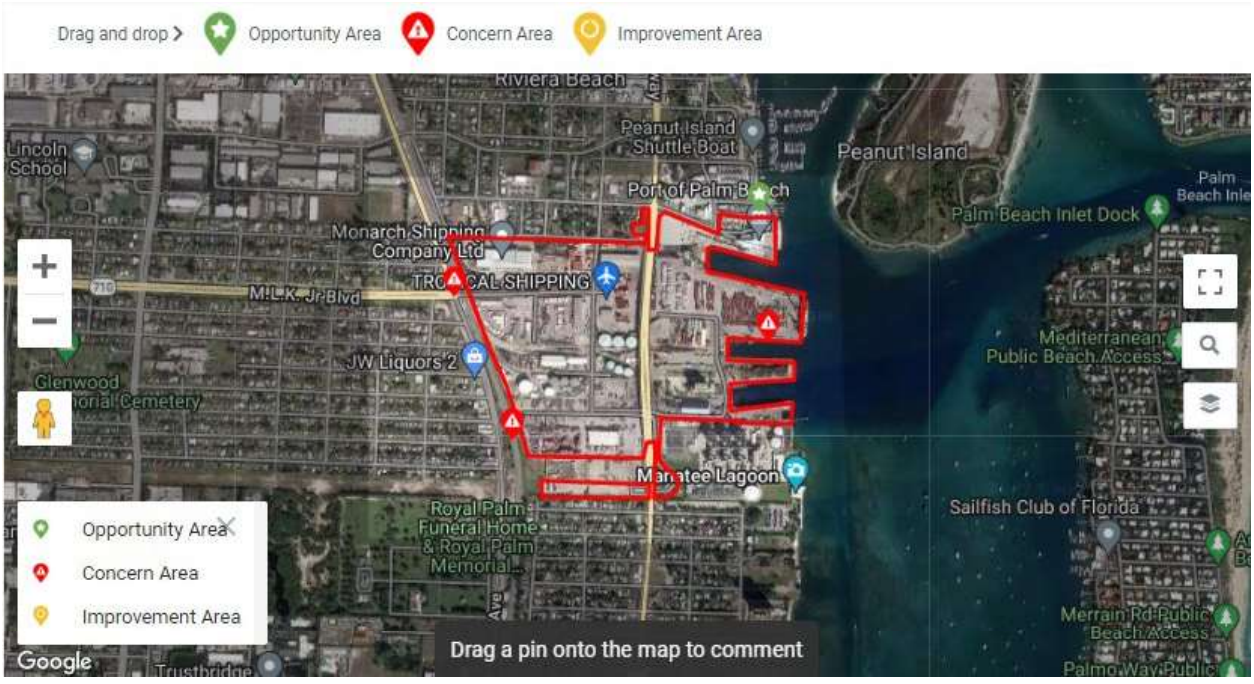
  - Port expansion to include international cargo
  - Expansion of the Port to the north
  - Consider relocating CEMEX to another location
  - Make the Port a unique and world class facility
  - Infrastructure concern within Port boundaries
  - Consider growing coral as another revenue generator
- Implication of future taxes
  - Property owner concerns
  - Levy of taxes
- Increase cruise operations
  - Offer alternative cruise routes
  - Attract larger cruise lines (Carnival, Royal, MSC, Disney, etc.)
  - Build a new cruise terminal to accommodate longer cruise itineraries

The Port Planning Outreach Team issued weekly survey reports to Port staff from May 24, 2022, to July 7, 2022. The final survey results are provided in **Appendix G: Survey 1 Summary**.

3.2 Interactive Map Comments Summary

In addition to feedback via Survey 1, the public had the opportunity to provide geo-located pins on a map indicating areas of concern, improvement, or opportunity. Figure 1 shows the public input, along with a breakdown of comments listed below.

FIGURE 1. INTERACTIVE MAP



3.2.1 Opportunity Area:

- Love that I can get on a cruise from here. (2 agree)
- The investment in the Port of Palm Beach is a long-awaited opportunity for the local area.

3.2.2 Concern Area:

- Entryway needs to be better connected to the community.

- Trains block vehicle traffic.
- Slip #2 width and length issues need to be addressed.

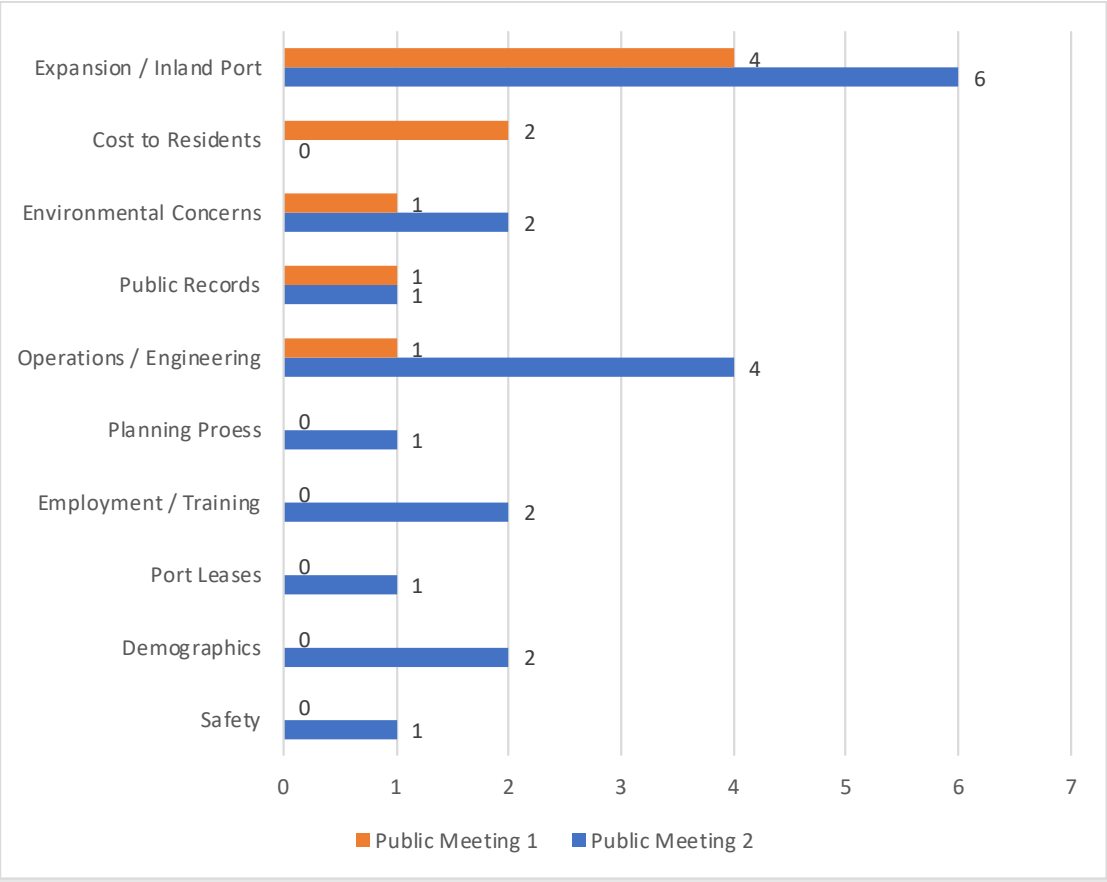
3.3.3 Improvement Area:

- While opportunities may be limited for purchasing or leasing properties around the port's current 165 acres, you may want to include in your study the feasibility of the inland port for rural western Palm Beach County. This initiative could possibly expand operational capacity for the port several times over. Studies and discussions have focused on an 850-acre Inland Logistics Center (ILC) for materials distribution, warehousing, assembly, and light manufacturing. The inland location would alleviate congestion along coastal highways by moving cargo onto rail lines and stimulate Palm Beach County's economy by providing jobs and developing a huge tract of rural land.
  While the ILC would primarily benefit the Port of Palm Beach, it could be expanded to serve all of South Florida. The project would be within 100 miles of three seaports, four international airports and three railroads with an abundance of undeveloped land – all assets that would help attract even more commerce.
  Initially, much of the cargo traffic for the ILC could come by truck on highways already serving the area, but connections to rail lines would be needed. The Port of Palm Beach already has a leg up on this with its nearby connection between the Florida East Coast and CSX Railroads.
  Advantages of the inland port could include:
  - Reduced congestion/faster transit, including improved access to major highways and other cities
  - Reduced emissions with the use of rail transport
  - Added space for importers/exporters to build warehouses and distribution centers at less cost than for facilities located in or near waterside ports
  - Increased employment and economic development, with new investment from business and industry in surrounding areas

3.3 Hybrid Public Meeting Questions and Comments Summary

This section summarizes written comments received in the chat function of the Zoom platform during the June 1, 2022, and June 2, 2022, hybrid public meetings. The comments and questions received at the virtual public meetings ranged from a variety of topics. See Figure 2 for a breakdown of the comments and questions received at the virtual public meetings by topic.

FIGURE 2. PUBLIC MEETINGS – TOPICS OF COMMENTS AND QUESTIONS RECEIVED DURING PUBLIC MEETINGS



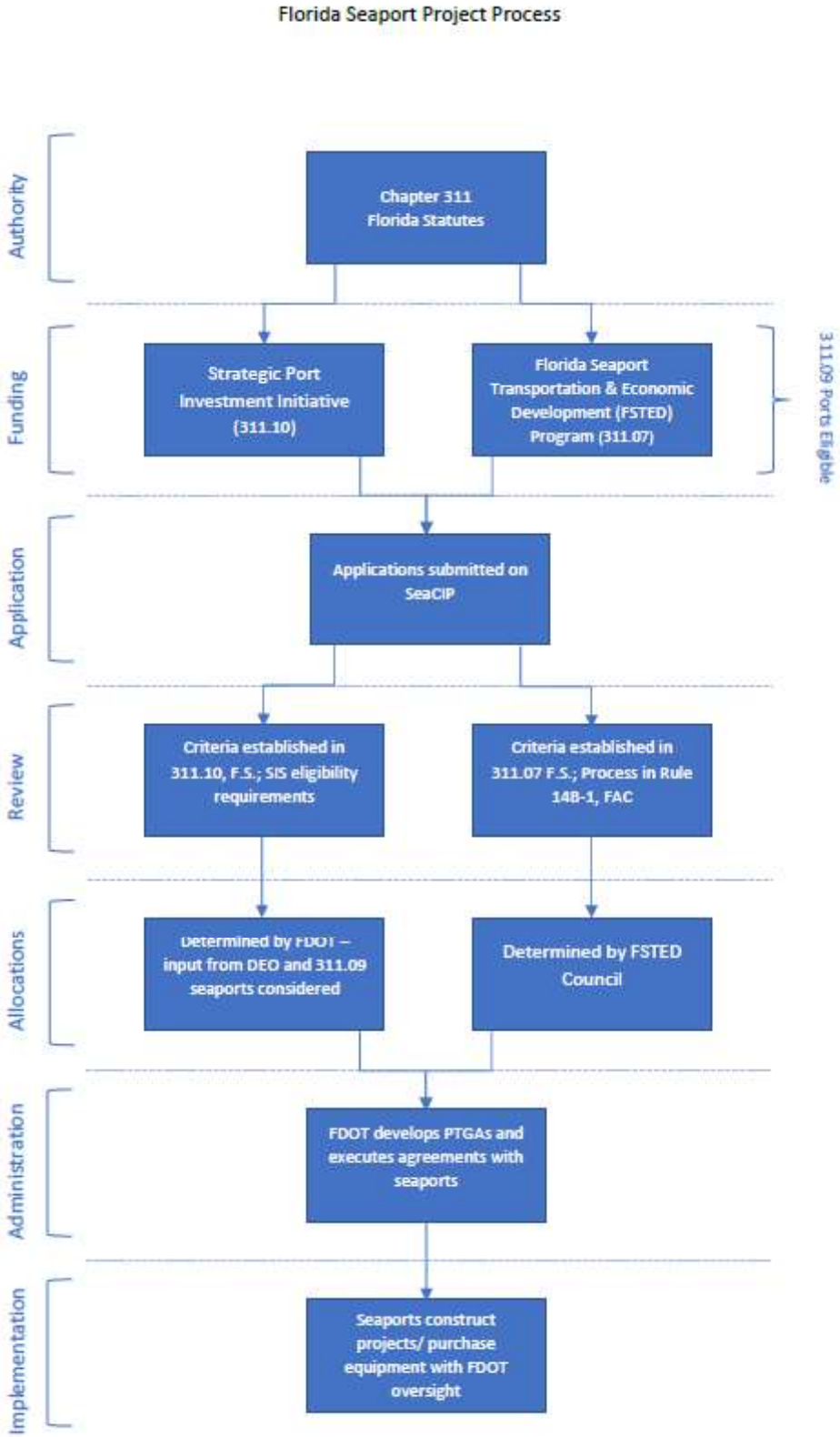
Summaries of the questions and responses from the public meetings are provided in **Appendix F: Public Meeting Minutes.**

3.4 Additional Comments via Email

Meeting attendees, survey participants, and subscribers were encouraged to submit their questions and comments to the Port Planning Outreach Team during Public Engagement Period 1. Below are transcriptions of the questions and comments received to members of the communications team, as well as to the project email address from March 23, 2022, until July 7, 2022. The Port Planning Outreach Team responded to questions and comments on a rolling basis.

1. May 11, 2022 - Ann Mullen, Ann.Mullen@dot.state.fl.us
    a. Ann provided a PDF (Figure 3) of the Florida Seaports Program Process.

FIGURE 3. FLORIDA SEAPORTS PROGRAM PROCESS

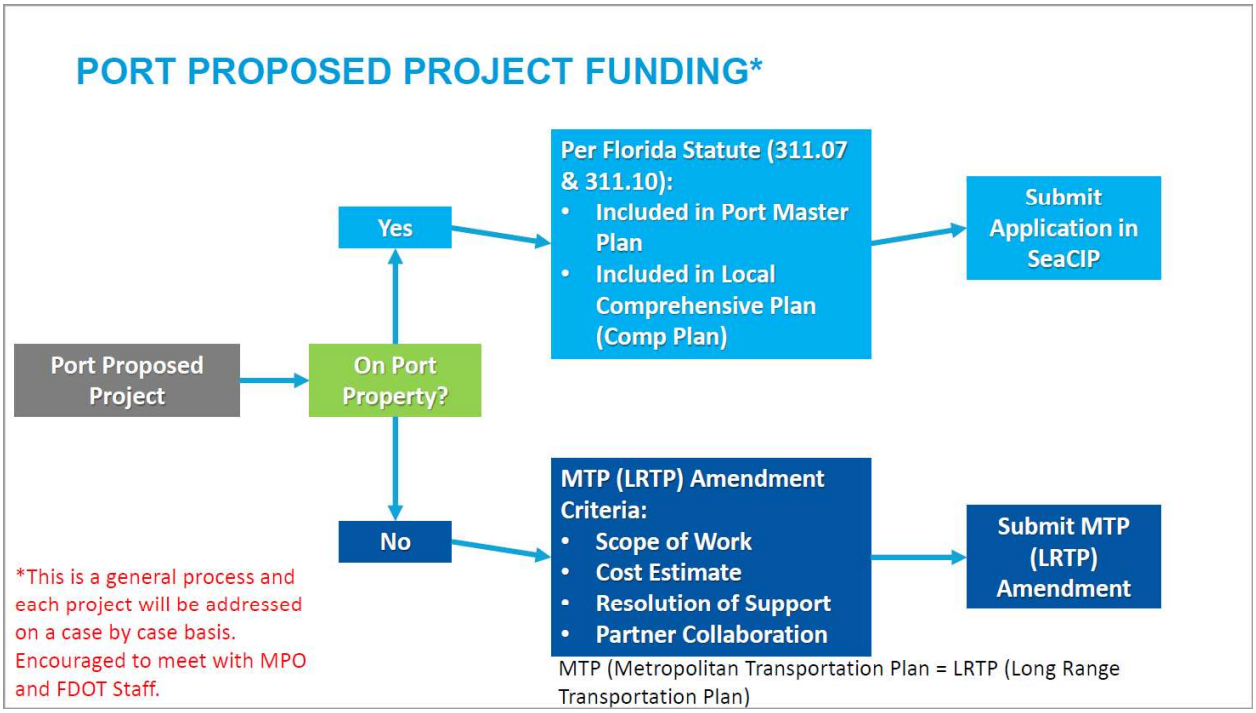


2. May 11, 2022 - Ann Mullen, Ann.Mullen@dot.state.fl.us
    a. Hi Kerry, Sheryl, & Carl,
    I was looking for the FSTED Funding Matrix that I thought I had seen before, but I believe I was getting that confused with a Matrix that FDOT/DOO uses to mark projects applied for in SeaCIP as Consistent/Inconsistent based off Florida Statue 311.09. The project has to be in the Port's Master Plan and has to fulfill one of the focus areas: Capacity/Efficiency/Access/Supply Chain Optimization and be consistent with the Florida Transportation Plan, Statewide Seaport and Waterways System Plan, and the department's adopted work program and be eligible under the FSTED program. From there, that list is given to the FSTED (Florida Seaport Transportation Economic Development) Council, then FSTED uses their Administration Vendor called Florida Ports Council (FPC) and from there the FPC provides recommendations to FSTED on what to fund and that is voted on at an FSTED meeting.
    Statutes & Constitution : View Statutes : Online Sunshine (state.fl.us)
    (4) The council shall adopt rules for evaluating projects which may be funded under ss. 311.07 and 320.20. The rules shall provide criteria for evaluating the potential project, including, but not limited to, such factors as consistency with appropriate plans, economic benefit, readiness for construction, noncompetition with other Florida ports, and capacity within the seaport system.
    (5) The council shall review and approve or disapprove each project eligible to be funded pursuant to the Florida Seaport Transportation and Economic Development Program. The council shall annually submit to the Secretary of Transportation and the executive director of the Department of Economic Opportunity, or his or her designee, a list of projects which have been approved by the council. The list shall specify the recommended funding level for each project; and, if staged implementation of the project is appropriate, the funding requirements for each stage shall be specified.
    (6) The Department of Transportation shall review the list of project applications approved by the council for consistency with the Florida Transportation Plan, the Statewide Seaport and Waterways System Plan, and the department's adopted work program. In evaluating the consistency of a project, the department shall assess the transportation impacts and economic benefits for each project. The Department of Transportation shall identify those projects that are inconsistent with the Florida Transportation Plan, the Statewide Seaport and Waterways System Plan, or the adopted work program and shall notify the council of projects found to be inconsistent.
    (7) The Department of Economic Opportunity shall review the list of project applications approved by the council to evaluate the economic benefit of the project and to determine whether the project is consistent with the Florida Seaport Mission Plan and with state economic development goals and policies. The Department of Economic Opportunity shall review the proposed project's consistency with state, regional, and local plans, as appropriate, and the economic benefits of each project based upon the rules adopted pursuant to subsection (4). The Department of Economic Opportunity shall identify those projects that it has determined do not offer an economic benefit to the state, are not consistent with an appropriate plan, or are not consistent with the Florida Seaport Mission Plan or state economic development goals and policies and shall notify the council of its findings.
    (8) The council shall review the findings of the Department of Economic Opportunity and the Department of Transportation. Projects found to be inconsistent pursuant to subsection (6) or subsection (7) or projects that have been determined not to offer an economic benefit to the state pursuant to subsection (7) may not be included in the list of projects to be funded.
    (9) The Department of Transportation shall include at least $25 million per year in its annual legislative budget request for the Florida Seaport Transportation and Economic Development Program funded under s. 311.07. Such budget must include funding for projects approved by the

council which have been determined by each agency to be consistent. The department shall include the specific approved Florida Seaport Transportation and Economic Development Program projects to be funded under s. 311.07 during the ensuing fiscal year in the tentative work program developed pursuant to s. 339.135(4). The total amount of funding to be allocated to Florida Seaport Transportation and Economic Development Program projects under s. 311.07 during the successive 4 fiscal years shall also be included in the tentative work program developed pursuant to s. 339.135(4). The council may submit to the department a list of approved projects that could be made production-ready within the next 2 years. The list shall be submitted by the department as part of the needs and project list prepared pursuant to s. 339.135(2)(b). However, the department shall, upon written request of the Florida Seaport Transportation and Economic Development Council, submit work program amendments pursuant to s. 339.135(7) to the Governor within 10 days after the later of the date the request is received by the department or the effective date of the amendment, termination, or closure of the applicable funding agreement between the department and the affected seaport, as required to release the funds from the existing commitment. Notwithstanding s. 339.135(7)(c), any work program amendment to transfer prior year funds from one approved seaport project to another seaport project is subject to the procedures in s. 339.135(7)(d). Notwithstanding any provision of law to the contrary, the department may transfer unexpended budget between the seaport projects as identified in the approved work program amendments.

3. May 11, 2022 - Ann Mullen, Ann.Mullen@dot.state.fl.us
    a. Ann provided a PDF (Figure 4) of the Florida Seaports Program Process.

FIGURE 4. ON PORT OFF PORT PROJECT FLOWCHART 7-20-21



4. June 4, 2022 - Michael Diamond, mdiamond@pbpost.com
    a. Can you call me to discuss when you have a chance? 609-827-3276.

5. July 5, 2022 – Jamie Lehman, jamiel40@comcast.net
    a. Dear Sir or Madam:
    The information below was taken from the Port of Palm Beach website.
    Would you please respond to the following:
        1. What "commercial commitment" are you talking about in the yellowhi-lighted area below? Please provide a copy of the "commercial commitment" that the Port must ensure by 2042.
        2. Please provide a complete list of the "various grants" and all other funding involved in the Master Plan update.
        3. Please explain what "interactive map feature" is being offered to the public on your website.

    Thank you.

    Jamie Lehman

4 Media Coverage

In addition to the Port and Port Planning Outreach Team's outreach methods, media coverage provided another opportunity to inform the public about the strategic master planning process, advertise the public meeting and survey, and generate interest in the Strategic Master Plan. The Port's Public Information Officer (PIO) shared news releases.

4.1 Port News Release

On May 6, 2022, the Port issued news releases to various entities and media outlets to spread the word about the project launch. The following group received notification from the Port to share with their audiences:

- Local Media and Press- CBS12, WPTV, WPBF, Palm Beach Post, Azteca 48
- Other Media and Press- Sun Sentinel, Miami Herald, American Journal of Transportation, Florida Trend, Yellow Finch Strategies, Florida Ports Council, AAPA-Ports, WSVN, BNP Media, Freight Business Journal North America, NBC Miami, Discover the Palm Beaches, WLRN News, Porthole Magazine, South Florida Business Journal, Travel Weekly, Vista Florida, Telemundo, and Delray Beach Tribune
- City of Riviera Beach City Manager Jonathan Evans and PIO Nicole Rodriguez
- Mayor Alan Fiers, Palm Beach Shores
- Mayor Daniel Moore, Town of Palm Beach
- Palm Beach County Director of Public Affairs Lisa De La Rionda
- WPTV News

4.2 Online News Outlets

The online news outlets listed below covered information pertaining to the Port of Palm Beach Strategic Master Plan:

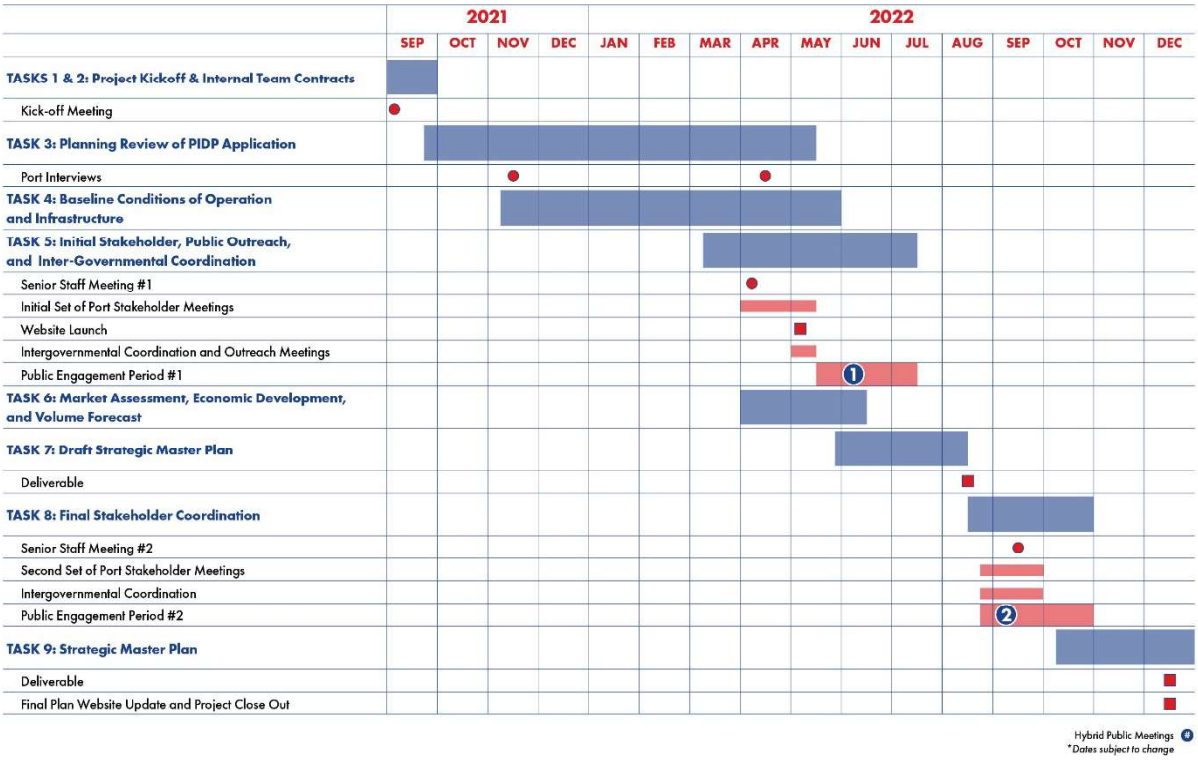
- ThePressReleaseEngine.com – May 5, 2022
- Town of Palm Beach News Release – May 24, 2022

All articles described the launch of the project website and Public Engagement Period 1. Copies of each article is included in **Appendix H: Media Coverage**.

5 Next Steps

The timeline graphic below (Figure 5) shows the project schedule. Over the next few months, the Port Planning Outreach Team will develop the Draft Strategic Master Plan. From there, the Port and Port Planning Outreach Team will solicit community feedback again during Public Engagement Period 2, which will commence in August. Comments received during Public Engagement Period 2 will be reviewed and considered for the final deliverable. The Strategic Master Plan will be complete by mid-December 2022.

FIGURE 5. PORT OF PALM BEACH STRATEGIC MASTER PLAN PROJECT SCHEDULE



Source: Moffatt & Nichol, 2022

PORT of Palm Beach MASTER PLAN

Appendix A:

Senior Port Staff Meeting Minutes

Appendix A includes:

- April 29, 2022 – Senior Port Staff Meeting

moffatt & nichol

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Team Members:
PSA Management
HDR
Dickey Consulting
Columbia Strategic Consulting Group LLC
AEGIR

Stakeholder Communication

Client:	Port of Palm Beach District
Project:	Port of Palm Beach Strategic Master Plan
Stakeholders:	Senior Port Staff
Interview Date:	April 29, 2022
M&N Project No.:	211060

A. Communication Details

Stakeholder: Senior Port Staff
Meeting Location: Port of Palm Beach (PPB) Administration
Date and Time: April 29, 2022, 11:00 AM to 2:30 PM
Meeting Attendees:

Manuel Amira, PPB
Michael Meekins, PPB
Michael Williams, PPB
Ron Coddington, PBB
Carl Baker, PBB
Franc Pigna, AEGIR
ET, AEGIR
Kerry Simpson, M&N
Dan Solomon, M&N (virtual)

B. Discussion

I. The purpose of the meeting was to discuss the approach and scoping of the Real Estate Assess Evaluation and Analysis.

II. PPB Sensitivities

- We need to consider the 5 commissioners.
  - There are concerns regarding a port takeover by Palm Beach County.
- The BAA rating has maintained itself.
  - PPB does not agree with their recommendations to improve rating.
- Port charter should protect PPB from legislature take over.
- There is port expansion push back from the City of Riviera Beach due to the concern with a reduction of housing.

        - Offset of expansion vs. City revenue from homeowner tax vs. Port assessments by County of Palm Beach.
        - Interlocal agreement (1995) is tied to an older master plan.
        - PPB has paid the city $100,000's of permit fees for PPB projects.
    - The Peanut Island Tall Ship Slip is highly contested by the public.

III. Existing lease discussion
    - In general, existing leases are well prepared.
    - Leases should be based on PPI Ports & Port Services subsets.
    - PPB does not currently perform rent reviews.
    - An opportunity exists to use leaseholds as collateral to generate funding.
    - AEGIR requested a copy of the Cheney Brothers Lease.
        - The Cheney Bros area is off-site.
    - PPB will provide their lease maps.

IV. PPB Constraints are also advantages
    - PPB berth depths match the shipping destination depths.
        - PPB is responsible for dredging:
            - Slips
            - 25' seaward of eastern berths
        - COE responsible for:
            - Maintenance dredging of channel and turning basin for placement of material on down shore beaches.
                - 250,000 cubic yards (cy) of material makes up the net annual southerly longshore transport.

V. PPB Opportunity Drivers
    - Tropical
        - RoRo and non-containerized cargo mode is growing.
        - Needs
            - Warehouse space to capture additional south Florida cargo.
            - Inland Caribbean Island logistic sites to anchor Tropical to PPB.
        - Risks
            - Lack of truckers
            - Traffic
            - Cost of warehousing
    - There are very few manufactured materials in south Florida.
    - Consolidation warehouses west of Miami and freight forwarders.
    - Caribbean consumption for 100,000 population.
        - Additional consumables are needed to accommodate the cruise service.
            - Wednesday, Thursday, and Friday sailings from PPB to islands before the cruise ships arrive.

        - Warehouse costs ($8 to $10 to $14 SF) in Miami-Dade-Broward Counties are very high.
    - Expansion of the port to the north allows relocation of northern warehouses into the expanded area.
        - May also provide office space over the warehouses.
    - PIDP Benefit Cost Analysis was based on:
        - Truck emissions
        - Trucking cargo mode transfer to rail mode
        - Revised gate to reduce traffic congestion.

C. Potential Considerations/Strategies/Opportunities

I. Strategic MP Goals

- Identify when does PPB become land constrained and when berth constrained.
    - How can the PPB add more wharf length?
        - PPB is currently expanding Piers at Berth 1 to provide dockage for yachts.
        - Evaluate current PPB ship fleet to quantify their number of berths.
    - Is the abandoned intercoastal waterway a good location for a slip?
    - Current berth depths range from 32' to 34'
        - The berth depth really needs to be 37'
            - Slip 3 infrastructure is designed for 41' depth.
        - Provide evaluation of berth structure max depth and max height to increase capability.
- Cemex
    - Can they be relocated to the west?
        - Replace Cemex with a multi-story cargo storage structure.
- Provide a master plan with a menu of options and alternatives for the Board to choose.
- Provide an assessment of real estate costs outside of the port fence.

PORT of Palm Beach
MASTER PLAN

Appendix B:
Port Stakeholder Meeting Summary

Appendix B includes:

- Port Stakeholder Meeting Summary

Attribute	Location	Specifics
Site Access/Egress	Waterside	• Pneumatic vessels that carry 14K mtons with smallest vessel at 12.5 mtons • Can serve up to 40K mton vessels; future 35-44mton vessel may have draft restrictions • Current berth occupancy is 48%
	Landside	• 25 trucks per day – Upgraded loading facility – Ship 7 days/week – TWIC cards (escort rare) – Southgate preferred – Queue max 4 (then routed to on-lease access road) – Hours: 5 AM – 3 PM current; future 24-hours/day
	Throughput	• Growth with added throughput (vessel constrained) • 12-14 tons through PPB monthly
	Waterside	• Berthing of one 14,700-to 18,000-ton barge – One tug per barge o Crew of 7 o Draws 27-27.5 feet loaded • Ship loader – Loads 700 tons/hour – 26 Hours to load – 5 Staff
	Landside	• 22-Truck Fleet (Rail not feasible) – Four cycles per day typical – Receiving operations require 5 staff – TWIC cards – Hours: 5 AM – 6 PM, Monday through Saturday
	Throughput	• 1.2 million tons/year maximum • 121,000 tons/month maximum • 2% annual throughput growth
	Waterside	• Berthing of one vessel – Ship capacity of 25,000 tons – Draws 32 feet when loaded – Ship has most risk of draft restrictions – Loads 350-400 tons/hour – 72 Hours to load – Shipping costs normally $35-$40/MT; currently up to $100/MT
	Landside	• 24-Truck Fleet (Rail not feasible) – 12-Minute discharge process – TWIC cards – Hours: 5 AM – 6 PM, Monday through Saturday
	Waterside	• Up to 1-week delay due to water

Attribute	Location	Specifics
	Throughput	• 62,000 tons/year • Trailers mostly containerized 53' • Generally no TWIC • Oversized cargo is rare • Cargo dwell time 7-21 days
	Landside	• 79,000-pound tank truck limit (Rail not feasible) • Loads at 450 gallons/minute • Six-hour preparation for six truckloads • TWIC cards • Hours: 24 hours/day Monday through Friday; by appointment Saturday and Sunday for loading; 24/hours/day for delivery
	Waterside	• Two berths, one with preferential berthing
	Throughput	• Max per day varies by product; one is 29 truckloads per day, the other is 70 truckloads per day
	Landside	• 1,700 MT truck capacity (Rail would be cost prohibitive) • TWIC card/escort split 50/50 • Hours: 7:30 AM– 4:00 PM Monday through Friday
	Waterside	• Two berths, one with preferential berthing • Vessel size 9,000 to 18,000 MT • Average load: 10,000 MT • Load 4-4.5 MT per day • Call time 2.5 to 3 days • Ship loading 24/hours/day when at berth
	Throughput	• 50,000 tons annually with normal growth anticipated
	Landside	• Truck and rail
	Waterside	• 17-vessel fleet – Heavy export; light import
	Throughput	• 250,000 TEU/year
Facility	Equipment	• Middle and waterside unloaders
	Landside	• Twelve silos • Rail spur loading • Truck loading building with scale • Office • Landside facility relocation would be costly
	Landside	• 21-ton warehouse
	Landside	• Tanks: – One, 135-foot diameter x 32-foot height – Two, 117-foot diameter x 32-foot height – One, 80-foot diameter x 32-foot height – Two, 87-foot diameter x 32-foot height

Attribute	Location	Specifics
	Landside	• Storage – One 12,000 SF warehouse with dock/ramp area and rail access ○ 5,120 SF outside storage – One 25,000 SF warehouse • 1,765 SF office building • Current space insufficient, need: – Outside open storage – Outside transit covered storage – Container on chassis storage – 60,000 warehouse space with maintenance area and rail access • Current demo/rebuild activities

PORT of Palm Beach MASTER PLAN

Appendix C:

Intergovernmental Agency Meeting Minutes

Appendix C includes:

- May 10, 2022 – Treasure Coast Regional Planning Council
- May 10, 2022 – Town of Mangonia Park
- May 11, 2022 – Palm Beach Transportation Planning Agency
- May 11, 2022 – Palm Beach Shores
- May 11, 2022 – Florida Department of Transportation
- May 11, 2022 – Riviera Beach
- May 12, 2022 – U.S. Army Corps of Engineers
- May 12, 2022 – South Bay
- May 12, 2022 – Township of Palm Beach / Palm Beach Civic Association
- May 12, 2022 – City of Belle Glade
- May 17, 2022 – Florida Power and Light
- May 19, 2022 – Palm Beach County, Part 1
- June 16, 2022 – Palm Beach County, Part 2
- June 30, 2022 – Palm Beach School District

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Team Members:
PSA Management
HDR
Dickey Consulting
Columbia Strategic Consulting Group LLC
AEGIR

Stakeholder Communication

Client:	Port of Palm Beach District
Project:	Port of Palm Beach Strategic Master Plan
Intergovernmental:	Treasure Coast Regional Planning Council (TCRPC)
Interview Date:	May 10, 2022
M&N Project No.:	211060

A. Communication Details

Intergovernmental: Treasure Coast Regional Planning Council (TCRPC)
Meeting Location: Port of Palm Beach (PPB) Administration
Date and Time: May 10, 2022, 11:30 AM to 12:30 PM
Meeting Attendees:

Tom Lanahan, Executive Director, Treasure Coast Regional Planning Council
Ron Coddington, PPB
Mike Meekins, PPB
Carl Baker, PPB
Kerry Simpson, M&N
Amanda Zullo, M&N
Samantha Morrison, M&N
Sheryl Dickey, DCS

B. Discussion

I. Introduction

- Mr. Lanahan provided an overview of the role and goals of the Council. The Council is created via an interlocal agreement established by Florida Statute. The counties represented under this Council are Palm Beach, Martin, St. Lucie, and Indian Counties. The TCRPC Board is appointed by County and City elected officials, Governor, Water Management District, and Tri-Rail. The Board meets ten times per year.

- The Council assist local governments with their Comprehensive Plans; provide advice on good business practices; assist with conflicts between governments across the region; assist with explaining new state mandates and how to implement them; assist with development revisions; creation of economic development districts; represent the federal Economic Development Agency with granting funds to entities who create jobs; utility expansions; and international trade.

- The TCRPC assisted in developing transportation policies for Quiet Zones relative to train traffic in communities. The Council is aware that the City of Riviera Beach and community are concerned about the trains blocking the tracks during rush hour when residents are trying to get to work. They assisted Martin County with the creation of a Freight Technical Advisory Committee.

- The Council helps secure funding for Emergency Management Planning and Hazardous Material Training for the region.

- TCRPC has assisted and continues to assist the City of Riviera Beach CRA with urban planning initiatives: visioning, land development upgrades, way finding signage and storm water improvements.

- The Council has regular annual programing: opportunity zones, equity investments on challenged communities. Announce Notice of Funding Opportunities (NOFA).

- Treasure Coast growth opportunities are in economic development initiatives, tourism, housing development and want to ensure the creation of higher wage jobs.

- Logistics, Maritime – boat repairs, boat building and related work. St. Lucie is now focusing on it. A shipyard is locating in that area. Millions of square feet are being built in this area now. 54-55,000 people per day go somewhere else to work. It has been a bedroom community.

- Encourage the develop at Sea Ports, Airports, Rail activity- currently exporting a lot of empty containers instead of filling them up.

- TCRPC identified the following impediments: housing affordability is an economic development crisis; not focusing on the coastal communities that have the infrastructure to support more affordable housing whereas the rural or western areas must build infrastructure before new affordable housing can be built; and higher wage jobs are needed.

- Transportation is a challenge, and the TCRPC consider the Brightline as an advantage (south to north and vice versa). Can get people from the southern counties into Stuart.

- Opportunities are that there is funding for water/sewer infrastructure in the region.

- TCRPC staff stated the Port's growth helps the region by creating higher wage jobs, transportation options and import/export opportunities.

- TCRPC wants to see the Port be successful and for others to recognize the value of the Port. Staff recommends the Port conduct a mapping analysis of the businesses who benefit from the Port.

- TCRPC noted that in Belle Glade and Clewiston area the FEC activated the railway to sponsor tours along with the Sugar industry representatives.

- TCRPC sees the Port relating to the economic engine of the region by stating where there is potential for freight forwarding and logistics.

- Response to what are some disconnects with Port and the TCRPC are: TCRPC has been brought into discussion on issues as a mediator between the Port and the City of Riviera Beach. Issued resolved regarding the truck's delivery scheduled.

- Want to encourage the Port to communicate to the community the opportunities for jobs at the Port. Engage the middle schools to introduce students to other career opportunities, everyone is not going to college. Educate teachers so they can teach the students about these careers. Find out what people are good at and help them develop skill sets.

- TCRPC meets with all levels of management at the City of Riviera Beach to assist them with various issues.

- TCRPC encourages the Port to look at preserving the coral reef. The Council can assist with getting funding to do this.

- Wants the Port to be a better neighbor to the city: walls and landscape buffers. Do something different on the roads and not use them as a barrier. Show the community what are benefits the Port offers: payments to city in-lieu of taxes, businesses on Port pay taxes to the city.

- TCRPC is doing a 5-year plan and wants the Port to provide input and to put their Strategic Master Plan in the TCRPC SIDs plan. The TCRPC aligns with the Florida Chamber Foundations Six Pillar Initiative – Resiliency Equation Pillar.

- TCRPC encourages bringing component manufacturing to the region and not just assembly manufacturing to Florida.

- TCRPC encourages looking at the Belle Glade, South Bay communities for an inland port activity to help create jobs.

C. Potential Considerations/Strategies/Opportunities

Please see sections above for considerations, strategies, and opportunities.

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Columbia Strategic Consulting Group LLC
AEGIR

Stakeholder Communication

Client:	Port of Palm Beach District
Project:	Port of Palm Beach Strategic Master Plan
Intergovernmental:	Mangonia Park
Interview Date:	May 10, 2022
M&N Project No.:	211060

A. Communication Details

Intergovernmental: Mangonia Park
Meeting Location: Port of Palm Beach (PPB) Administration
Date and Time: May 10, 2022, 3:00 PM to 4:00 PM
Meeting Attendees:

Ken Metcalf, Mangonia Park
Brad Gomberg, NE Consulting
Mike Meekins, PPB
Carl Baker, PPB
Kerry Simpson, M&N
Amanda Zullo, M&N
Samantha Morrison, M&N
Sheryl Dickey, DCS
Lia Gaines, DCS

B. Discussion

I. How does the City of Mangonia Park relate to the Port?

- Adjacent to Port since it is in the City of Riviera Beach, Mangonia Park's industrial base supports the marine operations at the Port.
- Believes that this is the first time the Port has reached out to the city; they are so dismayed that they have never reached out in the past but happy it is being done now.
- Does not know Ports vision for future because it has never been revealed to them before.
  - Kerry Simpson described what the process will be and stated in the Ports defense, they have not done a Master Plan for twenty plus years so this is their first effort.

II. What are future growth opportunities and how do they relate to the Port?
- Brad Gomberg: The focus of the Port will have to be described to them. He is aware of the industrial sites located in the city.
- Ken Metcalf: No one has asked city staff or council to come on a tour, so he does not know all the industries on the Port. He has been with the city for 6 years and does not know the Ports vision or future.
  - Mike Meekins: the Port has not had an opportunity to ask intergovernmental agencies until now. That is why they hired M&N; the Port staff wanted to get input from others.
- Ken Metcalf: The city wants to learn more and know how they can interact with the Port.
  - Kerry Simpson: The Port is looking at a 20-year plan They are constrained and that is why they are looking at moving some operations off site into inland areas. That is why Mangonia Park is being asked to participate. The city has an industrial base where some Port users/tenants can be located.
  - Kerry Simpson: We are looking at cargo operations for considerations of moving cargo off site or boundaries of the site. Rail off loads is being reviewed. Physical and environmental barriers are being considered as the Port reviews all options.
- Kerry Simpson described the Master Plan process to them including off site operations and ask what the city thinks of this use in their city?
  - The city stated they were interested in hearing more about those possibilities.
- Amanda Zullo requested the city look at the project website to get more information: www.planportofpalmbeach.com
- Ken Metcalf: Is there something the Port has in mind for Mangonia Park as it relates to the Port?
  - Mike Meekins: Nothing that has been discussed for the city, just trying to bring neighbors in the plan with them as the plan is put together. He can schedule a tour.
- Kerry Simpson: We are discussing with Port tenants now if there is an opportunity to move some operations around on the Port and onto outside parcels in surrounding areas.

III. What is the city's desire to have collaboration with the Port?
- We need to know what resources and people are needed.
- Brad Gomberg: Much of the city is zoned industrial so they can offer that type of support.

IV. Anything else you would like to ask?
- The city stated once they see the draft plan, they will have more input.
- Relocation incentives would be reasons to move off site for tenants.

C. Potential Considerations/Strategies/Opportunities

Please see sections above for considerations, strategies, and opportunities.

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Columbia Strategic Consulting Group LLC
AEGIR

Stakeholder Communication

Client:	Port of Palm Beach District
Project:	Port of Palm Beach Strategic Master Plan
Intergovernmental:	Palm Beach County Transportation Agency
Interview Date:	May 11, 2022
M&N Project No.:	211060

A. Communication Details

Intergovernmental: Palm Beach County Transportation Agency
Meeting Location: Port of Palm Beach (PPB) Administration
Date and Time: May 11, 2022, 9:00 AM to 10:00 AM
Meeting Attendees:

Andrew Uhlir, Palm Beach County Transportation Agency
Matthew Masa, Palm Beach County Transportation Agency
Valentina Facuse, Palm Beach County Transportation Agency
Valerie Neilson, Palm Beach County Transportation Agency
Ron Coddington, PPB
Carl Baker, PPB
Kerry Simpson, M&N
Amanda Zullo, M&N
Sheryl Dickey, DCS

B. Discussion

I. Mission

- Valerie gave an overview of Palm Beach Transportation Planning Agency and wants to involve Port in their 2025 Plan being developed now: want to have integrated freight system, premium transit, and economic development.
- Kerry talked about the cargo and freight community concerns regarding the long trains.
- County and Port worked with FRA to work out long trains at tracks impeding traffic, trains longer now due to pandemic.
- Andrew asks does this consider how workers are getting to work at The Port.
- Kerry is looking at POD - Cruise Terminal passengers; truck drivers to Port; not looking at traffic study outside fence line of the Port.
- Andrew asks do you have a sense of the future employment at the Port. Response was not yet.

- Kerry said MN is looking at each tenants' modes of operation.
- Andrew asks what connections for Cruise passengers and the arena area are: boarding, waterfront commercial engagement & enjoyment.
- Master Plan survey will launch May 23.
- TPA will have their Public Relations Director put this information in their Newsletter and they will announce at their May 19 Board meeting.
- TPA wants to see draft of Master Plan before they can comment on additional issues.
- Jason Price wants to see graphics on roadways going in and out of Port. Asks if this will be in the plan? Response was yes. He will better answer questions when he sees a plan.

II. As the Port grows will this benefit TPA initiatives regarding intermodal system?
- Intermodal system not as much but more with local traffic. Large trucks with exhaust and noise on State Road 80 and Jog Road.
- Would like to see more rail used for freight transport instead of roadway. Less impact on local commutes, integrating freight into livable communities.
- TPA asks if the team has talked to Brightline? Response was no.
- Tri-Rail wants to use FEC for Coastal Link (local stations).
- TPA helped plan and pay for crossover links
- Brightline will be passing by the Port but not stopping. TPA offered to give MN name to contact.
- Bus Rapid Transit and Light Rail Transit are being proposed by TPA to Palm Tran. Both can help move traffic off the roadways.
- Transit station proposed using existing FDOT Right of way. Look at typical sections. On US 1 consider bike lane barriers near Port. There are proposed transit stations and walkable areas adjacent to the Port for people trying to get to the Port.

III. What level of collaboration will work for TPA with the Port?
- Keeping them involved is preferred
- Review of documents
- Provide Port plans and data
- Let them know about Stakeholders Meetings
- They can let Port know about TPA Citizens Advisory Committee: Port usually has representatives
- Port of Palm Beach Board members make appointments to the CAC so Port could have a representative if they wanted one.
- TAC staff Aron Hoffman is the bike and pedestrian committee representative. Suggest Port allow access to the Port by those walking to the Port.
- Biking to Port should be allowed if Port designs this capability in the area and adheres to safety compliances.
- TPA suggested MN provide a PowerPoint presentation to the TAC, CAC, Palm Beach Community Visioning Committee, and MPO.
- Andrew asks if the Master Plan draft will have a graphic format.

- Valerie hopes it will not be text heavy.
- Is Port under Palm Beach?
  - No, the Po Independent Governmental Body.
- It would be good for the TPA to have more information on the Port so they can tie it into all their planning work which includes the airport.
  - The Port would be happy to do so.

IV. How can the Port become a community leader for resiliency and incident management?

- TPA suggested that the Port be a part of this group: RISE. A person from the Port should join the group working on resiliency and climate compact.
- TPA recommended MN speak with Mike William, Cambridge Systematics - (561)252-4982
- Andrew will be doing freight plan for the TPA and wants the Port involved.
- Captain Walberg is representative on the MPO.

C. Potential Considerations/Strategies/Opportunities

Please see sections above for considerations, strategies, and opportunities.

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Columbia Strategic Consulting Group LLC
AEGIR

Stakeholder Communication

Client:	Port of Palm Beach District
Project:	Port of Palm Beach Strategic Master Plan
Intergovernmental:	Township of Palm Beach Shores
Interview Date:	May 11, 2022
M&N Project No.:	211060

A. Communication Details

Intergovernmental: Township of Palm Beach Shores
Meeting Location: Port of Palm Beach (PPB) Administration
Date and Time: May 11, 2022, 10:00 AM to 11:00 AM
Meeting Attendees:

Alan Fiers, Mayor, Palm Beach Shores
Mike Meekins, PPB
Carl Baker, PPB
Kerry Simpson, M&N
Amanda Zullo, M&N
Samantha Morrison, M&N
Sheryl Dickey, DCS

B. Discussion

I. Key Issues

- Mayor Fiers stated his key issues are the widening of the inlet channel and developing an interlocal agreement for Singer Island.
- He stated that the Township knows the Port operations and residents have these concerns: hydraulic blasting versa dynamite blasting if used to widen the channel.
- Concerns about diesel fuel from the ships, reminds him of growing up in West Virginia. It is worst when dredging is being done.
- Small Tropical boats are noisy and have diesel engines.
- Cruise ships pump out black diesel fuel.

II. Future Growth of the Port

- The Township is not impacted by the future growth of the Port other than with auto traffic and rail traffic on 45th Street and Blue Heron and potentially Silver Beach Road.

- Commercial development is more impactful on the City of Riviera Beach and the Town of Palm Beach.
- Palm Beach Shores has a good relationship with the Port. Most impacts are temporary.
- He noted that if the Port considers widening the channel or bring in bigger ships then it would impact Palm Beach Shores.

III. The Port's Operations

- Kerry Simpson explained the export/import ratio at the Port which is 80% exports and 20% imports.
  - Alan Fiers stated he was not aware of that ratio, nor did he know about the imports at the Port and what they are.
  - Kerry Simpson: they are the following: asphalt from South America and cement from Cemex. Cement powder will also be imported from a company out of Chicago. Exports consist of sugar, molasses, and scrap metal.
  - Alan Fiers: I live at the end of the inlet.
- Alan Fiers: What will be included in the 2042 Master Plan?
  - Kerry Simpson: economic development, cargo and cruise market study, real estate evaluation on the Port and off the Port.
- Alan Fiers: Where would an inland Port be located? He is aware of previous discussions about going out west and run a rail line there.
  - Carl Baker: It is not true that larger ships will be coming into the Port and that it is no longer a consideration to locate in the Belle Glade or Clewiston area without an end user partnership. He said it is up the Florida Sugar or Southern Citrus who both have rail connections used by the refineries.
  - Carl Baker: The Port stated 23% of Port of Palm Beach containers are coming down on trains. Most containers come from Miami via trucks on the Turnpike.
    - Alan Fiers thought most of the containers came in via rail.
  - Carl Baker: Tropical has made the Port of Palm Beach the most efficient Port in the country because of the way they are transporting containers. The FEC rail runs just below Blue Heron Blvd. which is where the containers are unloaded onto the CSX rail and Tropical takes them off and loads outbound containers. Truck routes come in from MLK which was built by FDOT – coming off the Turnpike and I-95 and points west. It is all electronic – trucks are not in the Port more than 5-10 minutes. Dwell time is measured in hours versus weeks which may be the case in other Ports. Drop offs are now at 6am in the morning to fix traffic backups which occurred when they were later in the morning.
  - It was noted that the FEC is owned by a Mexican company.
- Alan Fiers: Do refrigerated goods come out of Port?
  - Carl Baker: Yes, they are feeding the Caribbean. 70% of cargo is refrigerated – huge warehouse is the refrigerated cargo.
- Alan Fiers: In 1964, a smaller building was built (center of Port) – Southgate warehouse.

- Alan Fiers referred to Monarch Shipping and their problems – abandoned operations after 25 years in business at the Port. It was built for the Island trade.
- Topsail goes to little islands per day and comes back to Port of Palm Beach by 6pm.
  - Customs is a big part of operations and keeps an eye out regarding irregular activity.
- Alan Fiers: How will the master plan address these cargo and shipping issues?
  - M& N will review rail traffic for cargo operations; physical and environmental barriers; looking at density and opportunities for industry to move off site.
- Alan Fiers: Where is M&N considering moving them as this is where the increase in traffic will occur?
- Alan Fiers: Does the City of Riviera Beach have land they are willing to give up?
  - Carl Baker: That topic has not been discussed with the city. The Port will look at zoning to address the consideration of growth.
- Alan Fiers will give input on the Master Plan when issued. Restated the concerns of Palm Beach Shores: traffic, noise, widening/deepening channel beyond what it is now. He wants the sand plant to operate more efficiently.
  - Port staff explained they do not have control over this issue.
  - Palm Beach Shores is impacted when Town of Palm Beach sand erodes, then the Palm Beach Shores beach grows.

IV. What do you see as the mission of the Port?

- Alan Fiers: Always thought the mission of the Port should be to maintain a highly efficient boutique Port that has a specific purpose and not try to compete with Port of Miami, Port Everglades, and Jacksonville.
  - Port staff stated they cannot complete with those Ports because the channel is not deep enough for larger vessels to get to the Port.

V. What are areas of growth for the Port?

- Port can use more land down area for boxes.
- Alan Fiers recommended the Port staff talk with Palm Beach Civic Association as they do have the capacity to make it more difficult to pursue growth opportunities.

C. Potential Considerations/Strategies/Opportunities

Please see sections above for considerations, strategies, and opportunities.

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Stakeholder Communication

Client:	Port of Palm Beach District
Project:	Port of Palm Beach Strategic Master Plan
Intergovernmental:	FDOT
Interview Date:	May 11, 2022
M&N Project No.:	211060

A. Communication Details

Intergovernmental: FDOT
Meeting Location: Port of Palm Beach (PPB) Administration
Date and Time: May 11, 2022, 1:00 PM to 2:00 PM
Meeting Attendees:

Ann Mueller, FDOT
Mike Meekins, PPB
Carl Baker, PPB
Kerry Simpson, M&N
Amanda Zullo, M&N
Samantha Morrison, M&N
Sheryl Dickey, DCS
Lia Gaines, DCS

B. Discussion

I. What is the relationship between FDOT and the Port?

- Ann Mueller: Funding for Ports initiatives are done by FDOT. The Ports Council helps give recommendations for funding to Port.
- Florida Seaport Transportation Economic Development Council is a public/private group that ranks grant funding – Strategic Intermodal Development (SID) based on economic impact.
- Public Transportation Grant Agreements (PTGA) must adhere to compliance items and are monitored relative to fund usage. The grants are reimbursement grants requiring a 50:50 match from the grantee.
- The Port follows Florida Statues to choose funding sources and choice of consultants. Must assume responsibility for complying with regulations relative to “spend downs” of the funds.
- The dredging and widening of Port Everglades is an example of a NEPA project.

- Ann Mueller recommends bringing people to the Port for tours, so they become familiar with the Port.
- The Capital Improvement Program for funding request is due June 30.
- Funding sources are Seaport process outlined in FL Statues 311; Florida Seaport Transportation Economic Development Council; Strategic Port Investment Initiatives (SPII); Department of Economic Opportunity.
- Ann Mueller will send Mr. Simpson the information about the funding sources available to the Port from FDOT.
- Kerry Simpson asked for information regarding funding for roadways. Off Port considerations by the Port can use the roadway funding.

II. What will be studied in the 2042 Master Plan?
- Kerry Simpson: Cargo market study, cruise ship market study, real estate asset evaluation on/off property.
- Ann Muller: The way property values are now it will be difficult to expand without expenses being high.
- Ann does not know how the Port can expand unless they developed multi-level growth: stacking containers since the Port has property constraints.
- It was stated that Tropical drivers and trucks makes it easier to control drop offs and pick-ups; however, the Port does have some independent drivers making deliveries and they may not be as efficient.
- Ann Muller stated timing issues must be taken into consideration. There needs to be a certain amount of land available to ensure an off-site location will work.
- Public Outreach staff informed Ms. Muller about the Public Outreach process and requested she send the information to others in her department (May 23-July 7): take the survey, attend June 1 and June 2 meetings.

III. How can the economic development / growth opportunities work for the Port?
- Develop Sure Power for ships at berths
- Electric locomotives – first Port in Country: noise reduction and save power
- Extend life of Bulkhead
- Decarbonization opportunities

IV. How would FDOT like to collaborate with the Port?
- Make sure the FDOT projects are listed in the Master Plan
- Include the FDOT central office in the planning and prioritize the projects for inclusion
- Invite FDOT to the Port Board meetings

C. Potential Considerations/Strategies/Opportunities

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Stakeholder Communication

Client:	Port of Palm Beach District
Project:	Port of Palm Beach Strategic Master Plan
Intergovernmental:	City of Riviera Beach
Interview Date:	May 11, 2022
M&N Project No.:	211060

A. Communication Details

Intergovernmental: City of Riviera Beach
Meeting Location: Port of Palm Beach (PPB) Administration
Date and Time: May 11, 2022, 2:00 PM to 3:00 PM
Meeting Attendees:

Jonathan Evans, City Manager, Riviera Beach
Annetta Jenkins, Director of Neighborhood Services, Riviera Beach
Scott Evans, Director of Planning, Riviera Beach
Clarence Simmons, Director of Development Services, Riviera Beach
Deirdre Jacobs, Assistant City Manager, Riviera Beach
Manny Diaz, PPB
Mike Meekins, PPB
Carl Baker, PPB
Kerry Simpson, M&N
Amanda Zullo, M&N
Samantha Morrison, M&N
Sheryl Dickey, DCS
Lia Gaines, DCS

B. Discussion

I. Introduction

- Riviera Beach and CRA discussed their work in the area/ future growth opportunities.
  - Jonathan Evans: The Port is an economic driver of the area and in the city; we need to cultivate opportunities; we need more collaboration and discussion.
  - The Riviera Beach 2030 Strategic Plan set out goals and priorities to address challenges and opportunities of the city. This provided a roadmap for the city to

begin planning and implementing Reimagine Riviera Beach, which is the City's Capital Improvement Plan focusing on City facilities reconstruction.

- Over the next 12 to 36 months, you will see a new City Hall campus on Broadway. Housing now is a major initiative.
- The City is now poised for growth (with three new Fire Stations (1 construction already underway); a new $150M Water Treatment Facility (contract currently in negotiations); and a New City Hall / Library
- Marina Village Phase II - adjacent to the Port is the Marina Village site; making progress now with waterfront restaurants; four hundred units at Marina Village; a parking garage which will accommodate business and restaurant development
- Other private developments on Broadway corridor, most of which were facilitated by the City via contribution of land and /or financial support are also underway: (FoundCare – a Federal Qualified Health Center with a Business Incubator component; Berkely Landing (LIHTC housing development on Broadway, Nautilus (luxury housing on Broadway).
- Avenue E – low scale mixed-use plan.
- CRA Townhouses under construction just adjacent to Port.
- $ 1 Billion of investment in CRA corridor in the next 24 months.

II. What are the barriers to achieving the overall vision?

- Perceptions of the port are often negative; corporate citizenship needs to be engaged; there was formerly a collaborative effort.
- Deirdre Jacobs: We need a Riviera Beach University type curriculum for city staff to understand Port operations.
- Scott Evans: How we will address boundaries and expansion is critical, but achievable with planning.
- Port Director: Relations are much improved from the past port/City relations.

III. Do you see alignment in both visions, or is there a disconnect?

- Jonathan Evans: If the Port cannot grow, it dies. If the City cannot grow, it dies!
- Port Director: Relations are much improved
- Reimagine Riviera Beach is in sync with Discussion Agenda presented.
- Commencing communications already is a win/win.
- Residents will be eager to hear about discussion points.
- Collaboration with job opportunities, like with Tropical and others are easy.
- We can find ways to collaborate.
- The new ship, Margaritaville at Sea, is also another draw.
- Jonathan Evans: We need to communicate the value that the Port brings to the community. For example, the types of commodities shipped to the islands.
- Port Director: And the revenues spent here from persons of the islands traveling here on a regular basis to purchase food and other supplies.

- We can share information via links on the Port and City website; consider meetings to accommodate residents after work hours.

IV. What are the barriers to growth?
- Clarence Simmons: How do we make the Code Enforcement mirror our commitment; biggest goal is Broadway Corridor.
- Commercial and large scale mixed-use private development are pushing the envelope for City/CRA; neighborhoods are disproportionately rental.
- Annetta Jenkins: How do we build a firewall against gentrification, homeownership, workforce housing development and quality attractive rental housing? How do we build, expand, and support small business with Port?
- CRA has incubators and live/work lofts.
- How do we use our dollars to leverage investment for prosperity?
- Our approach to Code Enforcement has changed; we have world class first responders (police and fire).

V. How would the Port grow to sustain Riviera Beach growth?
- Clarence Simmons: We have developed uses at the border (land development); do we still need a transitional zone?
- We need a level of expectation for development and residents in that area.
- Diedre Jacobs: We need to be forward looking with expansion or development so that there is collaboration and intention, and not expansion by accident with negative consequences.
- Port Director: The Port will have silos for concrete on site for distribution.
- Diedre Jenkins: There is easy low hanging fruit that we can start with to improve relations, such as addressing hard edges on MLK and assisting CRA with conducive environment for small business development by improving aesthetics.
- Jonathan Evans: If we cannot each grow, we each die.
- Industrial zones are an opportunity for warehouse and entertainment dual uses.
- Our policy documents that the Port Master Plan and City Comprehensive Plan needs to share perspectives and approaches to planning.
- Deirdre Jacobs: Public meeting space at City will be made available; host a meeting on Margaritaville; Citizens Leadership Academy Alumni tours of PPB; outreach to Citizens Leadership Academy as focus group for Port Master Plan surveys.
- Kerry Simpson: Discussion of stormwater requirements.
- Jonathan Evans: interlocal agreement; concerned about 11th Street development and Phase 2 of $12 million housing development near that boundary.
- Annetta Jenkins: Look at Avenue E corridor plan vision of low scale mixed use development as it will be mixed use; (Port tenants can tap CRA incentives for relocation off site of offices).
- Clarence Simmons: The Port has not been clear on what uses will continue north; the City needs assurance of what these boundaries will look like.

VI. How can the Port evolve to improve social and economic opportunities?

- Clarence Simmons: Jobs. Planning & Zoning Board is now more strategic about partnerships and jobs.
- Jonathan Evans: Most importantly, how do we create the pipeline for those opportunities? Readiness and preparation from basic level to advance level; plan a path to employment.
- Annetta Jenkins: There is a collaboration opportunity with Palm Beach State College. Having some educational opportunities for entrepreneurial minded persons would be great.
- Scott Evans: We can create synergies between the Port cruise line and Riviera Beach Marina Village.
- Clarence Simmons: Regarding stormwater requirements, Public Works Department can provide any input.
- Deirdre Jacobs: We should not forget about environmental impacts on surrounding neighborhoods.
- Annetta Jenkins: Go to city/CRA website to sign up for newsletter and to the City's website for Reimagine Riviera Beach. Look at Riviera Beach Heights Master Plan as well.

C. Potential Considerations/Strategies/Opportunities

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Stakeholder Communication

Client:	Port of Palm Beach District
Project:	Port of Palm Beach Strategic Master Plan
Intergovernmental:	USACE
Interview Date:	May 12, 2022
M&N Project No.:	211060

A. Communication Details

Intergovernmental: USACE
Meeting Location: Port of Palm Beach (PPB) Administration
Date and Time: May 12, 2022, 8:30 AM to 9:30 AM
Meeting Attendees:

Chris McNess, USACE
Tim Murphy, USACE
Milan Mora, Branch Chief, USACE
Triston Brown, Section Chief, USACE
Ron Coddington, PPB
Carl Baker, PPB
Kerry Simpson, M&N
Amanda Zullo, M&N
Sheryl Dickey, DCS

B. Discussion

I. What are the responsibilities of USACE?

- It is a Program/Project Management entity as part of the Department of Defense in the Army. Operates as military and engineering office.
- Promotes economics and protection of Ports. The agency authorizes projects for the Port of Palm Beach five other coastal areas: Jupiter, Midtown, Delray Beach, Boca Raton, and Palm Beach Harbor.
- USACE assist with barriers and competing agendas/opinions to come to a solution or resolution.
- Governed by Section 108 Compliance – makes amendments for any request to the agency. The regulatory division reviews request for permits by the Port or others.

II. What is the relationship between the USACE and the Port?
- Mr. Coddington stated that on May 11 he discussed the two issues with USACE: dock extensions for Berth 1 and rail to ship operations at south end of Palm Beach County.
- USACE offers open communication and support to the Port and will do whatever they can to relieve any restrictions.
- USACE knows the projects at the Port and have them on their schedule to fund.

III. What issues may impact the Port's vision?
- The Sand By-Pass has created issues in the past. The Town of Palm Beach and Palm Beach County are at odds with the fact that the yardage of sand to replenish the beach areas has been less than agreed upon and the dredging of 60,000 cubic yards per year.

IV. What are your thoughts regarding the Port's growth?
- Coastal permitting
- Maintain authorized dept of Port which is 33 feet
- There was a feasibility study written five-ten years ago with a forecast recommending deepening and widening the Port; however, must get agreement from the surrounding communities.
- USACE is a sounding board and can look at alternative paths to take if needed.
- Kerry asked if widening and deepening is possible and USACE said yes at the entrance channel. He noted that docks have been built by residents which will impede the widening. There may be opportunities down the road based on area C being narrow and some vessels clipping the ICWW and grounding.

V. How can USACE collaborate more with the Port?
- Already collaborating and have been for two decades. When dept is not there to allow passing ships anymore USACE will need to know their needs for dept.
- USACE has two authorizations: 1) ICWW and 2) 33 foot turning basis. There is only so much land so we need to always look at both areas as an issue.
- USACE regulatory division can authorize FDEP permits seagrass and Fish & Wildlife agreements.

C. Potential Considerations/Strategies/Opportunities

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Stakeholder Communication

Client:	Port of Palm Beach District
Project:	Port of Palm Beach Strategic Master Plan
Intergovernmental:	City of South Bay
Interview Date:	May 12, 2022
M&N Project No.:	211060

A. Communication Details

Intergovernmental: City of South Bay
Meeting Location: Port of Palm Beach (PPB) Administration
Date and Time: May 12, 2022, 10:00 AM to 11:00 AM
Meeting Attendees:

Joe Kyles, Mayor, South Bay
Leondrae Camel, City Manager, South Bay
Ron Coddington, PPB
Mike Meekins, PPB
Carl Baker, PPB
Kerry Simpson, M&N
Amanda Zullo, M&N
Sheryl Dickey, DCS
Lia Gaines, DCS

B. Discussion

I. Introduction

- Leondrae Camel: When will the Master Plan will be completed?
  - Kerry Simpson: A draft will be completed in August and the final in December.
  - Leondrae Camel: Is the Port seeking funding to implement projects or is the funding in place now for projects? Also, how much of the previous Master Plan has been implemented?
  - Carl Baker: There are no funds to implement projects yet, and there is no previous plan on record.
- Leondrae Camel: Since 2003, the South Bay community heard that the Port of Palm Beach and private sector interest were going to develop property in their area for an inland port operation. As this Master Plan is developed, it will need to be explained whether that concept is still being considered or not.

- Joe Kyles: Has discussed the conceptual project of Florida Crystals Inland Port with a Port Commissioner in the past. It is known that Florida Crystals owns approximately 850 west of South Bay. It is not in the City of South Bay, but he discussed annexing the property with a Port Board member. He stated because the City is a bedroom community, he does not want the city to have industry right next to the residential area.
    - Leondrae Camel: Agreed with Joe, and stated he wants that type of project to be congruent with the community.
- Carl Baker: The Port does not own any property in the western part of the County that is in South Bay, Bell Glade or Pahokee area. No one in 20 years has approached the Port to consider a project in that area.
- Leondrae Camel: The city does own eighty acres in the city that is adjacent to rail track built by US Sugar in collaboration with the City of South Bay. It is owned by the FEC and has capacity, but needs an end user.
- Leondrae Camel: The Port should explain to the community that the Master Plan is just that and not a development plan for implementation right now. It is plan without funding.
- Leondrae Camel: Can the Port include language in the Master Plan that describes the types of businesses and industries that can be developed in the areas of consideration, including the existing Port and potential inland Port opportunities in the Tri-Cities of South Bay, Belle Glade, and Pahokee? He wants to know who a top end user for sites in South Bay would be.
- Leondrae Camel: Can the Port ask current tenants if they would be interested in off Port sites if they do not need to be on the water? He informed the team that the FAA just approved a commercial air cargo airport twenty miles from South Bay on the west side of Clewiston, FL.
- Joe Kyles: Can ships operate on Lake Okeechobee?
    - Port staff: There is not enough depth for ships.
    - Joe Kyles: Does having “muck” as the soil in much of the area prevent development opportunities?
    - Ron Coddington: No, the entity developing needs to build a stone quarry and haul the stones and rocks into the area to build up the site.
- Leondrae Camel: Are there grants to build out the ground and other infrastructure to make the sites off Highway 27 developable?
    - Port staff: At this time, there is no Port site in that area. If a Port site is identified with a private developer collaboration, there is potential to obtain FDOT funding.
- Leondrae Camel: The City of South Bay is willing to sale the eighty-eight acres owned by the city to begin as the first phase of developing an inland Port site and grow into the 850 acres owned by the sugar industry. The city’s eighty-eight acres are the gateway to the 850 plus acres. The city will expedite permitting and sell the land at a low cost.
    - Ron Coddington: Developing the small parcel first is doable and then grow into the bigger acreage.

- Leondrae Camel: Some end users wanted to farm the city's acreage, but the city did not want farming on the site. The city may consider rice or sod to be grown since they are visibly pleasing and can be seen as pre-development assistance before building vertical development.

C. Potential Considerations/Strategies/Opportunities

- Both the Mayor and City Manager agreed to be supportive of the Master Plan process and use their resources at the city to promote the Master Plan and encourage attendance at the public meetings and to take the survey.
- City Manager ask the Port staff to assist in encouraging the Army Corps of Engineers to create an amendment to their permitting process to allow for quicker processing. It took the city 3 years to get guard rails on Highway 27.

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Stakeholder Communication

Client:	Port of Palm Beach District
Project:	Port of Palm Beach Strategic Master Plan
Intergovernmental:	Township of Palm Beach
Interview Date:	May 12, 2022
M&N Project No.:	211060

A. Communication Details

Intergovernmental: Township of Palm Beach
Meeting Location: Port of Palm Beach (PPB) Administration
Date and Time: May 12, 2022, 12:00 PM to 1:00 PM
Meeting Attendees:

Danielle Moore, Mayor, Township of Palm Beach
Carolyn Stone, Assistant Town Manager, Township of Palm Beach
Kirk Blouin, Town Manager, Township of Palm Beach
Patricia Strayer, Engineer, Township of Palm Beach
Rob Webber, Program Manager, Township of Palm Beach
Wendy Rutledge, Civic Association, Township of Palm Beach
Ron Coddington, PPB
Carl Baker, PPB
Kerry Simpson, M&N
Amanda Zullo, M&N
Sheryl Dickey, DCS
Lia Gaines, DCS

B. Discussion

I. Mission

- Danielle Moore said any development that impacts the Town would not be acceptable to the Town.
- Kirk Blouin stated they do not want to grow, and per their plan, they want to keep increased traffic and density at a minimum.

II. Thoughts on the Plan
- Danielle Moore requested the PowerPoint being presented.
- Kirk Blouin and Danielle Moore wants to see what the port has as a mission and their plan.
  - Kerry Simpson said no information is available at this time, gathering info now from the stakeholders. Kerry shared the stakeholders outreach plan and meetings in June and survey they can take.

III. The Port's Growth
- Kirk Blouin: The Town does not want to see the port's growth if it impacts the town.

IV. How can the Port evolve to improve the social or economic opportunity in your community?
- Danielle Moore Kirk Blouin: Town and residents are opposed to any growth at the port.
- Both want to see the Port's plan and vision first before giving comment. Town does not see where the Town or Port are aligned.
- Carolyn Stone: The Town would like to see reduced noise and emissions. We do not want to see increased environmental impacts.

V. Will the Port change its dredging cycles?
- No, they will keep the calendar cycle, but not during turtle season.
- There will be 300k of sand dredged to their shores this time.
- Contractor could not use his barge in rough seas so was unable to give them the amount of sand initially planned.
- Kirk Blouin is concerned that Army Corps was not being able to give them the amount of sand planned.
- Ron Coddington said the USACE cycle is the most economic for the Corp. Actualizer will be used because of the economics.

C. Potential Considerations/Strategies/Opportunities

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Stakeholder Communication

Client:	Port of Palm Beach District
Project:	Port of Palm Beach Strategic Master Plan
Intergovernmental:	City of Belle Glade
Interview Date:	May 12, 2022
M&N Project No.:	211060

A. Communication Details

Intergovernmental: City of Belle Glade
Meeting Location: Port of Palm Beach (PPB) Administration
Date and Time: May 12, 2022, 3:00 PM to 4:00 PM
Meeting Attendees:

Robert Rease, City Manager, Belle Glade
Wesley Ledesma, Assistant City Manager, Belle Glade
Ron Coddington, PPB
Mike Meekins, PPB
Carl Baker, PPB
Kerry Simpson, M&N
Amanda Zullo, M&N
Samantha Morrison, M&N
Sheryl Dickey, DCS
Lia Gaines, DCS

B. Discussion

I. Introduction

- Belle Glade discussed their work in the area/ future growth opportunities.
  - Robert Rease: Belle Glade is a farming community, and farmers work with the Port to ship its products.
  - Belle Glade is one of a few areas with available land for development of housing, both upscale and affordable housing.
  - Belle Glade is the largest population of the tri-cities.
  - Belle Glade is close to three international airports and three shipping ports. It is also close to the Gulf of Mexico and Atlantic Ocean.

- Belle Glade is strategically located off Hwy 27, which runs through the middle of Florida, and is ideal for a distribution center. We are hopeful about the inland port possibility and today about bringing more industry into our area.

II. What are your thoughts on the Port's growth?
  - Regarding the City of Belle Glade, there has been no real interaction with the Port on growth, but in the past, there were discussions about an inland Port. That previous discussion led Belle Glade to conduct outreach to business entities who would be interested in an inland port. We are still very much interested if an inland Port is again on the table.

III. What are the barriers to achieving the vision?
  - Belle Glade has unique soil which makes agriculture vibrant, but this unique soil erodes and makes development more difficult.
  - The City's median income is $24,000/year.
  - Those who work in the community do not live in the community.

IV. How can the Port accommodate commercial development?
  - Belle Glade wants to raise wages and bring in amenities. We have barriers that are not unsurpassable. We have approximately one hundred acres of private and public land for housing development.
  - Belle Glade is trying to diversify economic development and industry. We have seasonal jobs only and we need a more diverse industry that will complement existing agricultural industry.

V. How can the Port accommodate commercial development in Belle Glade?
  - Robert Rease: An inland Port would accommodate commercial development in Belle Glade.
  - The potential for an Inland Port is available with rail that is there.
  - All three cities would welcome revisiting the Inland Port.
  - Belle Glade has one hundred acres available for housing. We will give land to accommodate inland port operations.
  - Two major businesses in Belle Glade conduct business in Latin America but exclusively use the Port of Miami because PPB does not have international capabilities.
  - Local conglomerates would be happy to use a closer Port if it had international access.

VI. What level of cooperation do you envision in the interim before the draft master plan is published?
  - Robert Rease: Coordination of stakeholders to provide input to Port; specifically, from those that use Port the most. Belle Glade wants to facilitate that cooperation.

- Wesley Ledesma: If the local office can be established with an awareness campaign, there can be some tangible opportunities. We can start with initial visits and build for long term presence.
- Belle Glade staff, council, and Mayor are interested in a tour of the Port facilities to become knowledgeable of the Port and to begin to establish relations.
- Outreach program to youth in high school and adults via partnership with West Tech for a diversity of training opportunities and employment of residents in and outside of Glades region.

C. Potential Considerations/Strategies/Opportunities

Please see sections above for considerations, strategies, and opportunities.

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(954) 622-8100
www.moffattnichol.com

Team Members:
PSA Management
HDR
Dickey Consulting
Columbia Strategic Consulting Group LLC
AEGIR

Stakeholder Communication

Client:	Port of Palm Beach District
Project:	Port of Palm Beach Strategic Master Plan
Intergovernmental:	Florida Power & Light (FPL)
Interview Date:	May 17, 2022
M&N Project No.:	211060

A. Communication Details

Intergovernmental: FPL
Meeting Location: Port of Palm Beach (PPB) Administration
Date and Time: May 17, 2022, 10:30 AM to 11:30 AM
Meeting Attendees:

Sophia Eccleston, FPL
Zach Greenburg, Manatee Lagoon
Susan Mazer, FPL
Milton Kramer, FPL
Jorge Sanchez, FPL
Geandy Rojas, FPL
Carl Baker, PPB
Ron Coddington, PPB
Kerry Simpson, M&N
Amanda Zullo, M&N
Sheryl Dickey, DCS
Lia Gaines, DCS

B. Discussion

I. What relationship does FPL have with the Port?

- Zach Greenburg: We host annual conservation events regarding Manatee Lagoon.
- Susan Mazer: The operation of FPL Plant at the Port: Security incident drills/practices, test runs for security, working operations on site.
- Jorge Sanchez: We provide power to the Port Skypass.

II. Kerry Simpson: Will increases in power usage be an issue?
   - FPL: Yes, FPL wants to see a plan for increase load to make sure FPL can provide it.
   - Kerry Simpson: The following will need an increase in their energy requirements: Cement conveyor system (new), Shore to Ship Power for electricity at Berth, Increase in Refer Container Storage: Mobile Units (electrify them), Yard Trackers & Strader Carriers.
   - Milton Kramer: The additional loads, shore power additional reefers & carriers will all need increase. What will they anticipate?
   - Jorge Sanchez: FPL will need a full set of plans on increases. No preliminary calculations were provided.

III. How will the 20-year masterplan's growth affect FPL?
   - FPL: We will need the plan to respond to available energy.
   - Kerry Simpson: Is the Power Station at capacity or near it?
   - FPL: We will have to be told what is needed and then FPL will state what is necessary for them to provide the power.

IV. Is there a desire for FPL to work with the Port?
   - Sophia Eccleston: I can meet with the Port anytime and will then bring in the right teams to address additional power loads and the way to accommodate them.
   - Susan Mazer: If there is more truck traffic at MLK, there will be congestion. That is their main access point to the Port. Normal day 20-30 vehicles coming in. When there is an incident there may be two hundred vehicles. Continue main entrance to their plant, Employees entry, Contractor parking to the west
   - Kerry Simpson: Is it a tight Radius?
   - Zach Greenburg: Another area FPL may use to exit is off corporate real estate lot where transmission is located. Port gets paid an escalating fee for the lot usage by FPL.
   - Zach Greenberg: 3-7,000 people come to the Manatee event that is sponsored by FPL. Use adjoining street to their building located on the Lagoon.

V. How can we work together?
   - Sophia Eccleston: Early-stage collaboration is what will be important to FPL.

C. Potential Considerations/Strategies/Opportunities

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Stakeholder Communication

Client:	Port of Palm Beach District
Project:	Port of Palm Beach Strategic Master Plan
Intergovernmental:	Palm Beach County
Interview Date:	May 19, 2022
M&N Project No.:	211060

A. Communication Details

Intergovernmental: Palm Beach County
Meeting Location: Port of Palm Beach (PPB) Administration
Date and Time: May 19, 2022, 1:00 PM to 2:00 PM
Meeting Attendees:

Verdenia Baker, County Administrator, Palm Beach County
Manuel (Manny) Diaz, PPB
Ron Coddington, PPB
Carl Baker, PPB
Kerry Simpson, M&N
Sheryl Dickey, DCS
Lia Gaines, DCS

B. Discussion

I. Introduction

- Verdenia Baker has worked with Manny in her tenure and sees the port as an important economic component in the county.
- The Port plays a role with export, import, and entertainment via the cruise ship both for business (Cargo) and entertainment (Cruise).

II. Any barriers to achieving the goals for the county?

- Verdenia Baker: Communication, however she believes the Port and Government of Palm Beach can achieve the goals together.
- Wants to make sure Palm Beach Islands and surrounding community are involved with the process.
- Knows the Palm Beach Government adopts the plan (Port) by relevance.

III. How does the Port grow to sustain development in the county?
- The channel, deepening it or widening it?

IV. What is the opportunity for growth?
- Verdenia Baker: The county just took over Peanut Island so she knows this will be a growth factor.
- The Agriculture Reserve in the Glades is an opportunity for growth and then shipping from the Port.
- Education component for all the intergovernmental agencies in the county will be participating in this Master Plan Process.
- Kerry Simpson: the last Master Plan was 6-7 years ago. Kerry gave an overview of what is expected to be reviewed in this current plan.
  - Infrastructure grant was just obtained.
  - Reduce truck trips which will reduce emissions and traffic.
  - Intergovernmental engagement is what is being done now.

V. Do you have any concerns regarding the process being achieved?
- Outreach is something that must be discussed.
- Infrastructure and Rail
  - Residents waiting on trains become a safety issue, may need to raise the tracks, or lower them. Ms. Baker stated this issue must be addressed.
  - Best advantage to the Port is having the rail yet it is a challenge as well regarding rail congestion on traffic.

VI. What are the aspects of the Port's growth and getting surrounding cities' input and concurrence?
- Actually, work through concerns together.
- Jobs for the county's residents.
- Diversity and inclusion must be a part of this process. Residents waiting on train.

VII. How can the Port improve the social aspects of the county?
- Tourism plays a role, not sure of all the boundaries at the Port
- Housing is a crucial issue in the county, if housing could be a component of the Ports expansion that could be considered
- Social outreach to students to have them consider Port jobs

VIII. Your vision of what the county sees for Ports Growth, Communication and Collaboration. What is County's desire for level of Collaboration? See the draft only or want more interaction as you go through it.
- Ms. Baker said she would like to get her planning staff involved.
- It is more productive if she pulls them together prior to the draft going out.

- She noted that at lower levels in County staff there has been (300k cubic yards of sand) collaboration.
- Mr. Coddington stated Port Board and staff can host a workshop with County Commissioners together with Port leadership.

IX. How can Port be involved in incident management and resiliency with the county?
- They already have been when each worked together regarding Bahamas relief efforts.
- All will grow in resiliency; they are a part of county leadership in both areas.

X. DCS asked where to place collateral information throughout the County?
- Put Port of Palm Beach website on their website as a link
- Send it to her so she can let us know where we should put the information.
- Kerry stated he would like to meet with county staff before June 1 and 2 or the second week in June.

C. Potential Considerations/Strategies/Opportunities

Please see sections above for considerations, strategies, and opportunities.

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Stakeholder Communication

Client:	Port of Palm Beach District
Project:	Port of Palm Beach Strategic Master Plan
Intergovernmental:	Palm Beach County
Interview Date:	June 16, 2022
M&N Project No.:	211060

A. Communication Details

Intergovernmental: Palm Beach County
Meeting Location: On Teams
Date and Time: June 16, 2022, 10:30 AM to 11:30 AM
Meeting Attendees:

Verdenia Baker, County Administrator, Palm Beach County
Kevin Fischer, Planning Director, Palm Beach County
Wendy Hernandez, Deputy Zoning Director, Palm Beach County
Kevin Andrews, Palm Beach County
Sherry Howard, Palm Beach County
Jonathan Brown, Palm Beach County
Bryan Davis, Palm Beach County
Ramsay Bulkeley, Palm Beach County
Patrick Rutter, Palm Beach County
Theresa Lawrence, Palm Beach County
Ron Coddington, PPB
Kerry Simpson, M&N
Amanda Zullo, M&N
Sheryl Dickey, DCS

B. Discussion

I. What issues has Palm Beach County identified regarding the Port?

- Freight movement
- May need to increase rail
- Planning Division works with Palm Beach Transportation Department
- Commuter rail will be coming and Brightline is expanding

II. What are opportunities to expand?
- Inland Port discussion on Highway 27 – it has always been an opportunity.
- Sherry is excited to hear about inland port opportunities and she agrees that expanding internships for students is a good opportunity.

III. Master planning process to date.
- Kevin Fischer: The intermodal transportation projects. With the increase in use of Amazon and other delivery services has this had an impact on the Port operations. It has on imports but not on exports and the Port is an 80% export Port and a 20% import Port.
- A lot more cargo flows because of the Caribbean connection which is a big market for the Port of Palm Beach.

IV. How can the county and port collaborate more?
- Ron Coddington discussed his attendance at the Port Everglades Association Economic Engine Report and wants to establish a good relationship with Palm Beach County as is done in Broward County where the seaport, airport, and the convention/tourist industries meet with the county administration and work together.
- Kevin Fischer: It would be interesting to see how connection to Orlando will help tourist to come south to Palm Beach County.
- Sherry Howard discussed the need to work with the western communities to establish an inland port and foreign trade zone. She asks why those cities were contacted, was it because the port will be expanding west.
    - Kerry Simpson responded that the M&N team wanted to talk to all stakeholders.
- Sherry Howard: In 2015 the county did a Belle Glade Master Plan which included an inland port, housing, and other initiatives. She will provide the M&N team with a copy of the report.
- Sherry Howard: Apprenticeship opportunities are one of the areas she works on with the Economic Development Council.
    - Kerry Simpson stated that the City of Mangonia Park was also interested in seeing an Apprenticeship program established at the Port as well as the use of the real estate in their city for logistics and tenants locating in some of their industrial areas.
- Kevin Fischer: Is there any interest to increase the 20% import industry at the Port?
    - Kerry Simpson: Most other ports are at 40% exports and 60% imports. The Port of Palm Beach has a 35-foot depth versus other ports with a 50-foot depth.
    - It will be a challenge to find smaller ships that are importing right now. The current imports are cement, asphalt, and diesel fuel.
    - Exports are molasses, sugar, recycled steel, and commodities to the Caribbean.
- Sherry Howard: Is the port involved in climate change with the three counties?

        - Ron Coddington: The Port has talked with other Ports in Miami and Broward about the sea level rise aspect of the climate change issues: Bulkheads. Berth 1 is designed to have 1 foot elevation as the sea rises it will be able to rise 1 foot.
        - Sherry Howard provided the contact for Palm Beach County Department of Resiliency – Meagan Houston.
    - Sherry Howard: the City is seeking federal dollars such as with the EDA the federal government wants them to look at regional collaborations, so the economic impacts are on a regional basis not county alone.
    - Kevin Fischer: Is this is a five-year process?
        - Kerry Simpson: No, it is a 20-year Master Plan which includes 5-year updates with an annual review.
        - The first phase does include large scale investments: doubling the rail capacity on the port, increasing cargo storage, better roadway access to port from road – 45th Street is an example.

V. What are the next steps after the survey closes on July 7?
    - Kerry Simpson explained the process regarding the draft being given to the stakeholders to give comments on what has been reported in the draft.
    - County staff indicated they will review the draft and give comments back to the M&N team.
    - Verdenia Baker: What aspects of the report will be public and provided to the county?
        - M&N team stated that the entire report will be available with appendices: Outreach Summary Report, Individual Meeting Minutes and Survey Summary. All the information will be on the website.

C. Potential Considerations/Strategies/Opportunities

Please see sections above for considerations, strategies, and opportunities.

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Stakeholder Communication

Client:	Port of Palm Beach District
Project:	Port of Palm Beach Strategic Master Plan
Intergovernmental:	Palm Beach County School Board Member and Administration Staff
Interview Date:	June 30, 2022
M&N Project No.:	211060

A. Communication Details

Intergovernmental: Palm Beach County School Board Member and Administration Staff
Meeting Location: Google Meet
Date and Time: June 30, 2022, 9:00 AM to 10:00 AM
Meeting Attendees:

Dr. Debra Robinson, School Board Member (District 7)
Joseph Sanches, Chief Operating Officer
Edward Tierney, Deputy Superintendent and Chief of Schools
Dr. Jeraline Johnson, Director of Choice & Career Options
Fred Barch, Director of Adult and Community Education
Kristen Garrison, Director of Planning & Intergovernmental Affairs
Kerry Simpson, M&N
Lia Gaines, Dickey Consulting Services
Sheryl Dickey, Dickey Consulting Services

B. Discussion

I. Overview

- Kerry Simpson provided an overview of the team and what each team member is doing.
- Discussed five key points:
  - Economic development and cargo
  - Intermodal – reduce congestion and emissions
  - Physical
  - Environment and Regulatory
  - Intergovernmental – feedback from government website
- Palm Beach County School District Vision Role

II. Facilities
- Mr. School sites near Port now are Roosevelt and Shaw.
- Anything they can co-use adding a parking deck.
- Food service unit uses Cisco & Chaney Brothers.
- Dr. Robinson asked if there is a discussion about an inland port.
  - Kerry Simpson said yes and gave an overview of cities with opportunities.
- School District has need for warehouse space.
  - Kerry Simpson said they are looking for warehouse space offsite.
  - Use cargo where warehouses are on the Port.
  - Sanchez said the School Board has an old building (warehouse) that may need to be turned down and replaced. School District owns this warehouse on Australian Ave. that is on a rail line spur.

III. Training Services
- State and Federal governments have money for apprenticeship programs.
- Logistics and Crane Operators – hard to train in that area but can receive on the job training by moving up based on promotions.
- Kerry Simpson said they could start at lower level and train up.
- Tenants want laborers.
- Barch wants to know what positions are available now.
- Dr. Robinson asked what jobs are in high demand at the Port and what wages on academic sides. Want to look at high wages, high demand jobs, and Port related shipping jobs and skills.
- There is mutual interest in increasing the CDL training positions.
- Barch wants positions available now. Will help in assisting where they should train. Category and skills are required.
- Soft skill training for pre-apprenticeship. Workplace can be hostile. They need training, highways, and high demand jobs where skills are transferable.
- Dr. Robinson spoke to Riviera Beach, Vocational Wheel. Exposure to Marine related and port related jobs. North Tech is doing some of this training.
  - Dr. Johnson said the state did away with the Wheel Program but the District can do half credit with a leadership program.
- Trade services
  - PSA – Patrick Alue may be able to work with the school system on this approach.
  - PSA is a subconsultant on the Master Plan.

IV. Education
- Dr. Johnson stated she wants the Port to educate students.
  - Summer Program
  - Summer Internship with CFO
- District wants to start secondary supply chain academy.

- K-12 provide information sessions, tours, and guest speakers.
- Mr. Tierney interested in back-mapping to include in curriculum.
- Dr. Robinson – GED and ESOL plan. Wants Mr. Barch to work on GED and Second Choice Programs.
- CMA CJM – Maritime Logistics firm – international company created learning programs for these jobs.
- Mr. Tierney – students in school can take courses and electives.
    - 3DE – Problems of Practice
    - Lens of Business
    - Project Base Model
    - Dwyer: Lake Worth Program
    - Start working with Kennedy Middle School

V. Potential Tenants
- Cold storage refrigeration
- Port Commission to assign themselves Hiring Managers at Port and Tenants.
- Port has need for the following:
    - Finance
    - Leasing Management
    - 25 Leaseholders

VI. Concerns & Challenges
- Slow to start in public education with programs.
- Improve relationships with Port Commissioners and tier elected positions.
- Through this Master Plan, the invisible barrier can be lifted.
- Fuel storage at the Port, school needs diesel fuel for school buses and emergency shelters to help serve the communities.
- All business partners are finding it hard to find employees.
- If Port can start working with high school students, what trade areas can they start with? Engineering and accounting?
- Would the Port have any existing employees that can be used as the instructors? Adjunct Professors?
- Sheryl gave an example of CH2M Hill with Stranahan High School. Engineers mentored a class of STEM students and Public Outreach/Communications subconsultants mentored the Communications/Media class at the high school.
- North Tech has a class now and pre-apprenticeship.
    - Mr. Barch recommends coordinating a task force with her group (the School Board staff and the port representatives and Chief Academic Officers)
    - Meet with School District regularly and apply for funding together and conduct outreach in the community. Example: Riviera Beach Prep and North Tech with Port Staff and Tenants.
        - Identify what apprenticeships are being used by:

- Port Directors and the CEO
- Whoever knows contracts with Tenants

C. Potential Considerations/Strategies/Opportunities

- Joe Sanches to coordinate PBCSD Superintendent to reach out to Port CEO to begin discussions and presentation with respective policy boards. (PBCSD)
- Begin back-mapping skills, jobs (including high skills/high wages) for school district personnel and planning for the low hanging fruit of (adjunct instructor scenario, summer internships, etc.
- Create a Task Force (Key appropriate level PPB and PBCSD personnel, including one member of each respective Board to begin developing formal partnership (programming, curriculum, funding, etc.)

PORT of Palm Beach
MASTER PLAN

Appendix D:
Public Outreach

Appendix D includes:

- Public Engagement Period 1 - Community Outreach Materials
- Public Engagement Period 1 - Outbound Communications

PORT of Palm Beach MASTER PLAN

Appendix D:
Public Outreach

Public Engagement Period 1 - Community Outreach Materials

- Postcard
- Posters
- Communications Calendar



PORT of Palm Beach MASTER PLAN

Scan here to learn more...

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Shape the future of the Port of Palm Beach

The Port of Palm Beach is embarking on a significant redevelopment and upgrading of intermodal facilities and other improvements and seeks a forward-looking Strategic Master Plan.

Be part of the strategic master planning process and let your voice be heard!

Visit **www.planportofpalmbeach.com** to:

1. Complete our community survey from **May 23 to July 7, 2022**

2. Subscribe to our project newsletter to stay informed on the latest updates.

3. Participate in the first round of hybrid public meetings:
   June 1, 2022 @ Port*: 11:00 AM -1:00 PM
   June 2, 2022 @ RBEC: 6:00 PM - 8:00 PM**

For more information, use the QR code to visit the project website.

***June 1, 2022 in-person public meeting location:**
Port of Palm Beach
One East 11th Street, Suite 600
Riviera Beach, FL 33404

****June 2, 2022 in-person public meeting location:**
Riviera Beach Event Center
190 E. 13th Street
Riviera Beach, FL 33404

June 1 & 2 virtual public meeting location:
www.planportofpalmbeach.com

Have questions or comments? Please email:
planportofpalmbeach@publicinput.com



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THREE WAYS TO GET INVOLVED!

1 Take the First Community Survey

Take our community survey to record your preferences.

Visit planportofpalmbeach.com

- OR - scan the QR code below to access the survey. **The survey will be open from May 23, 2022 until July 7, 2022.**

2 Join our Hybrid Public Meeting

Visit planportofpalmbeach.com to participate in either public meeting session. You can also register in advance:

- **Wednesday, June 1, 2022***
  11:00 AM - 1:00 PM
- **Thursday, June 2, 2022****
  6:00 PM - 8:00 PM

3 View the Poster Gallery Series

View a summary of project issues and opportunities online.

Visit planportofpalmbeach.com for full gallery and presentation graphics.

Posters will be available prior to the Public Meeting and available throughout the project process.

**June 1, 2022: in-person public meeting location: Port of Palm Beach, One East 11th Street, Suite 600, Riviera Beach, FL 33404*

***June 2, 2022: in-person public meeting location: Riviera Beach Event Center, 190 E. 13th Street, Riviera Beach, FL 33404*

Virtual public meeting location: www.planportofpalmbeach.com

PORT of Palm Beach MASTER PLAN

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Virtual public meeting location: www.planportofpalmbeach.com

PORT of Palm Beach
MASTER PLAN

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Communications Calendar

Draft – Public Engagement Period 1

The following table outlines the various post topics, dates, content and supporting visual aid to accompany the outbound communications advertising the Port of Palm Beach Master Plan – Public Engagement Period 1 outreach efforts. It is M&N's intent that the following communications calendar provides a suggested framework. Additional content through email and/or social media posts may be included during the study duration to increase frequency and attract more participation. This will be addressed by the Project Team – comprised of the Port, M&N, and Dickey – once outreach efforts commence and are able to be monitored for engagement.

Communications Calendar – Public Engagement Period 1				
Post Day	**Sender**	**Communications Outlet / Post Topic**	**Supporting Content**	**Supporting Visual**
5/6/22	Port PIO	Press Release	**Port of Palm Beach to create 20-year Master Plan** (Press Release saved as separate file)	Website Banner
5/17/22	Dickey	Email: Inter-Agency Follow-Up	(Sheryl's team to create the email that will be sent as a follow up to the interagencies)	Meeting Flyer (M&N to create)
5/19/22	Dickey	Park Manor Neighborhood Association	Distribution of Postcards/Flyers	Postcards/Flyers (M&N to create)

Communications Calendar – Public Engagement Period 1				
5/22/22	Dickey	Riviera Beach TikiMarket	Distribution of Postcards/Flyers	Postcards/Flyers (M&N to create)
5/23/22	M&N	Targeted Facebook Ad	**How can the Port set forth a new vision to ensure the commercial success of its tenants and to ensure greater economic and social benefits to local residents, businesses, and other public and private stakeholders in the region?** Please visit www.planportofpalmbeach.com to learn more about the master planning process and how YOU can participate and play an integral role! While you're there, please take our survey and pre-register for one of our upcoming hybrid public meetings scheduled for June 1 and 2!	Image of Port (front of postcard)

5/23/22	M&N / Port PIO to forward project branded email	Email: Port of Palm Beach Public Engagement Period 1 is Now LIVE	**The Port of Palm Beach Strategic Master Plan's Public Engagement Period 1 is now LIVE!** The Port of Palm Beach is pleased to announce the first Public Engagement Period of the Strategic Mater Plan has officially launched today! Please visit www.planportofpalmbeach.com to learn more about the master planning process and how YOU can participate and play an integral role! Take our survey, now open until July 7, 2022, available on the project website. Pre-register for one of our upcoming hybrid public meetings scheduled for June 1 and 2, 2022. Click on the link below for either session - you can then register directly on the project website and indicate if you will participate in-person or virtually. [survey link] June 1, 2022 in-person location: Port of Palm Beach, East 11th Street, Riviera Beach, FL 33404, USA [public meeting link] June 2, 2022 in-person location: Riviera Beach Event Center, 190 E. 13th Street, Riviera Beach, FL 33404 [public meeting link] If, at any time, you have any questions or comments, please contact the Port Planning Team: PlanPortofPalmBeach@PublicInput.com Thank you for your input in this important master planning process. We look forward to your participation in our survey and public meetings! Sincerely, Port of Palm Beach Planning Team	Postcard (M&N to create)

Communications Calendar – Public Engagement Period 1				
5/23/22	Port PIO	Social Media: Website Launch	📣**THE PORT OF PALM BEACH SURVEY 1 IS NOW LIVE!** The Port of Palm Beach Strategic Master Plan's initial community survey is now live! Visit www.planportofpalmbeach.com to participate in our survey, now open until July 7, 2022. While you are there, please pre-register for one of our upcoming hybrid public meetings on June 1 and 2, 2022! This is YOUR opportunity to participate and play an integral role in the master planning process!	Postcard (M&N to create)
5/27/22	M&N / Port PIO to forward project branded email	Email: Hybrid Public Meeting	**Mark Your Calendar! Port of Palm Beach Strategic Master Plan Hybrid Public Meetings Scheduled for June 1 and 2, 2022** Please JOIN the Port of Palm Beach for the initial Strategic Master Plan Hybrid Public Meetings, scheduled for Wednesday, June 1st from 11 AM – 1 PM and Thursday, June 2nd from 6 PM – 8 PM. Meeting details are provided on the project website, www.planportofpalmbeach.com. This is your opportunity to ask any questions and share your thoughts on the Strategic Master Plan. PRE-REGISTER HERE Want to learn more? Visit Strategic Master Plan	Meeting Flyer (M&N to create)

Communications Calendar – Public Engagement Period 1				
5/27/22	Port PIO	Social Media: Hybrid Public Meeting	**Save the Date!** JOIN US for the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings. Wednesday 6/1 11 AM – 1 PM Thursday 6/2 6 PM – 8 PM Ask questions and share your thoughts on the Strategic Master Plan. PRE-REGISTER HERE Want to learn more? Visit Strategic Master Plan	Meeting Flyer (M&N to create)
5/31/22	M&N / Port PIO to forward project branded email	Email: Hybrid Public Meeting	**THE PORT OF PALM BEACH STRATEGIC MASTER PLAN HYBRID PUBLIC MEETINGS START TOMORROW!** Please JOIN the Port of Palm Beach for the initial Strategic Master Plan Hybrid Public Meeting, TOMORROW, June 1st from 11AM – 1 PM. Can't attend? We also have an evening session on June 2nd from 6PM – 8 PM. This is your opportunity to ask any questions and share your thoughts on the Strategic Master Plan. PRE-REGISTER HERE Want to learn more? Visit Strategic Master Plan	Meeting Flyer (M&N to create)

Communications Calendar – Public Engagement Period 1				
5/31/22	Port PIO	Social Media: Hybrid Public Meeting	📣**THE PORT OF PALM BEACH STRATEGIC MASTER PLAN HYBRID PUBLIC MEETINGS START TOMORROW!** 🛳Please JOIN the Port of Palm Beach for the initial Strategic Master Plan Hybrid Public Meeting, TOMORROW, June 1st from 11AM – 1 PM. Can't attend? We also have an evening session on June 2nd from 6PM – 8 PM. Ask questions and share your thoughts on the Strategic Master Plan. PRE-REGISTER HERE Want to learn more? Visit Strategic Master Plan	Meeting Flyer (M&N to create)
6/1/22	Dickey	City of Riviera Beach Council Meeting, 6:00 PM	At request of Chair of Council, Miller-Anderson, Dickey Consulting will make the presentation to share information on the June 2, 2022 meeting. On-site surveys will be conducted.	Surveys
6/1/22	M&N / Port PIO to forward project branded email	Email: Hybrid Public Meeting	**JOIN US TODAY AND TOMORROW FOR THE PORT OF PALM BEACH STRATEGIC MASTER PLAN PUBLIC MEETINGS!** The Port of Palm Beach invites YOU to join the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings! The Hybrid Public Meetings are scheduled for TODAY from 11 AM – 1 PM and TOMORROW from 6 PM – 8 PM. This is your opportunity to ask any questions and share your thoughts on the Strategic Master Plan. REGISTER HERE Want to learn more? Visit Strategic Master Plan	Meeting Flyer (M&N to create)

Communications Calendar – Public Engagement Period 1				
6/1/22	Port PIO	Social Media: Hybrid Public Meeting	📣**JOIN US TODAY AND TOMORROW FOR THE PORT OF PALM BEACH STRATEGIC MASTER PLAN PUBLIC MEETINGS!** 🛳You're Invited! JOIN US for the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings! TODAY from 11 AM – 1 PM and TOMORROW from 6 PM – 8 PM. Ask questions and share your thoughts on the Strategic Master Plan. REGISTER HERE Want to learn more? Visit Strategic Master Plan	Meeting Flyer (M&N to create)
6/2/22	M&N / Port PIO to forward project branded email	Email: Hybrid Public Meeting	**JOIN US TODAY TO LEARN MORE ABOUT THE PORT OF PALM BEACH STRATEGIC MASTER PLAN!** Please join the Port of Palm Beach for another Port of Palm Beach Strategic Master Plan Hybrid Public Meeting TODAY from 6 PM – 8 PM. This is your opportunity to ask any questions and share your thoughts on the Strategic Master Plan. REGISTER HERE Want to learn more? Visit Strategic Master Plan	Meeting Flyer (M&N to create)

Communications Calendar – Public Engagement Period 1				
6/2/22	Port PIO	Social Media: Hybrid Public Meeting	📣 **JOIN US TODAY TO LEARN MORE ABOUT THE PORT OF PALM BEACH STRATEGIC MASTER PLAN!** Ready for more? Join us for another Port of Palm Beach Strategic Master Plan Hybrid Public Meeting TODAY from 6 PM – 8 PM. Ask questions and share your thoughts on the Strategic Master Plan. REGISTER HERE Want to learn more? Visit Strategic Master Plan	Meeting Flyer (M&N to create)
6/6/22	M&N / Port PIO to forward project branded email	Email: Missed the Meeting?	**Missed the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings?** Missed last week's Port of Palm Beach Strategic Master Plan Hybrid Public Meetings? Don't worry! The meetings are recorded and available for viewing. Click here to learn more. Want to provide feedback? We'd love to hear from YOU! Take our survey to share your thoughts on what was presented during the meetings. The survey closes on July 7th.	Image capture of meeting recording
6/6/22	Port PIO	Social Media: Missed the Meeting?	🚢 **Missed the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings?** Missed last week's Port of Palm Beach Strategic Master Plan Hybrid Public Meetings? Don't worry! Visit here for meeting recordings. 📝 Want to provide feedback? We'd love to hear from YOU! Take our survey to share your thoughts on what was presented during the meetings. The survey closes on July 7th.	Image capture of meeting recording

Communications Calendar – Public Engagement Period 1				
6/13/22	M&N / Port PIO to forward project branded email	Email: Survey	**Take Our Survey! Share Your Thoughts on the Port of Palm Beach Strategic Master Plan!** We want to hear your feedback on what was presented during the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings. Take our survey! The survey closes on July 7th! Missed the Hybrid Public Meetings? Visit here for recordings to learn more about the Port's process of developing a Strategic Master Plan. Then take our survey to share your thoughts!	Visual Graphic
6/13/22	Port PIO	Social Media: Survey	**Take Our Survey! Share Your Thoughts on the Port of Palm Beach Strategic Master Plan!** We want to hear from YOU! Take our survey and provide feedback on what was presented during the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings. The survey closes on July 7th! Missed the Hybrid Public Meetings? Visit here for recordings to learn more about the Port's process of developing a Strategic Master Plan. Then take our survey to share your thoughts!	Visual Graphic
6/18/22	Dickey	Riviera Beach MLK Parade	Distribution of Postcards / Flyers / Surveys	Postcards/Flyers/Survey (M&N to create)
6/19/22	Dickey	Riviera Beach Juneteenth	Distribution of Postcards / Flyers / Surveys	Postcards/Flyers/Survey (M&N to create)

Communications Calendar – Public Engagement Period 1				
6/20/22	M&N / Port PIO to forward project branded email	Email: Survey	**Don't Forget! Share Your Thoughts!** We still want to hear your feedback on what was presented during the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings. Take our survey! The survey closes on July 7th! Missed the Hybrid Public Meetings? Visit here for recordings to learn more about the Port's process of developing a Strategic Master Plan. Then take our survey to share your thoughts!	Visual Graphic
6/20/22	Port PIO	Social Media: Survey	💭**Don't Forget! Share Your Thoughts!** We still want to hear from YOU! Take our survey and provide feedback on what was presented during the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings. The survey closes on July 7th! Missed the Hybrid Public Meetings? Visit here for recordings to learn more about the Port's process of developing a Strategic Master Plan. Then take our survey to share your thoughts!	Visual Graphic
6/27/22	M&N / Port PIO to forward project branded email	Email: Survey	**Don't Forget! Share Your Thoughts!** We still want to hear your feedback on what was presented during the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings. Take our survey! The survey closes on July 7th! Missed the Hybrid Public Meetings? Visit here for recordings to learn more about the Port's process of developing a Strategic Master Plan. Then take our survey to share your thoughts!	Visual Graphic

Communications Calendar – Public Engagement Period 1				
6/27/22	Port PIO	Social Media: Survey	💭 **Don't Forget! Share Your Thoughts!** Have you taken our survey yet? We'd love to hear from YOU! Now is YOUR chance to provide feedback on what was presented during the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings. The survey closes on July 7th! Missed the Hybrid Public Meetings? Visit here for recordings to learn more about the Port's process of developing a Strategic Master Plan. Then take our survey to share your thoughts!	Visual Graphic
7/5/22	M&N / Port PIO to forward project branded email	Email: Survey Closing	**Last Chance! Share Your Thoughts!** Don't miss the opportunity to share your thoughts! There is still TWO DAYS left to provide feedback on what was presented during the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings. Take our survey! The survey closes on July 7th! Missed the Hybrid Public Meetings? Visit here for recordings to learn more about the Port's process of developing a Strategic Master Plan. Then take our survey to share your thoughts!	Visual Graphic
7/5/22	Port PIO	Social Media: Survey Closing	⏰ **Last Chance! Share Your Thoughts!** Don't miss out! TWO DAYS left to take our survey before it closes! We'd love to hear YOUR feedback on what was presented during the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings. Missed the Hybrid Public Meetings? Visit here for recordings to learn more about the Port's process of developing a Strategic Master Plan. Then take our survey to share your thoughts!	Visual Graphic

Communications Calendar – Public Engagement Period 1				
7/7/22	M&N / Port PIO to forward project branded email	Email: Survey Closes Today	**Survey Closes Today! Share Your Thoughts on the Port of Palm Beach Strategic Master Plan!** TODAY is the LAST DAY! Take our survey NOW! This is YOUR final opportunity to provide feedback on what was presented during the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings. Missed the Hybrid Public Meetings? Visit here for recordings to learn more about the Port's process of developing a Strategic Master Plan. Then take our survey to share your thoughts!	Visual Graphic
7/7/22	Port PIO	Social Media: Survey Closes Today	**Survey Closes Today! Share Your Thoughts on the Port of Palm Beach Strategic Master Plan!** TODAY is the LAST DAY! Take our survey NOW! This is YOUR final opportunity to provide feedback on what was presented during the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings. Missed the Hybrid Public Meetings? Visit here for recordings to learn more about the Port's process of developing a Strategic Master Plan. Then take our survey to share your thoughts!	Visual Graphic

PORT of Palm Beach MASTER PLAN

Appendix D:

Public Outreach

Public Engagement Period 1 – Outbound Communications

- Press Release
- Targeted Facebook Ad
- Project Email Blasts
- Port Email Blasts
- Port Social Media Posts

FOR IMMEDIATE RELEASE
May 6, 2022

PORT OF PALM BEACH'S MEDIA CONTACT
Yaremi Farinas
561-319-0098
yfarinas@portofpalmbeach.com

Port of Palm Beach to create 20-year Master Plan



"How can the Port of Palm Beach rethink and set forth the new Port vision to ensure its commercial commitment by 2042?" This is the central question posed by the Port of Palm Beach and its consultants as it embarks on the strategic Master Plan Update for the Port.

The Port of Palm Beach, along with its consultants Moffatt & Nichol, are developing a new, strategic master plan that will pave the way for the future of the Port. Located in Riviera Beach, Florida, the Port of Palm Beach is a full-service, diversified landlord port with marine cargo and cruise passenger operations of significant impact on the local area and the State of Florida; it is the fourth-busiest container port of Florida's 14 deep-water ports and the 18th busiest in the continental United States.

The Port is embarking on a significant redevelopment and upgrading of intermodal facilities and other improvements funded in part through various government grant programs. As such, the Port seeks a forward-looking strategic Master Plan focusing on and coordinating of the following requirements: economic development; infrastructure development and improvement; intermodal transportation facilities; physical, environmental, and regulatory barriers; and intergovernmental coordination. Public engagement opportunities are woven into the strategic master planning process to inform, educate, and collaborate with senior staff, stakeholders, public, and intergovernmental agencies throughout the planning process.

The project kickoff began in late fall 2021, with the entirety of 2022 focused on plan readiness. The draft plan will be available in August 2022 with the final strategic Master Plan complete by December 2022. The effort will include two public engagement opportunities, the first of which starts May 23 and lasts through July 7. Through the project website – www.planportofpalmbeach.com – the community can learn more about the project, participate in a short survey on the Port's role in the community, attend the online livestreaming portion of the hybrid public meetings, and sign-up for project email blasts. Public meetings are scheduled for June 1st from 6 – 8 PM and June 2nd from 11 AM – 1 PM

Each public meeting session will provide the same presentation, offering several opportunities for the public to attend. The meetings will be recorded and available for viewing on the project website.

While this first public engagement period will focus on the community's desire for the Port of Palm Beach, the second engagement period will encourage the community to weigh in on several initial master plan concepts for the Port. The second public engagement period will occur from August 29 until October 13 and include a second public survey and series of hybrid public meetings.

We invite you to be a part of this important conversation. Please visit our website at www.planportofpalmbeach.com to learn more and contact the Project Team with any questions or comments.

About Port of Palm Beach

Located in Riviera Beach, the Port of Palm Beach is a full-service, diversified port, offering cruise and cargo services to more than 30 onsite tenants and users. At 162 acres, the Port's efficiency is unparalleled, processing more than $14 billion in commodities, 2.5 million tons of cargo, and 500,000 cruise passengers annually. As one of the largest employers in Palm Beach County, the Port of Palm Beach and its tenants employ more than 2,850 people. Through the contribution of more than $185 million in business revenue and $17.5 million in tenant-contributed state and local annual tax revenue, the Port of Palm Beach is a large economic engine in South Florida. For more information, visit www.portofpalmbeach.com.

Targeted Facebook Outreach

Campaign Settings

Name

Port of Palm Beach Master Plan - Public Engagement Period #1

Associated Project or Topic (optional)

Port of Palm Beach Master Plan - Public Engagement Period #1

Sync Facebook Comments with an existing question

*7. _In the future,_ can the Port of Palm Beach function in an improved role, helping ensure greate

View Project Comments (/ProjectAdmin/C5282#admin-content-comments)

Campaign Schedule & Budget

From

05/24/2022 1:31 PM

Until

07/05/2022 1:31 PM

Budget

$ 200.00

Potential Views

10000

Demography

Min Age

18

Max Age

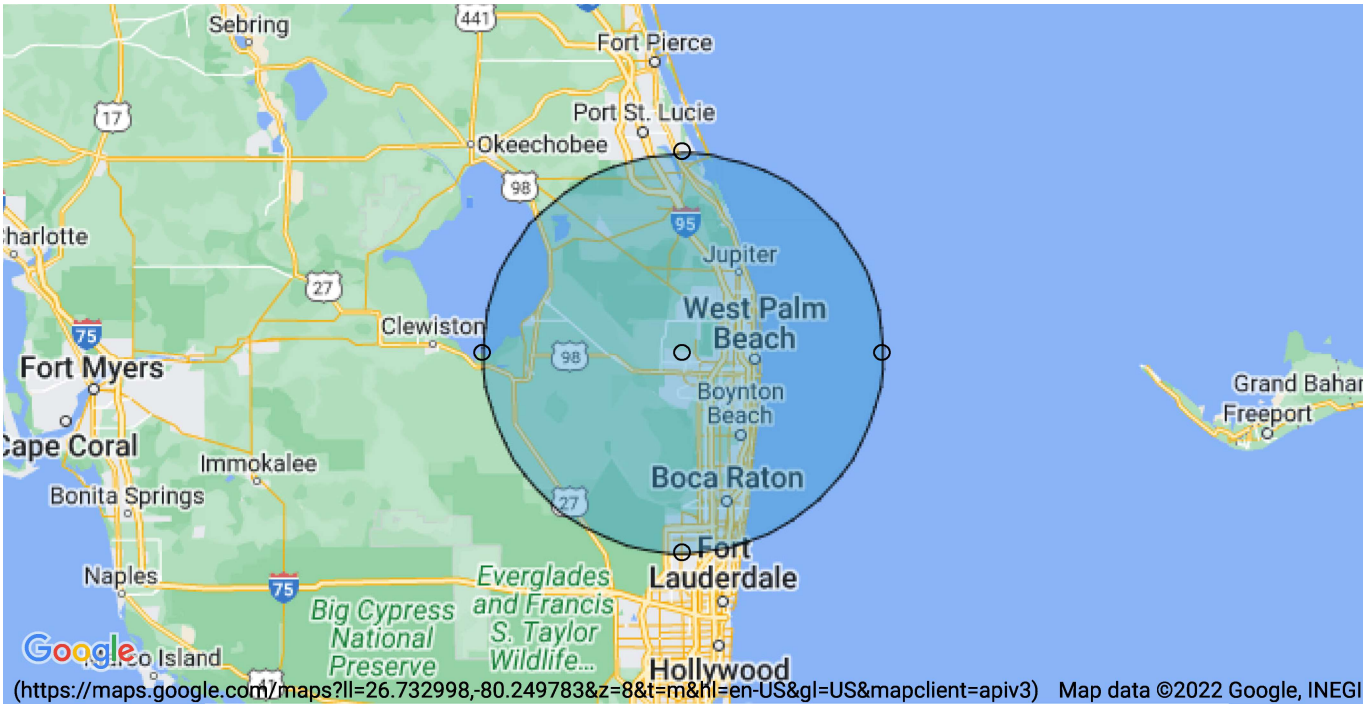
80

Other Targeting Criteria

business owners, residents, port tenants

Geographic Targeting

Using the circle button, click a point and drag to expand to the desired coverage area.



Design your content

How can the Port set forth a new vision to ensure the commercial success of its tenants and to ensure greater economic and social benefits to local residents, businesses, and other public and private stakeholders in the region?

Please visit www.planportofpalmbeach.com to learn more about the master planning process and how YOU can participate and play an integral role!

Facebook page

Select Facebook Page

Featured Image



Target URL

https://publicinput.com/69579

This campaign is setup to utilize the PublicInput.com Facebook and Instagram accounts. Final copy and graphic assets are subject to review - **Please allow two business days for campaign review.**

Public Input
(https://www.facebook.com/publicinput)
(https://www.facebook.com/publicinput)Sponsored

How can the Port set forth a new vision to ensure the commercial success of its tenants and to ensure greater economic and social benefits to local residents, businesses, and other public and private stakeholders in the region?

Please visit www.planportofpalmbeach.com to learn more about the master planning process and how YOU can participate and play an integral role!



Port of Palm Beach Master Plan - Public Engagement Period #1

For the project in **Spanish**, please click here (https://publicinput.com/PlanPortofPalmBeachSpanishPEP1) // Para el proyecto en **español**, haga clic aquí...

Preview

May 23, 2022

Subject: The Port of Palm Beach Strategic Master Plan's Public Engagement Period 1 is now LIVE!



The Port of Palm Beach Strategic Master Plan's Public Engagement Period 1 is now LIVE!

The Port of Palm Beach is pleased to announce the first Public Engagement Period of the Strategic Mater Plan has officially launched today! Please visit www.planportofpalmbeach.com to learn more about the master planning process and how YOU can participate and play an integral role!

- **Take our survey, now open until July 7, 2022, available on the project website.**
- **Pre-register for one of our upcoming hybrid public meetings scheduled for June 1 and 2, 2022. *Click on the link below for either session - you can then register directly on the project website and indicate if you will participate in-person or virtually.***

Take the Survey!

June 1, 2022 in-person location: Port of Palm Beach, East 11th Street, Riviera Beach, FL 33404, USA

Port of Palm Beach Master Plan - Public Engagement Period #1 - June 1, 2022

Wed, Jun 1 11:00 AM

Please let us know if you will attend:

Going | Maybe | Can't go

Add to calendar: Google Outlook Apple

June 2, 2022 in-person location: Riviera Beach Event Center, 190 E. 13th Street, Riviera Beach, FL 33404

Port of Palm Beach Master Plan - Public Engagement Period #1 - June 2, 2022

Thu, Jun 2 6:00 PM

Please let us know if you will attend:

Going | Maybe | Can't go

Add to calendar: Google Outlook Apple

If, at any time, you have any questions or comments, please contact the Port Planning Team: PlanPortofPalmBeach@PublicInput.com

Thank you for your input in this important master planning process. We look forward to your participation in our survey and public meetings!

Sincerely,

Port of Palm Beach Planning Team

Sent on behalf of Port of Palm Beach (Riviera Beach, FL) by PublicInput.com
2409 Crabtree Blvd, Suite 107, Raleigh, NC 27604
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View this email in a browser

May 27, 2022

Subject: Fwd: Mark Your Calendar! The Port of Palm Beach Strategic Master Plan Hybrid Public Meetings Scheduled for June 1 & 2, 2022

CAUTION: This email originated from outside of the organization.



Mark Your Calendar! The Port of Palm Beach Strategic Master Plan Hybrid Public Meetings Scheduled for June 1 and 2!

Please join the Port of Palm Beach for the initial Strategic Master Plan Hybrid Public Meetings, scheduled for Wednesday, June 1st from 11 AM - 1 PM and Thursday, June 2nd from 6 PM to 8 PM. Meeting details are provided on the project website, www.planportofpalmbeach.com. You may pre-register in advance, indicating if you will be participating in person or virtually. This is your opportunity to ask any questions and share our thou hts on the Strate ic Master Plan.

Port of Palm Beach Master Plan - Public Engagement Period #1 - June 1, 2022

Wed, Jun 1 11:00 AM

Please let us know if you will attend:

Going | Maybe | Can't go

Add to calendar: Google Outlook Apple

Port of Palm Beach Master Plan - Public Engagement Period #1 - June 2, 2022

Thu, Jun 2 6:00 PM

Please let us know if you will attend:

Going | Maybe | Can't go

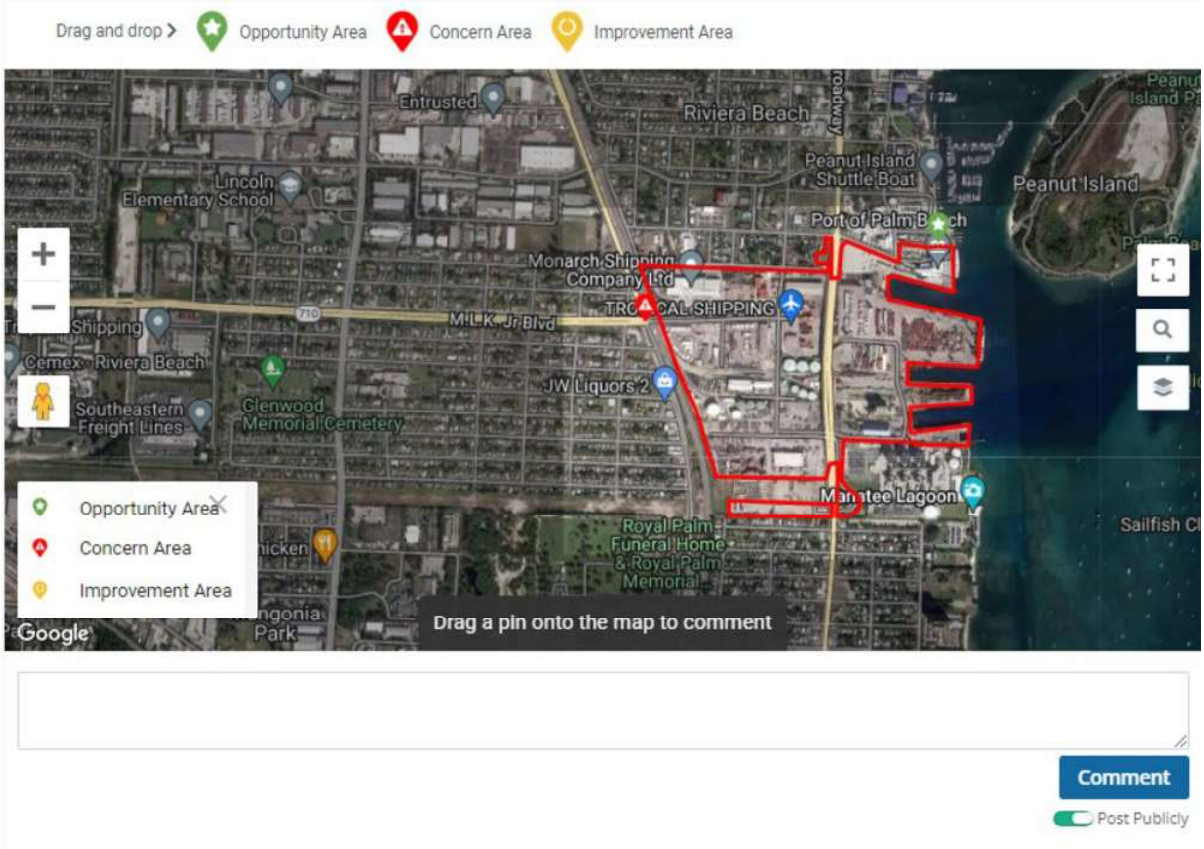
Add to calendar: Google Outlook Apple

While you are on the website, we'd love to hear your thoughts!

- **Take our survey** - it starts on the "Survey: Priorities and Preferences" tab after "Port Highlights & FAQs". It will be open until July 7, 2022.

Take the Survey!

- **Please share your thoughts** on areas of opportunity, improvement, and concern by dropping the corresponding pins on the interactive map. It is found on the landing page, "Project Overview", near the bottom of the page.



If, at any time, you have any questions or comments, please contact the Port Planning Team: PlanPortofPalmBeach@PublicInput.com

Thank you for your input in this important master planning process. We look forward to your participation in our survey and public meetings!

Sincerely,

Port of Palm Beach Planning Team

Sent on behalf of Port of Palm Beach (Riviera Beach, FL) by PublicInput.com
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#

May 31, 2022

Subject: Fwd: The Port of Palm Beach Strategic Master Plan Hybrid Public Meetings Start Tomorrow!

CAUTION: This email originated from outside of the organization.



The Port of Palm Beach Strategic Master Plan Hybrid Public Meetings Start Tomorrow!

Please join the Port of Palm Beach for the initial Strategic Master Plan Hybrid Public Meeting, TOMORROW, June 1st from 11 AM - 1 PM. Can't attend? We also have an evening session on June 2nd from 6 PM - 8 PM. Meeting details are provided on the project website, www.planportofpalmbeach.com. You may pre-register in advance, indicating if you will be participating in person or virtually. This is your opportunity to ask an questions and share our thou hts on the Strate ic Master Plan.

Port of Palm Beach Master Plan - Public Engagement Period #1 - June 1, 2022

Wed, Jun 1 11:00 AM

Please let us know if you will attend:

Going | Maybe | Can't go

Add to calendar: Google Outlook Apple

Port of Palm Beach Master Plan - Public Engagement Period #1 - June 2, 2022

Thu, Jun 2 6:00 PM

Please let us know if you will attend:

Going | Maybe | Can't go

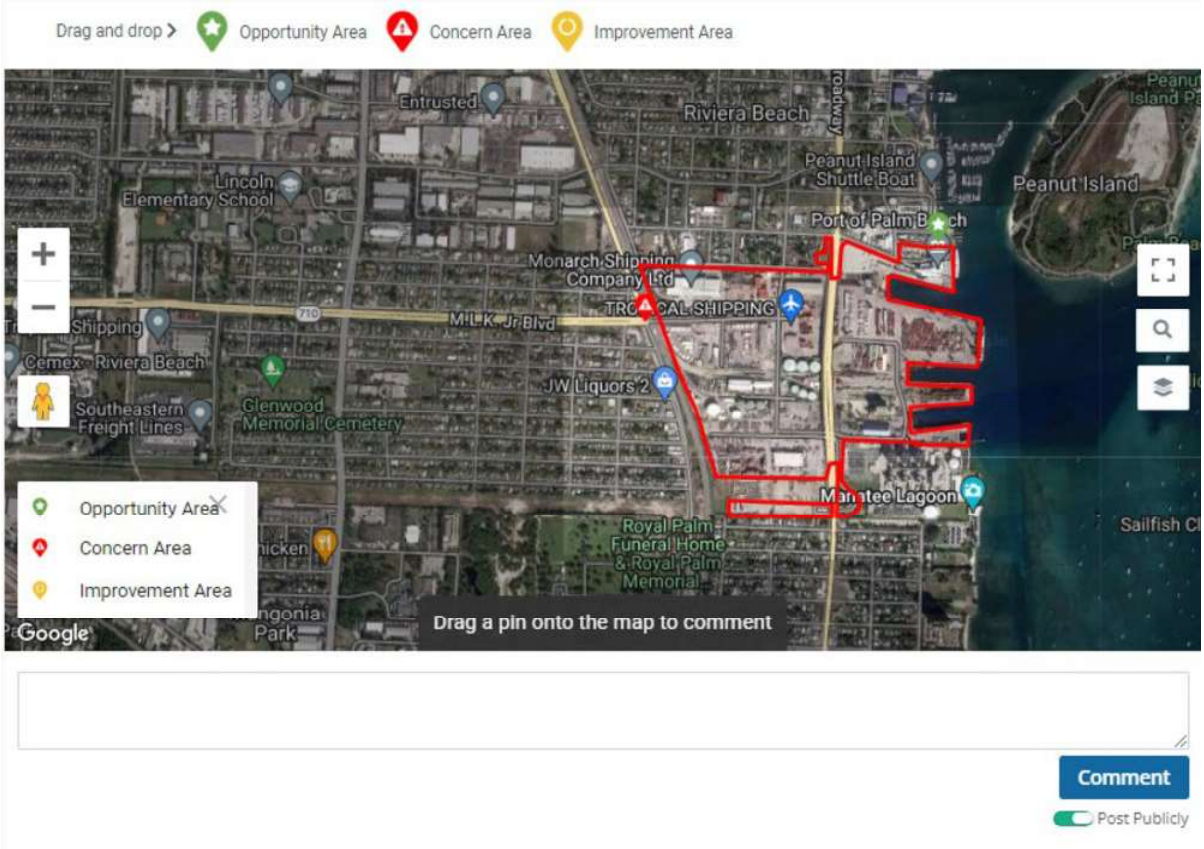
Add to calendar: Google Outlook Apple

While you are on the website, we'd love to hear your thoughts!

- **Take our survey** - it starts on the "Survey: Priorities and Preferences" tab after "Port Highlights & FAQs". It will be open until July 7, 2022.

Take the Survey!

- **Please share your thoughts** on areas of opportunity, improvement, and concern by dropping the corresponding pins on the interactive map. It is found on the landing page, "Project Overview", near the bottom of the page.



If, at any time, you have any questions or comments, please contact the Port Planning Team: PlanPortofPalmBeach@PublicInput.com

Thank you for your input in this important master planning process. We look forward to your participation in our survey and public meetings!

Sincerely,

Port of Palm Beach Planning Team

Sent on behalf of Port of Palm Beach (Riviera Beach, FL) by PublicInput.com
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June 2, 2022

Subject: Fwd: JOIN US THIS EVENING to learn more about the Port of Palm Beach Strategic Master Plan

CAUTION: This email originated from outside of the organization.



Join Us This Evening to Learn More About the Port of Palm Beach Strategic Master Plan

Please join the Port of Palm Beach for our last Public Engagment Period 1 Hybrid Public Meeting, TODAY, June 2nd from 6 PM - 8 PM. Meeting details are provided on the project website, www.planportofpalmbeach.com. **You may pre-register on the project website in advance, indicating if you will be participating in person or virtually.** The in person meeting location is the Riviera Beach Event Center, 190 E. 13th Street, Riviera Beach, FL 33404. This is your opportunity to ask any questions and share your thoughts on the Strategic Master Plan.

Please note, this meeting will be recorded and shared on the project website for public record. Our next en a ement period will be this fall where ou will have the

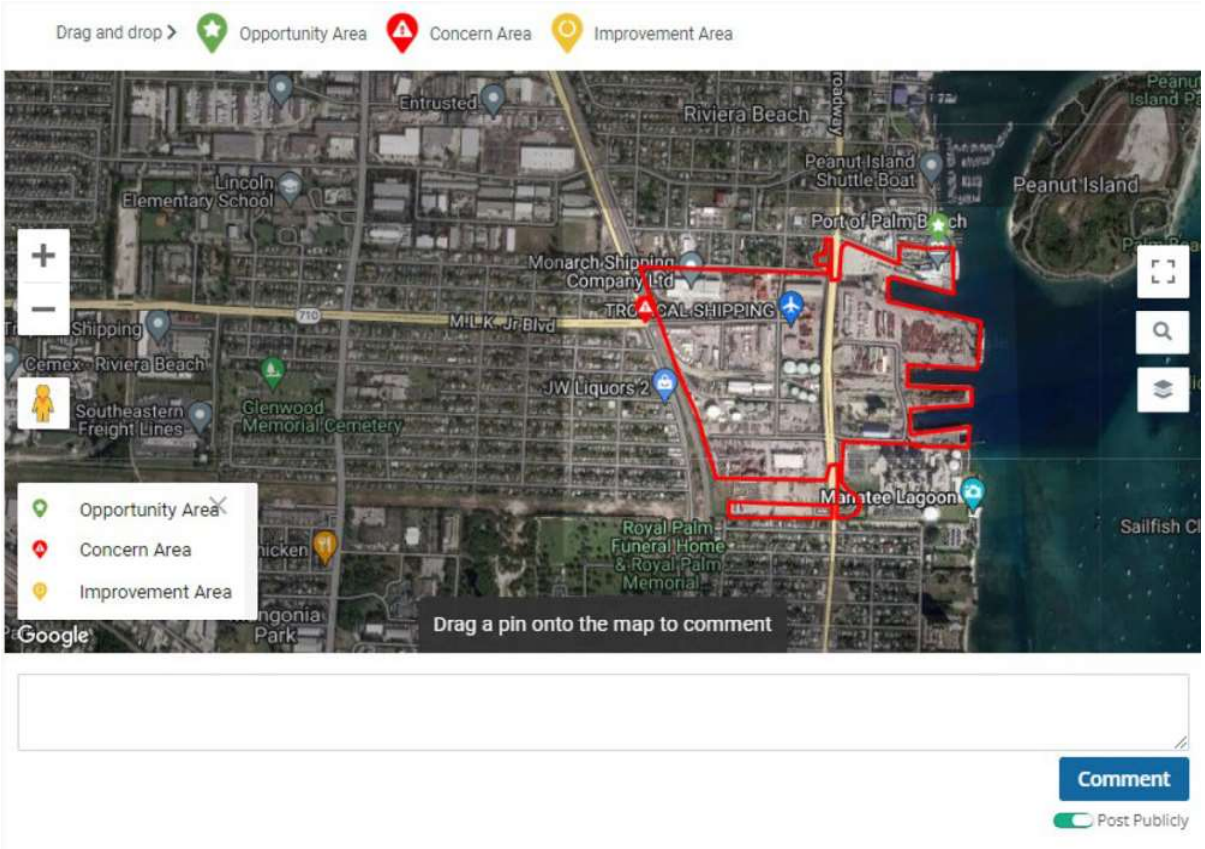
opportunity to view and comment on the Draft Strategic Master Plan. For more information, please reference the "Project Schedule" tab on the website.

While you are on the website, we'd love to hear your thoughts!

- **Take our survey** - it starts on the "Survey: Priorities and Preferences" tab after "Port Highlights & FAQs". It will be open until July 7, 2022.

Take the Survey!

- **Please share your thoughts** on areas of opportunity, improvement, and concern by dropping the corresponding pins on the interactive map. It is found on the landing page, "Project Overview", near the bottom of the page.



If, at any time, you have any questions or comments, please contact the Port Planning Team: PlanPortofPalmBeach@PublicInput.com

Thank you for your input in this important master planning process. We look forward to your participation in our survey and public meetings!

Sincerely,

Port of Palm Beach Planning Team

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June 6, 2022

Subject: Fwd: Missed the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings?

CAUTION: This email originated from outside of the organization.



Missed the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings?

Thank you so much to everyone who participated in last week's hybrid public meetings. The planning team and Port staff engaged with the public in meaningful conversations during both sessions. We received a lot of great information that the planning team will consider as we work to develop the draft strategic master plan.

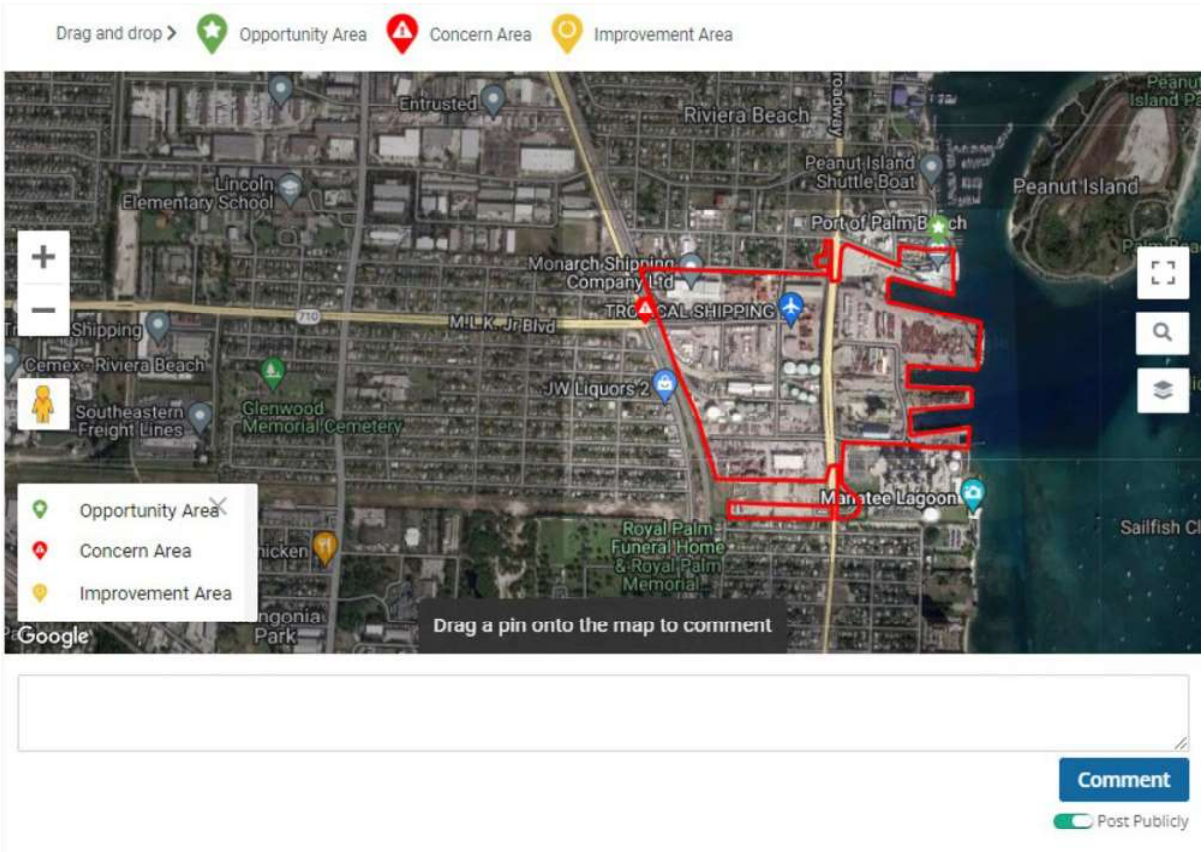
Did you miss last week's Port of Palm Beach Strategic Master Plan Hybrid Public Meetings? Don't worry! The meetings are recorded and available for viewing on the project website, under the "Available Presentations, Posters, and Downloads" section.

Want to provide feedback? We'd love to hear from YOU! Below are two ways you can share your thoughts on the project website.

- **Take our survey** - it starts on the "Survey: Priorities and Preferences" tab after "Port Highlights & FAQs".

- **Please share your thoughts** on areas of opportunity, improvement, and concern by dropping the corresponding pins on the interactive map. It is found on the landing page, "Project Overview", near the bottom of the page.

Both the survey and interactive map will close for pubic comments on July 7th, 2022.



If, at any time, you have any questions or comments, please contact the Port Planning Team: PlanPortofPalmBeach@PublicInput.com

Thank you for your input in this important master planning process. We look forward to your participation in our survey and public meetings!

Sincerely,

Port of Palm Beach Planning Team

June 14, 2022

Subject: Fwd: Take Our Survey! Share Your Thoughts on the Port of Palm Beach Strategic Master Plan!

CAUTION: This email originated from outside of the organization.



Take our survey and share your thoughts on the Port of Palm Beach Strategic Master Plan!

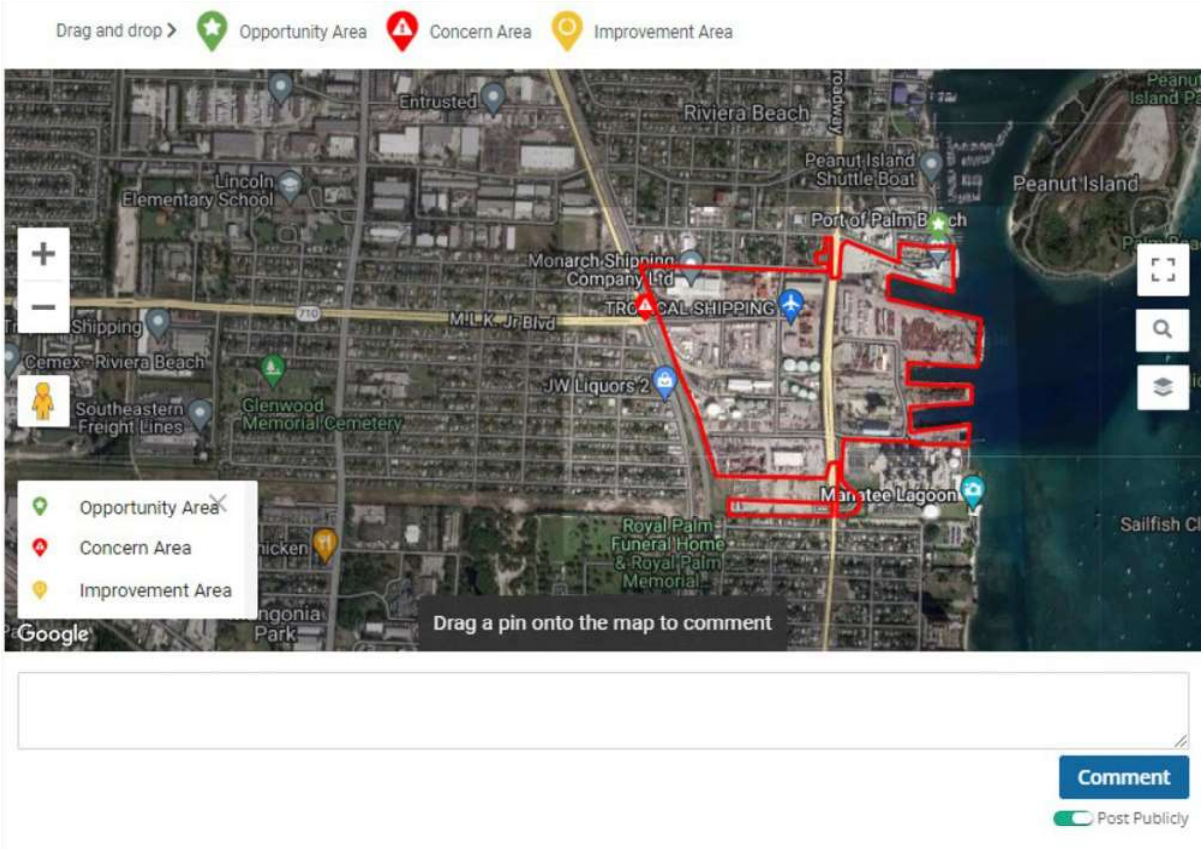
Have you taken our survey yet? It closes on July 7th and is YOUR opportunity to share your input on the Port of Palm Beach Strategic Master Plan during this first public engagement period.

We've heard from over 200 people already and we want to ensure everyone has the opportunity to provide feedback on what was presented during the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings *(hint: you're welcome to share the survey / project website, www.planportofpalmbeach.com, with neighbors, family, friends, co-workers, etc. that live in the area so they can take the survey, also!)*

You can view the recorded meetings to learn more about the Port's process of developing the Strategic Master Plan. The recordings are available for viewing on the project website, under the "Available Presentations, Posters, and Downloads" section.

Additionally, please share your thoughts on the interactive map - simply drag and drop the pins that relate to areas of opportunity, improvement, and concern. The map is found on the landing page, "Project Overview", near the bottom of the page.

Both the survey and interactive map will close for public comments on July 7th, 2022.



If, at any time, you have any questions or comments, please contact the Port Planning Team: PlanPortofPalmBeach@PublicInput.com

Thank you for your input in this important master planning process. We look forward to your participation in our survey and public meetings!

Sincerely,

Port of Palm Beach Planning Team

From: Yaremi Farinas <YFarinas@portofpalmbeach.com>
Sent: Friday, May 6, 2022 12:56 PM
To: CBS12 Desk
Subject: Weekend VO story on Port of Palm Beach Master Plan

CAUTION: This email originated from outside of the organization.

Good afternoon CBS 12 News Team,

I am hoping you can help us spread the word about the Port of Palm Beach launching its Master Plan Project website.

Below is a VO script, a link to some video you can air and the news release that will be published later today.

Let me know if you have any issues downloading the video.

VO SCRIPT

EXPECT TO SEE SOME BIG CHANGES AT PORT OF PALM BEACH.

YOUR LOCAL SEAPORT IS CURRENTLY WORKING ON A NEW 20-YEAR MASTER PLAN THAT INCLUDES SIGNIFICANT REDEVELOPMENT, UPGRADING OF INTERMODAL FACILITIES AND OTHER IMPROVEMENTS.

THIS WEEK, THE PORT LAUNCHED A MASTER PLAN WEBISTE.

THROUGH THE PROJECT WEBSITE PLANPORTOFPALMBEACH.COM, YOU CAN LEARN ABOUT THE PROJECT, PARTICIPATE IN SURVEYS, ATTEND HYBRID PUBLIC MEETINGS AND SIGN-UP FOR PROJECT NOTIFICATIONS.

THE PORT IS INIVITING YOU TO ITS FIRST ROUND OF MASTER PLAN PUBLIC MEETINGS.

WEDNESDAY JUNE 1ST 6 TO 8 PM AND THURSDAY JUNE 2 11- 1 PM.

THE HYBRID MEETINGS WILL BE HELD IN THE PORT'S BOARD ROOM LOCATED AT ONE EAST 11TH STREET SUITE 600 IN RIVIERA BEACH AND ONLINE THROUGH THE PROJECT WEBSITE.

BROLL: http://gofile.me/4A0fz/ENBpmTKan

PORT of Palm Beach
IMPORT • EXPORT • YOUR PORT
PORTOFPALMBEACH.COM

FOR IMMEDIATE RELEASE

May 6, 2022

PORT OF PALM BEACH'S MEDIA CONTACT
Yaremi Farinas
561-319-0098
yfarinas@portofpalmbeach.com

Port of Palm Beach to create 20-year Master Plan



"How can the Port of Palm Beach rethink and set forth the new Port vision to ensure its commercial commitment by 2042?" This is the central question posed by the Port of Palm Beach and its consultants as it embarks on the strategic Master Plan Update for the Port.

The Port of Palm Beach, along with its consultants Moffatt & Nichol, are developing a new, strategic master plan that will pave the way for the future of the Port. Located in Riviera Beach, Florida, the Port of Palm Beach is a full-service, diversified landlord port with marine cargo and cruise passenger operations of significant impact on the local area and the State of Florida; it is the fourth-busiest container port of Florida's 14 deep-water ports and the 18th busiest in the continental United States.

The Port is embarking on a significant redevelopment and upgrading of intermodal facilities and other improvements funded in part through various government grant programs. As such, the Port seeks a forward-looking strategic Master Plan focusing on and coordinating of the following requirements: economic development; infrastructure development and improvement; intermodal transportation facilities; physical, environmental, and regulatory barriers; and intergovernmental coordination. Public engagement opportunities are woven into the strategic master planning process to inform, educate, and collaborate with senior staff, stakeholders, public, and intergovernmental agencies throughout the planning process.

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We invite you to be a part of this important conversation. Please visit our website at www.planportofpalmbeach.com to learn more and contact the Project Team with any questions or comments.

About Port of Palm Beach

Located in Riviera Beach, the Port of Palm Beach is a full-service, diversified port, offering cruise and cargo services to more than 30 onsite tenants and users. At 162 acres, the Port's efficiency is unparalleled, processing more than $14 billion in commodities, 2.5 million tons of cargo, and 500,000 cruise passengers annually. As one of the largest employers in Palm Beach County, the Port of Palm Beach and its tenants employ more than 2,850 people. Through the contribution of more than $185 million in business revenue and $17.5 million in tenant-contributed state and local annual tax revenue, the Port of Palm Beach is a large economic engine in South Florida. For more information, visit www.portofpalmbeach.com.

Yaremi Farinas
Public Information Officer & Communications Specialist

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Public Information Officer & Communications Specialist
Port of Palm Beach District
One East 11th Street, Ste. 600
Riviera Beach, FL 33404
O: (561) 383-4138
C: (561) 319-0098

From: Yaremi Farinas <YFarinas@portofpalmbeach.com>
Sent: Friday, May 6, 2022 12:55 PM
To: Michael Diamond (mdiamond@gannett.com)
Subject: Port of Palm Beach launches Master Plan website

CAUTION: This email originated from outside of the organization.

Good afternoon Mike,

I am hoping you can help us spread the word about the Port of Palm Beach launching its Master Plan Project website.

Below is a link to some video and the news release that will be published later today.

Let me know if you have any issues downloading the video.

BROLL: http://gofile.me/4A0fz/ENBpmTKan

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From: Yaremi Farinas <YFarinas@portofpalmbeach.com>
Sent: Friday, May 6, 2022 1:03 PM
To: afiers@pbstownhall.org
Subject: Port of Palm Beach Master Plan Project website

CAUTION: This email originated from outside of the organization.

Good afternoon Mayor Fiers,

This week the Port of Palm Beach launched its Master Plan project website.

If possible, please share these with the town's residents.

Through the project website – www.planportofpalmbeach.com – the community can learn more about the project, participate in a short survey on the Port's role in the community, attend the online livestreaming portion of the hybrid public meetings, and sign-up for project email blasts. Public meetings are scheduled for June 1st from 6 – 8 PM and June 2nd from 11 AM – 1 PM.

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From: Yaremi Farinas <YFarinas@portofpalmbeach.com>
Sent: Friday, May 6, 2022 1:03 PM
To: Danielle Moore (dmoore@townofpalmbeach.com)
Cc: afaerizi@townpalmbeach.com
Subject: Port of Palm Beach Master Plan Project website

CAUTION: This email originated from outside of the organization.

Good afternoon Mayor Moore,

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From: Yaremi Farinas <YFarinas@portofpalmbeach.com>
Sent: Friday, May 6, 2022 12:57 PM
To: Adrian Criscaut ; Al Pefley; Aminda 'Mindy' Marqués Gonzalez (amarques@MiamiHerald.com); Angela Rozier; Anne Kalosh (annekalosh@gmail.com); anthony.cusumano@nbcuni.com; Ari Halt; Bill Bourbon (bbourbon@ajot.com); Bre Biehl; Carlos Mahecha ; Danielle Seat (Danielle.Seat@wptv.com); David Denor (ddenor@floridatrend.com); David Fleshler (DFleshler@sun-sentinel.com); Edie Ousley (edie@yellowfinchstrategies.com); Emily Fisher; Erica Guevara ; Florida Ports Council (info@flaports.org); Gary Detman; Jeff Zbar (jeffzbar@gmail.com); Jen Wilk (jwilk@aapa-ports.org); Jensen Rayburn (jrayburn@wsvn.com); 'ldelario@pbcgov.org'; Lexi Nahl; Liz Quirantes ; Maggie Shein (Sheinm@bnpmedia.com); matt.weidner (matt.weidner@fbjna.com); Michael Diamond (dimes49 @hotmail.com); Mike Vogel (michaelvogel925@gmail.com); Miranda Christian ; NBC Miami ; Olivia Svetich (opdvetich@sbgtv.com); Palm Beach County (public@pbcgov.org); Palm Beaches (PR@ThePalmBeaches.com); Peter Haden (phaden@wlrnnews.org); Porthole Magazine (editorial@ppigroup.com); Randy Mink (rmink@centurysports.net); Randy Roguski (rroguski@sunsentinel.com); Robin Kish (rkish@hcdpbc.org); Ron Allen ; savanah.resnik@wptv.com; South Florida Business Journal (southflorida@bizjournals.com); Terry Spencer ; Thomas Forester ; Tom Doris (tdoris@pbpost.com); Tom Stieghorst (tstieghorst@travelweekly.com); Tonya Alanez; Vista Florida (pr@VISITFLORIDA.org); Warren Redlich; Washington, Wayne (CMG-WestPalm) (wwashington@pbpost.com); Wayne Roustan ; WSVN (newsdesk@wsvn.com)
Subject: Port of Palm Beach launches Master Plan Project website
Attachments: Master Plan Landing Page news release.docx

CAUTION: This email originated from outside of the organization.

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From: Yaremi Farinas <YFarinas@portofpalmbeach.com>
Sent: Friday, May 6, 2022 1:03 PM
To: 'ldelario@pbcgov.org'
Subject: Port of Palm Beach Master Plan Project Website

CAUTION: This email originated from outside of the organization.

Good afternoon Lisa,

I hope you are doing well. I want to let you know this week the Port of Palm Beach launched its Master Plan project website.

If possible, please share these with county residents, as almost 50% of the county is within the Port district.

Through the project website – www.planportofpalmbeach.com – the community can learn more about the project, participate in a short survey on the Port's role in the community, attend the online livestreaming portion of the hybrid public meetings, and sign-up for project email blasts. Public meetings are scheduled for June 1st from 6 – 8 PM and June 2nd from 11 AM – 1 PM.

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From: Yaremi Farinas <YFarinas@portofpalmbeach.com>
Sent: Friday, May 6, 2022 1:03 PM
To: Evans, Jonathan; Rodriguez, Nicole
Subject: Port of Palm Beach launches Master Plan Website

CAUTION: This email originated from outside of the organization.

Good afternoon Jonathan and Nicole,

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contributed state and local annual tax revenue, the Port of Palm Beach is a large economic engine in South Florida. For more information, visit www.portofpalmbeach.com.

Yaremi Farinas
Public Information Officer & Communications Specialist
Port of Palm Beach District
One East 11th Street, Ste. 600
Riviera Beach, FL 33404
O: (561) 383-4138
C: (561) 319-0098

From: Yaremi Farinas <YFarinas@portofpalmbeach.com>
Sent: Friday, May 6, 2022 12:57 PM
To: WPBF Desk (wpbfnews@hearst.com)
Subject: Weekend VO story on Port of Palm Beach Master Plan

CAUTION: This email originated from outside of the organization.

Good afternoon WPBF News Team,

I am hoping you can help us spread the word about the Port of Palm Beach launching its Master Plan Project website.

Below is a VO script, a link to some video you can air and the news release that will be published later today.

Let me know if you have any issues downloading the video.

VO SCRIPT

EXPECT TO SEE SOME BIG CHANGES AT PORT OF PALM BEACH.

YOUR LOCAL SEAPORT IS CURRENTLY WORKING ON A NEW 20-YEAR MASTER PLAN THAT INCLUDES SIGNIFICANT REDEVELOPMENT, UPGRADING OF INTERMODAL FACILITIES, AND OTHER IMPROVEMENTS.

THIS WEEK, THE PORT LAUNCHED A MASTER PLAN WEBISTE.

THROUGH THE PROJECT WEBSITE PLANPORTOFPALMBEACH.COM, YOU CAN LEARN ABOUT THE PROJECT, PARTICIPATE IN SURVEYS, ATTEND HYBRID PUBLIC MEETINGS AND SIGN-UP FOR PROJECT NOTIFICATIONS.

THE PORT IS INIVITING YOU TO ITS FIRST ROUND OF MASTER PLAN PUBLIC MEETINGS.

WEDNESDAY JUNE 1ST 6 TO 8 PM AND THURSDAY JUNE 2 11- 1 PM.

THE HYBRID MEETINGS WILL BE HELD IN THE PORT'S BOARD ROOM LOCATED AT ONE EAST 11TH STREET SUITE 600 IN RIVIERA BEACH AND ONLINE THROUGH THE PROJECT WEBSITE.

BROLL: http://gofile.me/4A0fz/ENBpmTKan

PORT of Palm Beach
IMPORT • EXPORT • YOUR PORT
PORTOFPALMBEACH.COM

FOR IMMEDIATE RELEASE

May 6, 2022

PORT OF PALM BEACH'S MEDIA CONTACT
Yaremi Farinas
561-319-0098
yfarinas@portofpalmbeach.com

Port of Palm Beach to create 20-year Master Plan



"How can the Port of Palm Beach rethink and set forth the new Port vision to ensure its commercial commitment by 2042?" This is the central question posed by the Port of Palm Beach and its consultants as it embarks on the strategic Master Plan Update for the Port.

The Port of Palm Beach, along with its consultants Moffatt & Nichol, are developing a new, strategic master plan that will pave the way for the future of the Port. Located in Riviera Beach, Florida, the Port of Palm Beach is a full-service, diversified landlord port with marine cargo and cruise passenger operations of significant impact on the local area and the State of Florida; it is the fourth-busiest container port of Florida's 14 deep-water ports and the 18th busiest in the continental United States.

The Port is embarking on a significant redevelopment and upgrading of intermodal facilities and other improvements funded in part through various government grant programs. As such, the Port seeks a forward-looking strategic Master Plan focusing on and coordinating of the following requirements: economic development; infrastructure development and improvement; intermodal transportation facilities; physical, environmental, and regulatory barriers; and intergovernmental coordination. Public engagement opportunities are woven into the strategic master planning process to inform, educate, and collaborate with senior staff, stakeholders, public, and intergovernmental agencies throughout the planning process.

The project kickoff began in late fall 2021, with the entirety of 2022 focused on plan readiness. The draft plan will be available in August 2022 with the final strategic Master Plan complete by December 2022. The effort will include two public engagement opportunities, the first of which starts May 23 and lasts through July 7. Through the project website – www.planportofpalmbeach.com – the community can learn more about the project, participate in a short survey on the Port's role in the community, attend the online livestreaming portion of the hybrid public meetings, and sign-up for project email blasts. Public meetings are scheduled for June 1st from 6 – 8 PM and June 2nd from 11 AM – 1 PM.

Each public meeting session will provide the same presentation, offering several opportunities for the public to attend. The meetings will be recorded and available for viewing on the project website.
While this first public engagement period will focus on the community's desire for the Port of Palm Beach, the second engagement period will encourage the community to weigh in on several initial master plan concepts for the Port. The second public engagement period will occur from August 29 until October 13 and include a second public survey and series of hybrid public meetings.

We invite you to be a part of this important conversation. Please visit our website at www.planportofpalmbeach.com to learn more and contact the Project Team with any questions or comments.

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Riviera Beach, FL 33404
O: (561) 383-4138
C: (561) 319-0098

From: Yaremi Farinas <YFarinas@portofpalmbeach.com>
Sent: Friday, May 6, 2022 12:56 PM
To: WPTV Desk (newstips@wptv.com)
Subject: Weekend VO story on Port of Palm Beach Master Plan

CAUTION: This email originated from outside of the organization.

Good afternoon WPTV News Team,

I am hoping you can help us spread the word about the Port of Palm Beach launching its Master Plan Project website.

Below is a VO script, a link to some video you can air and the news release that will be published later today.

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BROLL: http://gofile.me/4A0fz/ENBpmTKan

PORT of Palm Beach
IMPORT • EXPORT • YOUR PORT
PORTOFPALMBEACH.COM

FOR IMMEDIATE RELEASE

May 6, 2022

PORT OF PALM BEACH'S MEDIA CONTACT
Yaremi Farinas
561-319-0098
yfarinas@portofpalmbeach.com

Port of Palm Beach to create 20-year Master Plan



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Riviera Beach, FL 33404
O: (561) 383-4138
C: (561) 319-0098

From: General Port Emails <info@portofpalmbeach.com>
Sent: Tuesday, May 24, 2022 8:00 PM

Subject: Port of Palm Beach Public Engagement Period 1 is Now LIVE

CAUTION: This email originated from outside of the organization.

View this in your browser

The Port of Palm Beach Strategic Master Plan's Public Engagement Period 1 is now LIVE!

The Port of Palm Beach is pleased to announce the first Public Engagement Period of the Strategic Mater Plan has officially launched today! Please visit www.planportofpalmbeach.com to learn more about the master planning process and how YOU can participate and play an integral role!

Take our survey, now open until July 7, 2022, available on the project website.

Pre-register for one of our upcoming hybrid public meetings scheduled for June 1 and 2, 2022. Click on the link below for either session - you can then register directly on the project website and indicate if you will participate in-person or virtually.

Click here to take survey

June 1, 2022 in-person location: Port of Palm Beach, East 11th Street, Riviera Beach, FL 33404, USA

June 2, 2022 in-person location: Riviera Beach Event Center, 190 E. 13th Street, Riviera Beach, FL 33404

Pre-register here

If, at any time, you have any questions or comments, please contact the Port Planning Team: PlanPortofPalmBeach@PublicInput.com

Thank you for your input in this important master planning process. We look forward to your participation in our survey and public meetings!

Sincerely,

You are receiving this message because you are subscribed to General Port Emails on www.portofpalmbeach.com. To unsubscribe, click the following link:
Unsubscribe

From: General Port Emails <info@portofpalmbeach.com>
Sent: Monday, May 30, 2022 10:00 AM

Subject: Port of Palm Beach Master Plan Hybrid Public Meetings

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside of the organization.

View this in your browser



Mark Your Calendar! Port of Palm Beach Strategic Master Plan Hybrid Public Meetings

Please JOIN the Port of Palm Beach for the initial Strategic Master Plan Hybrid Public Meetings, scheduled for Wednesday, June 1st from 11 AM – 1 PM and Thursday, June 2nd from 6 PM – 8 PM.

Meeting details are provided on the project website, www.planportofpalmbeach.com.

This is your opportunity to ask any questions and share your thoughts on the Strategic Master Plan.

PRE-REGISTER HERE

Want to learn more? Visit Strategic Master Plan

You are receiving this message because you are subscribed to General Port Emails on www.portofpalmbeach.com. To unsubscribe, click the following link:
Unsubscribe

From: General Port Emails <info@portofpalmbeach.com>
Sent: Monday, June 6, 2022 11:30 AM

Subject: Missed the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings?

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside of the organization.

View this in your browser



Missed last week's Port of Palm Beach Strategic Master Plan Hybrid Public Meetings?

Don't worry!

The meetings are recorded and available for viewing. Click here to learn more.

Want to provide feedback?

We'd love to hear from YOU!

Take our survey to share your thoughts on what was presented during the meetings.

The survey closes on July 7th.

You are receiving this message because you are subscribed to General Port Emails on www.portofpalmbeach.com. To unsubscribe, click the following link:
Unsubscribe

From: General Port Emails <info@portofpalmbeach.com>
Sent: Monday, June 13, 2022 2:00 PM

Subject: Port of Palm Beach Master Plan Survey

CAUTION: This email originated from outside of the organization.

View this in your browser



Take Our Survey! Share Your Thoughts on the Port of Palm Beach Strategic Master Plan!

We want to hear from YOU! Take our survey and provide feedback on what was presented during the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings. The survey closes on July 7th!

Missed the Hybrid Public Meetings? Visit here for recordings to learn more about the Port's process of developing a Strategic Master Plan. Then take our survey to share your thoughts!

You are receiving this message because you are subscribed to General Port Emails on www.portofpalmbeach.com. To unsubscribe, click the following link:
Unsubscribe

From: General Port Emails <info@portofpalmbeach.com>
Sent: Monday, June 27, 2022 10:00 AM

Subject: Port of Palm Beach Master Plan Survey

CAUTION: This email originated from outside of the organization.

View this in your browser

PORT of Palm Beach
IMPORT • EXPORT • YOUR PORT



Fill out survey here


Share Your Thoughts!
We still want to hear your feedback on what was presented during the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings.
Take our survey at planportofpalmbeach.com.
The survey closes on July 7th!

You are receiving this message because you are subscribed to General Port Emails on www.portofpalmbeach.com. To unsubscribe, click the following link:
Unsubscribe

Betz, Dolores

From: General Port Emails <info@portofpalmbeach.com>
Sent: Tuesday, July 5, 2022 2:00 PM
To:
Subject: Master Plan Survey Closing

CAUTION: This email originated from outside of the organization.

View this in your browser



Last Chance! Share Your Thoughts!

Don't miss the opportunity to share your thoughts! There is still TWO DAYS left to provide feedback on what was presented during the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings.

Take our **survey**! The survey closes on July 7th!

Missed the Hybrid Public Meetings? Visit **here** for recordings to learn more about the Port's process of developing a Strategic Master Plan. Then take our survey to share your thoughts!



You are receiving this message because you are subscribed to General Port Emails on www.portofpalmbeach.com. To

Master Plan Survey Closes Today

GP

General Port Emails <info@portofpalmbeach.com>
To Betz, Dolores

Reply | Reply All | Forward

Thu 7/7/2022 11:00 AM

You forwarded this message on 7/7/2022 11:45 AM.
If there are problems with how this message is displayed, click here to view it in a web browser.

CAUTION: This email originated from outside of the organization.

View this in your browser



Survey Closes Today! Share Your Thoughts on the Port of Palm Beach Strategic Master Plan!

TODAY is the LAST DAY!

Take our **survey** NOW!

This is YOUR final opportunity to provide feedback on what was presented during the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings.

Missed the Hybrid Public Meetings? Visit **here** for recordings to learn more about the Port's process of developing a Strategic Master Plan. Then take our survey to share your thoughts!



You are receiving this message because you are subscribed to General Port Emails on www.portofpalmbeach.com. To unsubscribe, click the following link:
Unsubscribe

From: General Port Emails <info@portofpalmbeach.com>
Sent: Wednesday, July 13, 2022 4:00 PM

Subject: Latest Updates on Port of Palm Beach Master Plan

CAUTION: This email originated from outside of the organization.

View this in your browser





Port of Palm Beach - Latest Updates

Thank you to the over 250 people who took Survey 1 as part of our Public Engagement Period! Survey results are available on the website for public viewing. Click here to review the results. This survey feedback has been reviewed by the Port Planning Team and will be considered as the Team works through the draft Strategic Master Plan. The Port Planning Team will share the draft Strategic Master Plan as part of Public Engagement Period 2 (PEP2). PEP2 will commence mid-August and will offer an updated project website, hybrid public meetings, and a second survey for you to review the initial planning concepts and provide feedback once again. This second round of feedback will be valuable as we work together to create the final Strategic Master Plan.

Website Updates

We've updated the project website to include some new information. Please visit the "Want to learn more?" section on the Project Overview tab to obtain further information about the Port. You can check out Tenant Spotlight videos, flip through the Port's Centennial Book, learn more about the Port's continuing community outreach, and sign up to take a tour at the Port!

Please keep staying in tune with our email updates as we will notify you times, dates, and locations for Public Engagement Period 2's hybrid public meetings to occur in September.

If, at any time, you have any questions or comments, please contact the Port Planning Team:
PlanPortofPalmBeach@PublicInput.com

Thank you for your input in this important master planning process. We look forward to your participating in our survey and public meetings.

You are receiving this message because you are subscribed to General Port Emails on www.portofpalmbeach.com. To unsubscribe, click the following link:
Unsubscribe

PORT of Palm Beach
MASTER PLAN

Appendix D:
Public Outreach

Port Social Media Posts

- Facebook
- Instagram
- LinkedIn
- Twitter

Port of Palm Beach
May 6 ·

GET INFORMED AND GET INVOLVED!

In case you haven't heard, the Port of Palm Beach along with its consultants Moffatt & Nichol, are developing a new strategic master plan that will pave the way for the future of the Port.

This week we launched the Master Plan Project website that will allow you to learn about the project, participate in surveys, live stream public meetings, and sign-up for project notifications.

CLICK HERE TO LEARN MORE: https://publicinput.com/U2576





10 2 Shares

Port of Palm Beach
May 23 at 2:18 PM ·

We are pleased to announce the first Public Engagement Period of the Strategic Mater Plan has officially launched today!

Please visit the project website to learn more about the master planning process and how YOU can participate and play an integral role!

Take our survey, now open until July 7, 2022, and pre-register for one of our upcoming hybrid public meetings scheduled for June 1 and 2, 2022, by visiting the project website planportofpalmbeach.com.



PUBLICINPUT.COM

Port of Palm Beach Master Plan - Public Engagement Period #1 - PublicInput.com

7 4 Shares

Port of Palm Beach
May 27 at 2:40 PM ·

Save the Date!

JOIN US for the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings.

Wednesday 6/1 11 AM – 1 PM
Thursday 6/2 6 PM – 8 PM

Ask questions and share your thoughts on the Strategic Master Plan.

PRE-REGISTER HERE: https://publicinput.com/C5282#2



PUBLICINPUT.COM

Port of Palm Beach Master Plan - Public Engagement Period #1 - PublicInput.com

6 2 Shares

Port of Palm Beach
May 31 at 11:56 AM ·

📣THE PORT OF PALM BEACH STRATEGIC MASTER PLAN HYBRID PUBLIC MEETINGS START TOMORROW!

🚢Please JOIN the Port of Palm Beach for the initial Strategic Master Plan Hybrid Public Meeting, TOMORROW, June 1st from 11AM – 1 PM at One East 11th St. Suite 600, Riviera Beach, FL. 33404

Can't attend? We also have an evening session on June 2nd from 6PM – 8 PM at the City of Riviera Beach Marina Event Center.

Ask questions and share your thoughts on the Strategic Master Plan.

PRE-REGISTER HERE: https://lnkd.in/dTNMn_zw

Want to learn more? Visit: https://lnkd.in/d7TaKHmq



Shape the future of the Port of Palm Beach

Be part of the strategic master planning process and let your voice be heard!

THREE WAYS TO GET INVOLVED!

1 Take the First Community Survey

Take our community survey to record your preferences.
Visit planportofpalmbeach.com
- OR - scan the QR code below to access the survey. The survey will be open from May 23, 2022 until July 7, 2022.

2 Join our Hybrid Public Meeting

Visit planportofpalmbeach.com to participate in either public meeting session. You can also register in advance:
- **Wednesday, June 1, 2022***
  11:00 AM - 1:00 PM
- **Thursday, June 2, 2022****
  6:00 PM - 8:00 PM

3 View the Poster Gallery Series

View a summary of project issues and opportunities online.
Visit planportofpalmbeach.com for full gallery and presentation graphics.
Posters will be available prior to the Public Meeting and available throughout the project process.

**June 1, 2022: in-person public meeting location: Port of Palm Beach, One East 11th Street, Suite 600, Riviera Beach, FL 33404*
***June 2, 2022: in-person public meeting location: Riviera Beach Event Center, 190 E. 13th Street, Riviera Beach, FL 33404*
Virtual public meeting location: www.planportofpalmbeach.com

PORT of Palm Beach
MASTER PLAN

16 4 Shares

Port of Palm Beach
June 1 at 10:17 AM ·

📣JOIN US TODAY AND TOMORROW FOR THE PORT OF PALM BEACH STRATEGIC MASTER PLAN PUBLIC MEETINGS!

🚢You're Invited! JOIN US for the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings!

TODAY from 11 AM – 1 PM
and
TOMORROW from 6 PM – 8 PM.

Ask questions and share your thoughts on the Strategic Master Plan.

REGISTER HERE: https://publicinput.com/C5282



10 1 Share

Port of Palm Beach
June 2 at 9:23 AM ·

JOIN US TODAY TO LEARN MORE ABOUT THE PORT OF PALM BEACH STRATEGIC MASTER PLAN!

Today's Strategic Master Plan Hybrid Public Meeting is from 6 PM – 8 PM Riviera Beach Marina Village located at 190 E 13TH St.

This is your opportunity to ask any questions and share your thoughts on the Strategic Master Plan.

Thank you WPBF 25 News for helping us spread the word.

You can REGISTER on the project website: https://publicinput.com/C5282



13 4 Shares

Port of Palm Beach
June 6 at 10:57 AM ·

🚢Missed the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings?

Don't worry! You can view the meetings here: https://lnkd.in/dTNMn_zw

📝Want to provide feedback?

We'd love to hear from YOU!

Take our survey (https://lnkd.in/eUA7jeYa) to share your thoughts on what was presented during the meetings. The survey closes on July 7th.



8 2 Shares

Port of Palm Beach
June 10 at 12:06 PM

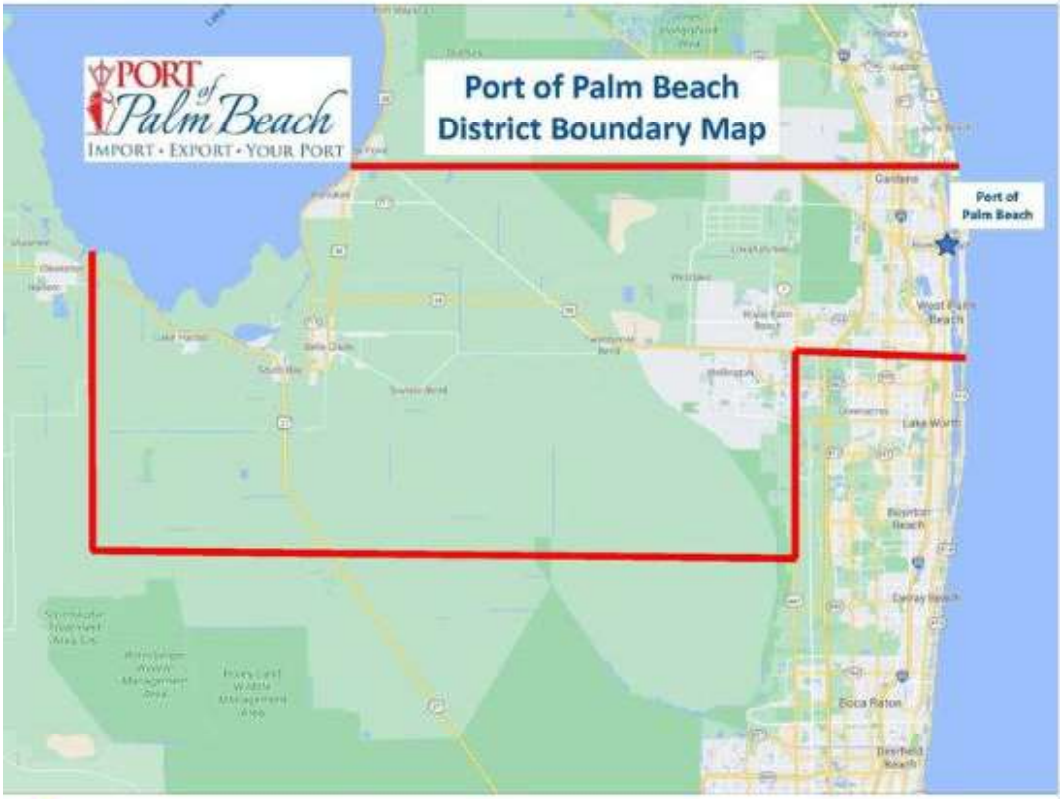
Fun Fact Friday!

The Port of Palm Beach District covers approximately the northern half of Palm Beach County FL, from the Atlantic Ocean to Lake Okeechobee, a land area of 971 square miles or approximately 50% of the county area.

If you live in the Port District, please consider getting involved in our Master Plan project.

City of Riviera Beach The City of West Palm Beach Town of Palm Beach Village of Royal Palm Beach, Florida Village of Wellington Florida City of Belle Glade City of Pahokee Town of Loxahatchee Groves Town of Lake Park Town of Mangonia Park City of South Bay Village of North Palm Beach Palm Beach Gardens Palm Beach Shores

You can fill out a survey, watch the public meetings and learn more about the project here: https://publicinput.com/C5282#0



6 5 Shares

Port of Palm Beach
June 13 at 11:21 AM ·

We want to hear from YOU!

Take our survey and provide feedback on what was presented during the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings.

You have until July 7th to fill out the survey on the project website: https://lnkd.in/eUA7jeYa



4 1 Share

Port of Palm Beach
June 27 at 8:32 PM ·

We want to hear from you!



Palm Beach TPA
June 27 at 4:17 PM ·

It's not too late to share your thoughts on the vision for the Port of Palm Beach! Head to planportofpalmbeach.com before July 7th to give input on the Strategi... **See more**

17 1 Comment

Like Comment Share

Most relevant

Andreea Ruxandra Stefanita
This photo breaks my heart when i see GC ...

Like Reply 1w

Port of Palm Beach
Yesterday at 1:53 PM ·

⏰Last Chance! Share Your Thoughts!

Don't miss out!

TWO DAYS left to take our survey before it closes!

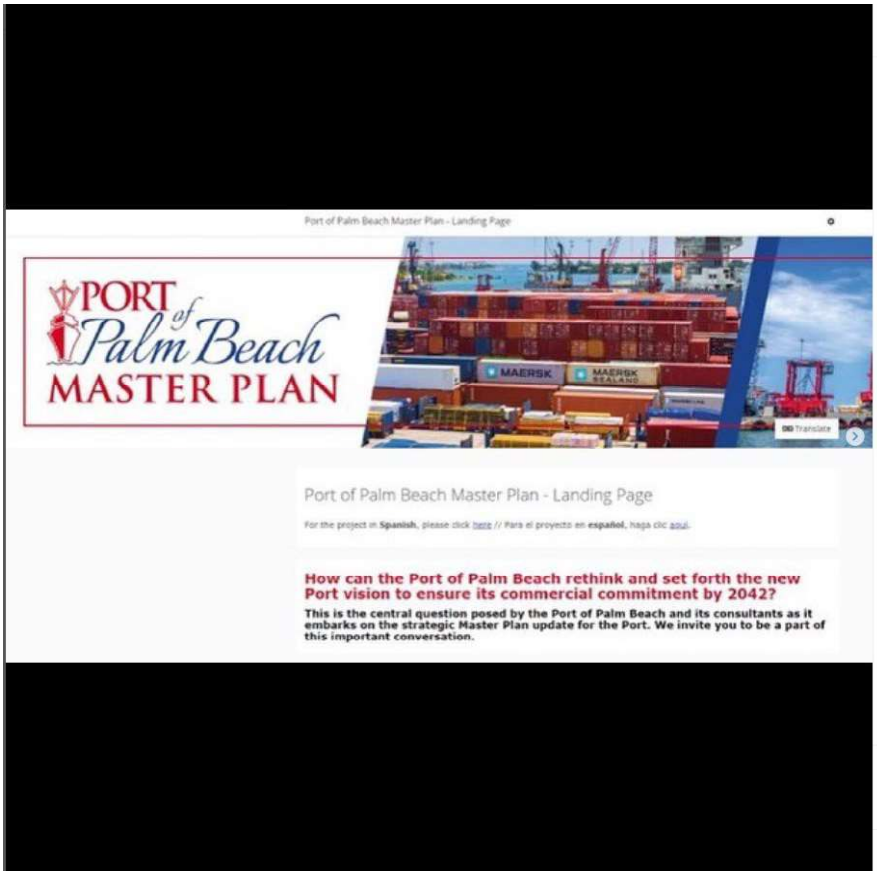
Take survey here: https://publicinput.com/C5282#4

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4



portofpalmbeach • Follow
Port of Palm Beach

portofpalmbeach GET INFORMED AND GET INVOLVED!

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Click link in bio to visit the project website.

5w

6 likes

MAY 6

Add a comment... Post



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portofpalmbeach • Follow
Port of Palm Beach

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Ask questions and share your thoughts on the Strategic Master Plan.

PRE-REGISTER at planportofpalmbeach.com

1w

6 likes

MAY 31

Add a comment... Post



portofpalmbeach • Follow

portofpalmbeach JOIN US TODAY TO LEARN MORE ABOUT THE PORT OF PALM BEACH STRATEGIC MASTER PLAN!

Today's Strategic Master Plan Hybrid Public Meeting is from 6 PM – 0 PM Riviera Beach Marina Village located at 190 E 13TH St.

This is your opportunity to ask any questions and share your thoughts on the Strategic Master Plan.

Thank you @wpbf25news for helping us spread the word.

You can REGISTER on the project website planportofpalmbeach.com

1w

110 views

JUNE 2

Add a comment... Post



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Port of Palm Beach

portofpalmbeach Fun Fact Friday!

The Port of Palm Beach District covers approximately the northern half of Palm Beach County FL, from the Atlantic Ocean to Lake Okeechobee, a land area of 971 square miles or approximately 50% of the county area.

If you live in the Port District, please consider getting involved in our Master Plan project.

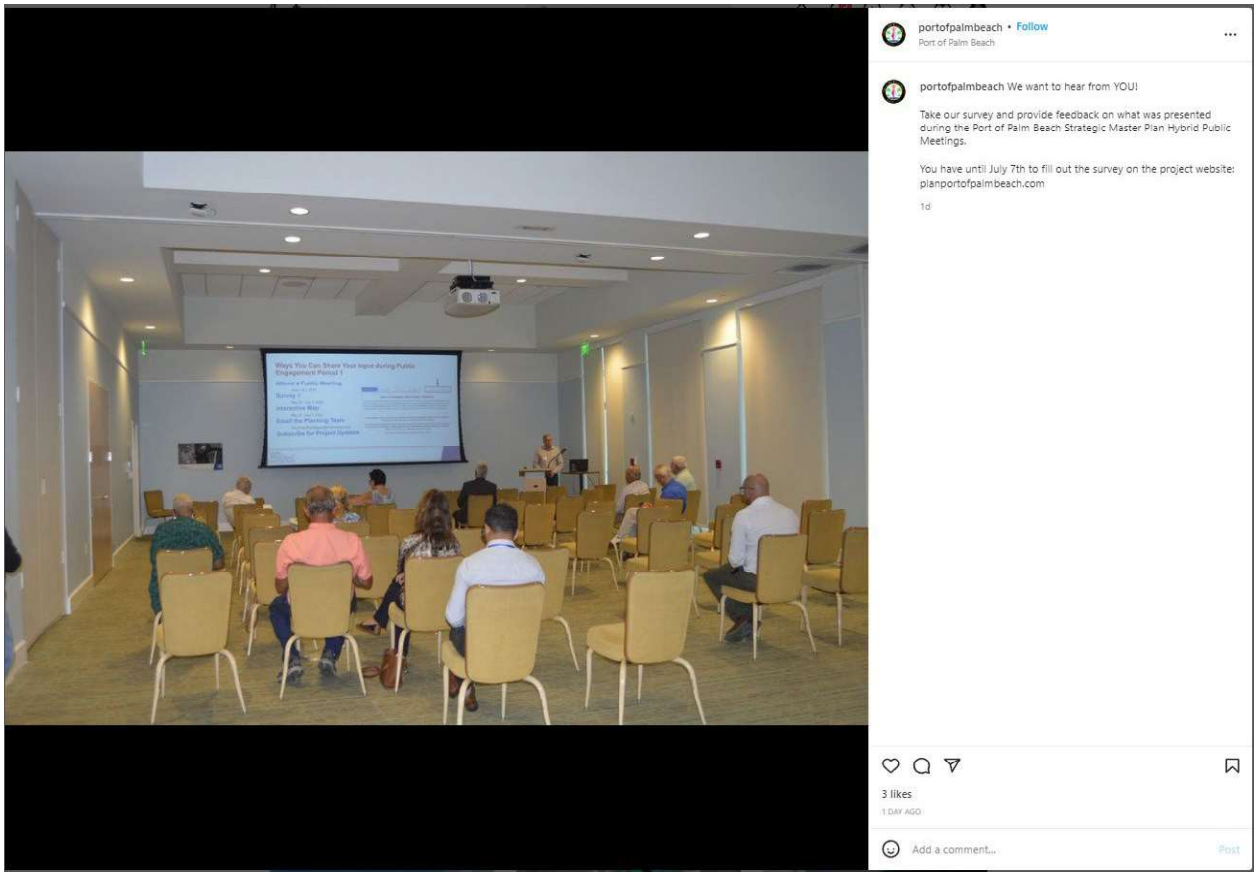
You can fill out a survey, watch the public meetings and learn more about the project at planportofpalmbeach.com

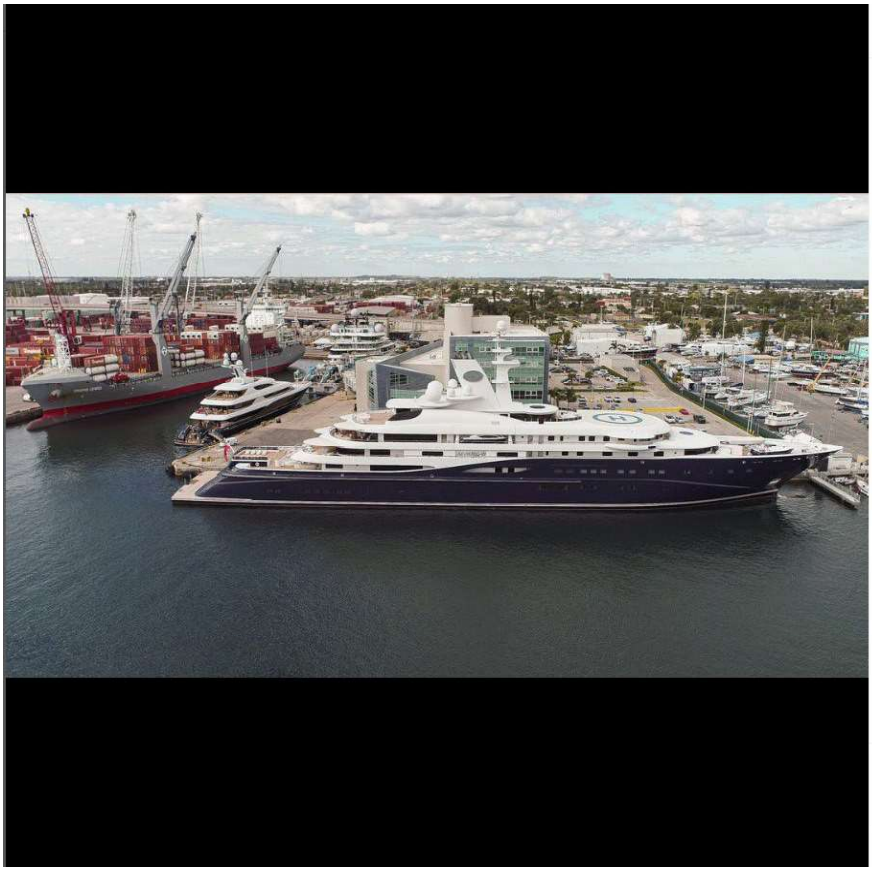
4d

6 likes

4 DAYS AGO

Add a comment... Post


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Port of Palm Beach
portofpalmbeach We want to hear from YOU!
Take our survey and provide feedback on what was presented during the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings.
You have until July 7th to fill out the survey on the project website: planportofpalmbeach.com
1d
3 likes
1 DAY AGO
Add a comment...
Post



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Port of Palm Beach

portofpalmbeach ⏰Last Chance!

Don't miss out!

TWO DAYS left to take our survey before it closes!

We'd love to hear YOUR feedback on what was presented during the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings.

Missed the Hybrid Public Meetings? Visit planportofpalmbeach.com for recordings to learn more about the Port's process of developing a Strategic Master Plan. Then take our survey to share your thoughts!

1d

4 likes
1 DAY AGO

Add a comment... Post

Port of Palm Beach
1,047 followers
1mo •

+ Follow •••

GET INFORMED AND GET INVOLVED!

In case you haven't heard, the Port of Palm Beach along with its consultants Moffatt & Nichol, are developing a new strategic master plan that will pave the way for the future of the Port.

This week we launched the Master Plan Project website that will allow you to learn about the project, participate in surveys, live stream public meetings, and sign-up for project notifications.

CLICK HERE TO LEARN MORE: **https://lnkd.in/e5tTgPPq**
#future #project #masterplan #seaport



Port of Palm Beach Master Plan - Landing Page

publicinput.com • 1 min read

8

3 shares

Port of Palm Beach
1,047 followers
3w •

+ Follow ...

The Port of Palm Beach is pleased to announce the first Public Engagement Period of the Strategic Mater Plan has officially launched today!

Please visit the project website **https://lnkd.in/dnajBz3S**
to learn more about the master planning process and how YOU can participate and play an integral role!

Take our survey, now open until July 7, 2022, and pre-register for one of our upcoming hybrid public meetings scheduled for June 1 and 2, 2022 by visiting the project website.



Port of Palm Beach Master Plan - Landing Page

publicinput.com • 1 min read

3

Port of Palm Beach
1,047 followers
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Save the Date!

JOIN US for the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings.

Wednesday 6/1 11 AM – 1 PM
Thursday 6/2 6 PM – 8 PM

Ask questions and share your thoughts on the Strategic Master Plan.

PRE-REGISTER HERE: https://lnkd.in/gJVRAAKM



Port of Palm Beach Master Plan - Public Engagement Period #1

publicinput.com • 1 min read

4

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1,047 followers
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📣JOIN US TODAY AND TOMORROW FOR THE PORT OF PALM BEACH STRATEGIC MASTER PLAN PUBLIC MEETINGS!

🚢You're Invited! JOIN US for the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings!

TODAY from 11 AM – 1 PM
and
TOMORROW from 6 PM – 8 PM.

Ask questions and share your thoughts on the Strategic Master Plan.

REGISTER HERE: https://lnkd.in/dTNMn_zw



Port of Palm Beach Master Plan - Public Engagement Period #1

publicinput.com • 1 min read

2

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1,047 followers
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📣THE PORT OF PALM BEACH STRATEGIC MASTER PLAN HYBRID PUBLIC MEETINGS START TOMORROW!

🚢Please JOIN the Port of Palm Beach for the initial Strategic Master Plan Hybrid Public Meeting, TOMORROW, June 1st from 11AM – 1 PM at One East 11th St. Suite 600, Riviera Beach, FL. 33404

Can't attend? We also have an evening session on June 2nd from 6PM – 8 PM at the City of Riviera Beach Marina Event Center.

Ask questions and share your thoughts on the Strategic Master Plan.

PRE-REGISTER HERE: https://lnkd.in/dTNMn_zw

Want to learn more? Visit: https://lnkd.in/d7TaKHmq



9

Port of Palm Beach
1,047 followers
1w • Edited •

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📥Missed the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings?

Don't worry! You can view the meetings here: **https://lnkd.in/dTNMn_zw**

📝Want to provide feedback?

We'd love to hear from YOU!

Take our survey (**https://lnkd.in/eUA7jeYa**) to share your thoughts on what was presented during the meetings. The survey closes on July 7th.



1

Port of Palm Beach
1,047 followers
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JOIN US TODAY TO LEARN MORE ABOUT THE PORT OF PALM BEACH STRATEGIC MASTER PLAN!

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Thank you WPBF for helping us spread the word.

You can REGISTER on the project website: https://lnkd.in/dTNMn_zw

#project #opportunity #masterplan #seaport #florida #palmbeachcounty #rivierabeach



1

Port of Palm Beach
1,047 followers
4d •

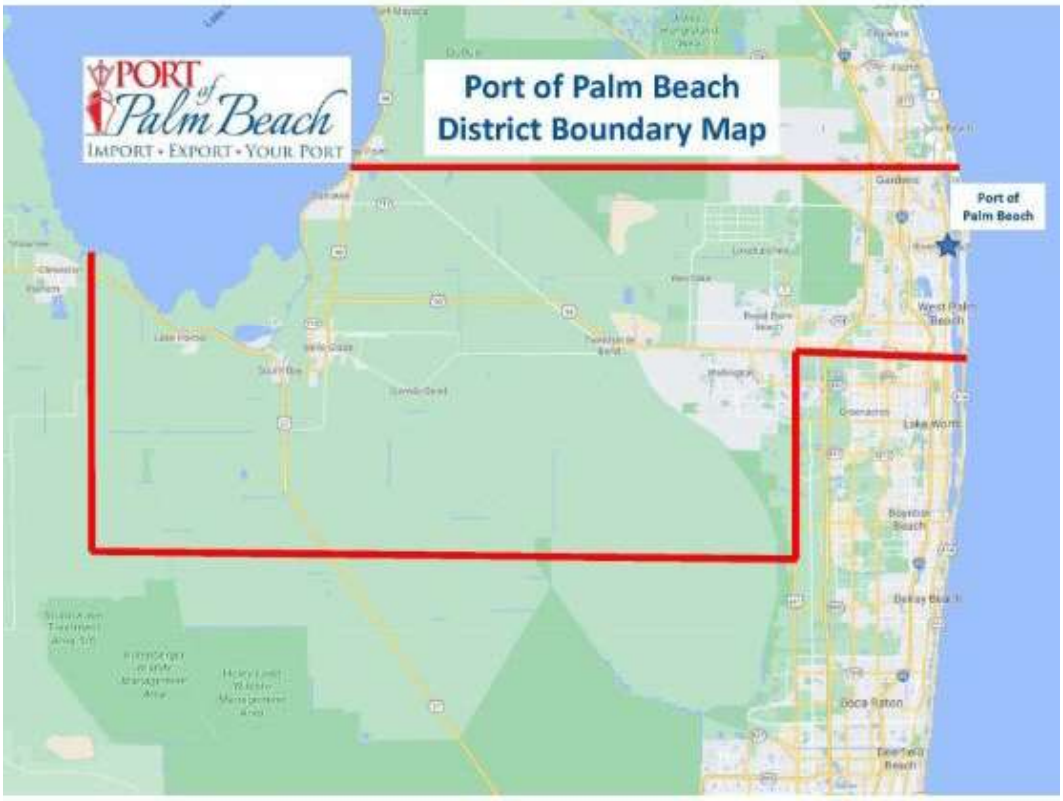
+ Follow ...

Fun Fact Friday!

The Port of Palm Beach District covers approximately the northern half of Palm Beach County FL, from the Atlantic Ocean to Lake Okeechobee, a land area of 971 square miles or approximately 50% of the county area.

If you live in the Port District, please consider getting involved in our Master Plan project.

You can fill out a survey, watch the public meetings and learn more about the project here: https://lnkd.in/d7TaKHmq



5

Port of Palm Beach
1,047 followers
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We want to hear from YOU!

Take our survey and provide feedback on what was presented during the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings.

You have until July 7th to fill out the survey on the project website:
https://lnkd.in/eUA7jeYa



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Don't miss out!

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Take survey here: https://lnkd.in/eUA7jeYa

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Missed the Hybrid Public Meetings?

Visit planportofpalmbeach.com for recordings to learn more about the Port's process of developing a Strategic Master Plan. Then take our survey to share your thoughts!

#masterplan #community #seaport #jobs #projects



1

Port of Palm Beach @PortofPalmBeach · May 6

This week we launched the Master Plan Project website that will allow you to learn about the project, participate in surveys, live stream public meetings, and sign-up for project notifications.

CLICK HERE TO LEARN MORE: publicinput.com/U2576



1 3

Port of Palm Beach @PortofPalmBeach · May 6

GET INFORMED AND GET INVOLVED!

In case you haven't heard, the Port of Palm Beach along with its consultants Moffatt & Nichol, are developing a new strategic master plan that will pave the way for the future of the Port.



1 1 3

Port of Palm Beach Retweeted

City of Riviera Beach, FL. @Rivierabch · May 9

Our neighbor in Riviera Beach, The Port of Palm Beach has launched its Master Plan project website.

Through the project website – planportofpalmbeach.com – the community can learn more about the project.



1 1 1

Port of Palm Beach Retweeted

Palm Beach TPA @PalmBeachTPA · May 16

The @PortofPalmBeach wants to hear from you about how it can rethink and achieve its vision for commercial commitment by 2042! Be a part of the conversation by heading to planportofpalmbeach.com to view the plan, complete surveys and participate in upcoming public meetings.

1 3

Port of Palm Beach @PortofPalmBeach · May 23

Visit the project website to pre-register for one of our upcoming hybrid public meetings scheduled for June 1 and 2, 2022. #masterplan



1

Port of Palm Beach @PortofPalmBeach · May 23

You can take a survey, now until July 7, 2022, available on the project website.
#masterplan

1

Port of Palm Beach @PortofPalmBeach · May 23

We are pleased to announce the first Public Engagement Period of the @PortofPalmBeach Strategic Mater Plan has officially launched today! Please visit planportofpalmbeach.com to learn more about the master planning process and how YOU can participate and play an integral role!



1 1 1

Port of Palm Beach @PortofPalmBeach · May 27

📅 Save the Date!

🚢JOIN US for the @portofpalmbeach Strategic Master Plan Hybrid Public Meetings.

Wed. 6/1 11 AM – 1 PM
Thurs. 6/2 6 PM – 8 PM

Ask questions and share your thoughts on the Strategic Master Plan.

PRE-REGISTER HERE: publicinput.com/C5282#2



1

Port of Palm Beach @PortofPalmBeach · May 31

Can't attend? We also have an evening session on June 2nd from 6PM – 8 PM at the City of Riviera Beach Marina Event Center.

Ask questions and share your thoughts on the Strategic Master Plan.

PRE-REGISTER HERE: publicinput.com/C5282



Port of Palm Beach @PortofPalmBeach · May 31

📣THE PORT OF PALM BEACH STRATEGIC MASTER PLAN HYBRID PUBLIC MEETINGS START TOMORROW!

🛳️Please JOIN the Port of Palm Beach for the initial Strategic Master Plan Hybrid Public Meeting, TOMORROW, June 1st from 11AM – 1 PM at One East 11th St. Suite 600, Riviera Beach, FL. 33404



1 4 2

Port of Palm Beach @PortofPalmBeach · Jun 1

TODAY from 11 AM – 1 PM and TOMORROW from 6 PM – 8 PM.

Ask questions and share your thoughts on the Strategic Master Plan.

REGISTER HERE: publicinput.com/C5282

1

Port of Palm Beach @PortofPalmBeach · Jun 1

📣JOIN US TODAY AND TOMORROW FOR THE PORT OF PALM BEACH STRATEGIC MASTER PLAN PUBLIC MEETINGS!

🚢You're Invited! JOIN US for the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings!



1 1

Port of Palm Beach @PortofPalmBeach · Jun 2

This is your opportunity to ask any questions and share your thoughts on the Strategic Master Plan.

Thank you @WPBF25News for helping us spread the word.

You can REGISTER on the project website: publicinput.com/C5282



3 2

Port of Palm Beach @PortofPalmBeach · Jun 2

JOIN US TODAY TO LEARN MORE ABOUT THE PORT OF PALM BEACH STRATEGIC MASTER PLAN!

Today's Strategic Master Plan Hybrid Public Meeting is from 6 PM – 8 PM Riviera Beach Marina Village located at 190 E 13TH St. @Rivierabch



1 3

Port of Palm Beach @PortofPalmBeach · Jun 6

📝Want to provide feedback?

We'd love to hear from YOU!

Take our survey to share your thoughts on what was presented during the meetings. The survey closes on July 7th.

FIll out survey here: publicinput.com/C5282#4



1

Port of Palm Beach @PortofPalmBeach · Jun 6

🚢 Missed the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings?

Don't worry! You can view the meetings on the project website: lnkd.in/dTNMn_zw



1 3 3

Port of Palm Beach @PortofPalmBeach · Jun 10

If you live in the Port District, please consider getting involved in our Master Plan project. @Rivierabch @westpalmbch @townpalmbeach @PalmBeachShores @TownOfLakePark @Wellingtonflgov @_RoyalPalmBeach Belle Glade Pahokee Loxahatchee Groves Mangonia Park South Bay PBGardens

1 1

Port of Palm Beach @PortofPalmBeach · Jun 10

Village of North Palm Beach.
You can fill out a survey, watch the public meetings and learn more about the Port Master Plan project here: publicinput.com/C5282#0

1

Port of Palm Beach @PortofPalmBeach · Jun 10

Fun Fact Friday!

The Port of Palm Beach District covers approximately the northern half of @pbcgov from the Atlantic Ocean to Lake Okeechobee, a land area of 971 square miles or approximately 50% of the county area.



1 1

Port of Palm Beach @PortofPalmBeach · Jun 13

We want to hear from YOU!

Take our survey and provide feedback on what was presented during the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings.

You have until July 7th to fill out the survey on the project website: lnkd.in/eUA7jeYa



1 1

Port of Palm Beach @PortofPalmBeach · Jul 5

⏰Last Chance! Share Your Thoughts!

Don't miss out!

TWO DAYS left to take our survey before it closes!

Take survey here: publicinput.com/C5282#4

We'd love to hear YOUR feedback on what was presented during the POPB Strategic Master Plan Hybrid Public Meetings.
#masterplan



1 1

Port of Palm Beach @PortofPalmBeach · Jul 5

Missed the Hybrid Public Meetings? Visit planportofpalmbeach.com for recordings to learn more about the Port's process of developing a Strategic Master Plan. Then take our survey to share your thoughts! #masterplan

1

Port of Palm Beach Retweeted

Riviera Beach CDC @RivieraBeachCDC · 9h

Attention: Riviera Beach Businesses and Residents
Your input is needed for the Port of Palm Beach Master Plan!
Please take a few minutes to provide your input and feedback on the Public Input Survey.
publicinput.com/C5282#4



1 1

PORT of Palm Beach
MASTER PLAN

Appendix E:

Public Meeting Presentation

Appendix E includes:

- June 1, 2022 – Public Meeting Presentation
- June 2, 2022 – Public Meeting Presentation

PORT of Palm Beach
MASTER PLAN

Appendix E:

Public Meeting Presentation

June 1, 2022

Public Engagement Period 1: Hybrid Public Meeting



PORT of Palm Beach
MASTER PLAN

June 1, 2022

June 1, 2022
Agenda

Welcome to Public Engagement Period 1

1. Meeting Etiquette & Ways to Engage
2. Port Context
3. Strategic Master Plan Update
4. Opportunities & Constraints
5. What We've Heard So Far
7. Interactive Map Activity
8. Open Discussion
9. Conclusion & Next Steps

Meeting Etiquette and Ways to Engage

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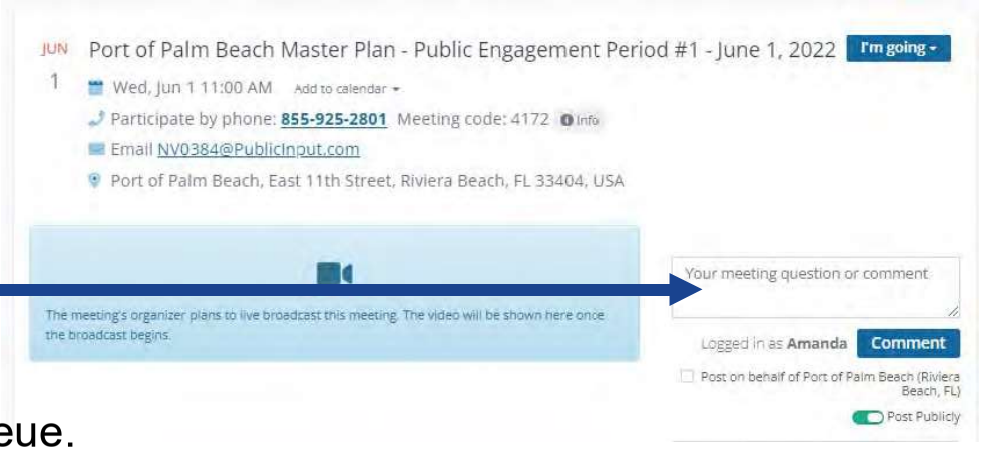
Interacting During the Meeting

In-Person Participants

1. Comments and Questions (via microphone/podium)
2. Comment Cards

Online Participants

1. Comments and Questions (via chat)
2. Audio Participation



855-925-2801, Meeting code: 4172.
Press "*3" to be added to the speaker queue.

*Closed captioning is provided, and the meeting will be recorded and posted on the project website.

Ways You Can Share Your Input during Public Engagement Period 1

Attend a Public Meeting

June 1 & 2, 2022

Survey 1

May 23 - July 7, 2022

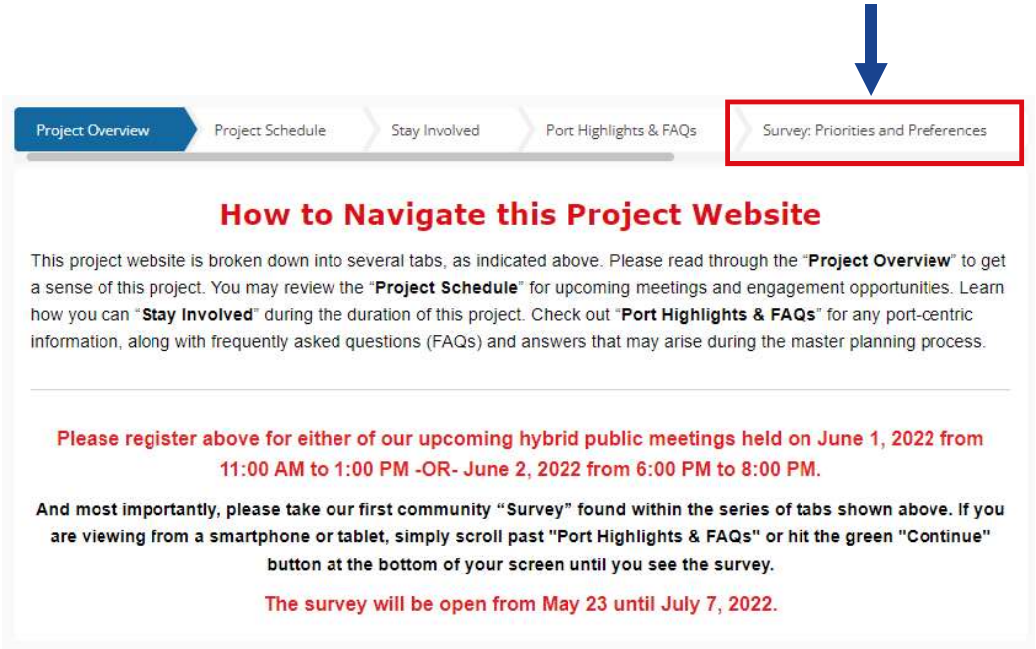
Interactive Map

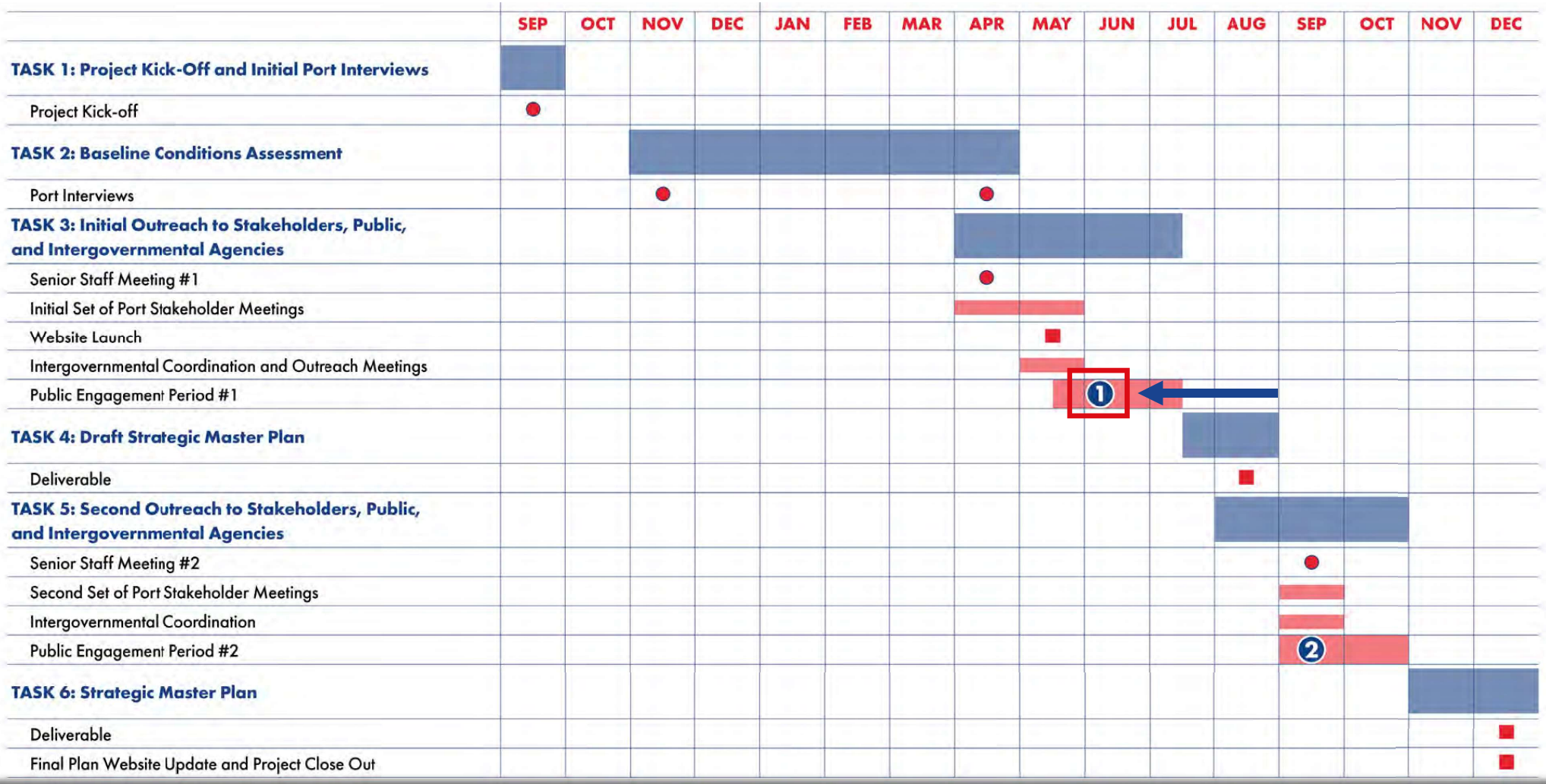
May 23 - July 7, 2022

Email the Planning Team

PlanPortofPalmBeach@PublicInput.com

Subscribe for Project Updates




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NOV
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TASK 1: Project Kick-Off and Initial Port Interviews
Project Kick-off
TASK 2: Baseline Conditions Assessment
Port Interviews
TASK 3: Initial Outreach to Stakeholders, Public, and Intergovernmental Agencies
Senior Staff Meeting #1
Initial Set of Port Stakeholder Meetings
Website Launch
Intergovernmental Coordination and Outreach Meetings
Public Engagement Period #1
1
TASK 4: Draft Strategic Master Plan
Deliverable
TASK 5: Second Outreach to Stakeholders, Public, and Intergovernmental Agencies
Senior Staff Meeting #2
Second Set of Port Stakeholder Meetings
Intergovernmental Coordination
Public Engagement Period #2
2
TASK 6: Strategic Master Plan
Deliverable
Final Plan Website Update and Project Close Out

Community Outreach Materials



Shape the future of the Port of Palm Beach

The Port of Palm Beach is embarking on a significant redevelopment and upgrading of intermodal facilities and other improvements and seeks a forward-looking Strategic Master Plan.

Be part of the strategic master planning process and let your voice be heard!

Visit **www.planportofpalmbeach.com** to:

1. Complete our community survey from **May 23 to July 7, 2022**
2. Subscribe to our project newsletter to stay informed on the latest updates.
3. Participate in the first round of hybrid public meetings:
   June 1, 2022 @ Port*: 11:00 AM -1:00 PM
   June 2, 2022 @ RBEC:** 6:00 PM - 8:00 PM

For more information, use the QR code to visit the project website.

***June 1, 2022 in-person public meeting location:**
Port of Palm Beach
One East 11th Street, Suite 600
Riviera Beach, FL 33404

****June 2, 2022 in-person public meeting location:**
Riviera Beach Event Center
190 E. 13th Street
Riviera Beach, FL 33404

June 1 & 2 virtual public meeting location:
www.planportofpalmbeach.com

Have questions or comments? Please email:
planportofpalmbeach@publicinput.com



Shape the future of the Port of Palm Beach

Be part of the strategic master planning process and let your voice be heard!

THREE WAYS TO GET INVOLVED!

1 Take the First Community Survey

Take our community survey to record your preferences.
Visit planportofpalmbeach.com
- OR - scan the QR code below to access the survey. The survey will be open from May 23, 2022 until July 7, 2022.

2 Join our Hybrid Public Meeting

Visit planportofpalmbeach.com to participate in either public meeting session. You can also register in advance:
- **Wednesday, June 1, 2022***
  11:00 AM - 1:00 PM
- **Thursday, June 2, 2022****
  6:00 PM - 8:00 PM

3 View the Poster Gallery Series

View a summary of project issues and opportunities online.
Visit planportofpalmbeach.com for full gallery and presentation graphics.
Posters will be available prior to the Public Meeting and available throughout the project process.

*June 1, 2022: in-person public meeting location: Port of Palm Beach, One East 11th Street, Suite 600, Riviera Beach, FL 33404
**June 2, 2022: in-person public meeting location: Riviera Beach Event Center, 190 E. 13th Street, Riviera Beach, FL 33404
Virtual public meeting location: www.planportofpalmbeach.com

PORT of Palm Beach MASTER PLAN

Community Outreach

- Two Public Engagement Periods
  - In-person and virtual outreach presence
  - Hybrid Public Meetings
  - Surveys
  - Interactive Map Activity
- Continual online project presence through project website www.planportofpalmbeach.com



MEETING ATTENDEES



WEBSITE VIEWS



SURVEY PARTICIPANTS



RESPONSES



COMMENTS



SUBSCRIBERS

Port Context

2

Considerations for this section

Any ways that the role of the Port can be expanded to enhance the region?

In a few words, how can the Port of Palm Beach and the adjacent waterfront be improved?

How can the Port improve its ability to provide jobs in the local economy and position itself as a competitive Florida port?


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MAERSK
MAERSK
SEALAND
TRITON
MAERSK LINE

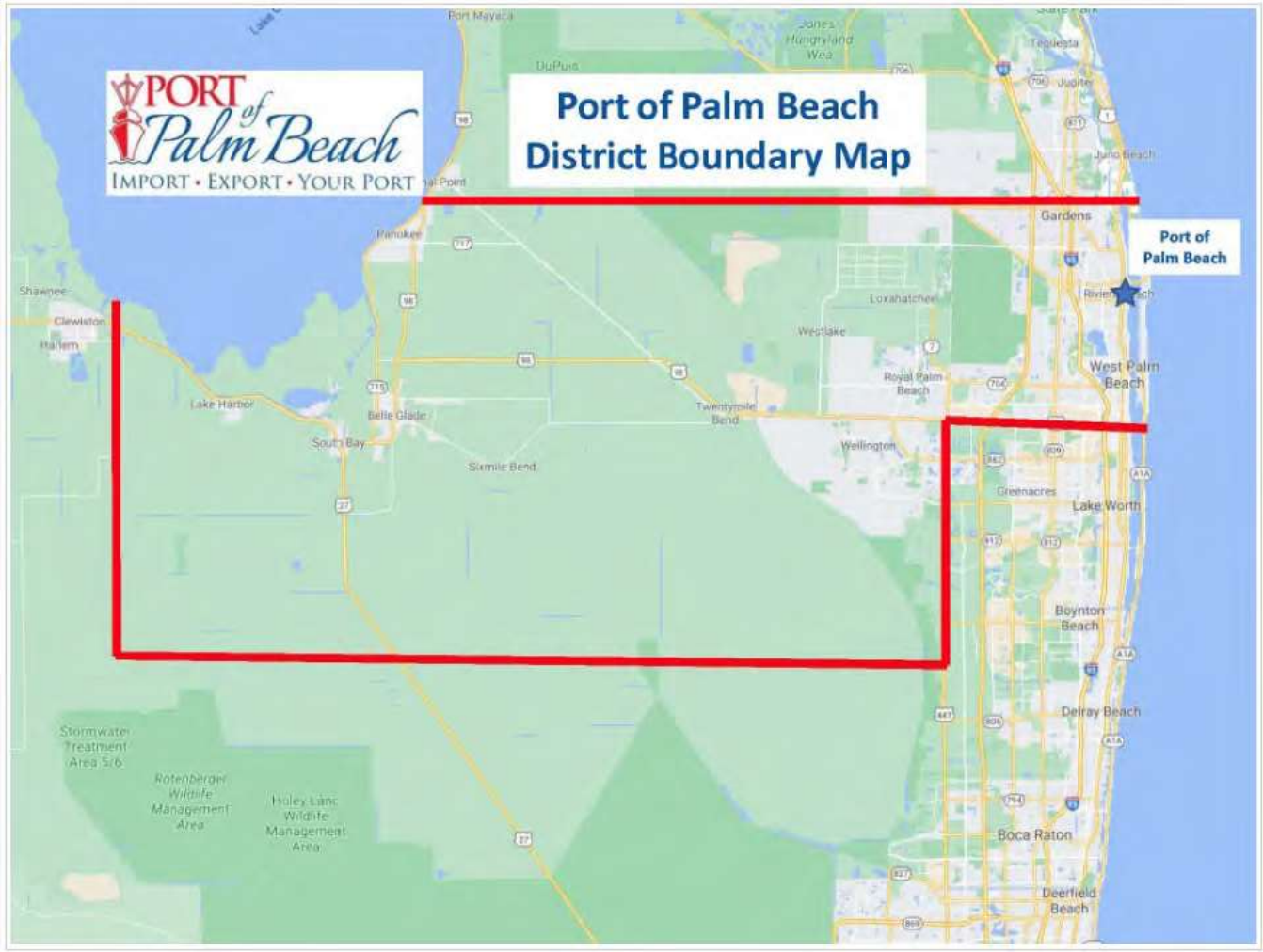
The Port and its Region

- The Port of Palm Beach is the fourth-busiest container port of Florida's deepwater ports and is the 18th busiest port in the continental United States.
- The Port annually processes 2.5 million tons of cargo with a value of more than $15 billion.
- The Port is one of the largest employers in Palm Beach County and is an economic engine for the county.
  - 2,800 people employed directly related to port activities.
    - Contributes $260 million in business revenue.
    - Contributes $2 million in state and federal taxes.
- Additional 6,000 jobs associated with port users.



The Port District

- The Port of Palm Beach District is
  - An independent special taxing district
    - Sub-division of the state of Florida
    - Covers a land area of 971 square miles
    - Covers 50% of Palm Beach County Area
  - Purpose is to support the movement of cargo and passengers and maintain the Lake Worth Inlet for the welfare and convenience of the District.
  - Governed by an elected Board of Commissioners.
  - Generate revenue and funding for this purpose.
  - The Port is empowered to acquire, construct, own, operate, control, and develop harbor works and facilities necessary to the efficient undertaking of its purpose.



Port of Palm Beach

- The Port of Palm Beach
  - Encompasses 165 acres
  - 6,609 lf of Berthing
    - 1,392 cargo vessels per year
  - 2.5M tons of cargo per year
  - 270,000 annual TEU's of container
  - Processes 14,288 rail cars per year
    - 6.5 miles of rail track





A Unique Port

- 80% of cargo is exports
- Exports
  - Break Bulk and Containerized Commodities/ Consumables
  - Heavy Lift/Project Cargos
  - Raw Sugar/Molasses
  - Recyclable Steel
  - Hay
- Imports
  - Containerized Commodities
  - Cement
  - Liquid Asphalt/Diesel Fuel
- The Port supplies 60% of everything consumed in the Bahamas and is the essential lifeline to the rest of the Caribbean.
- The Port provides for cruising operations via the passenger terminal.

Considerations for this section

Any ways that the role of the Port can be expanded to enhance the region?

In a few words, how can the Port of Palm Beach and the adjacent waterfront be improved?

How can the Port improve its ability to provide jobs in the local economy and position itself as a competitive Florida port?

Let's Answer Some Questions

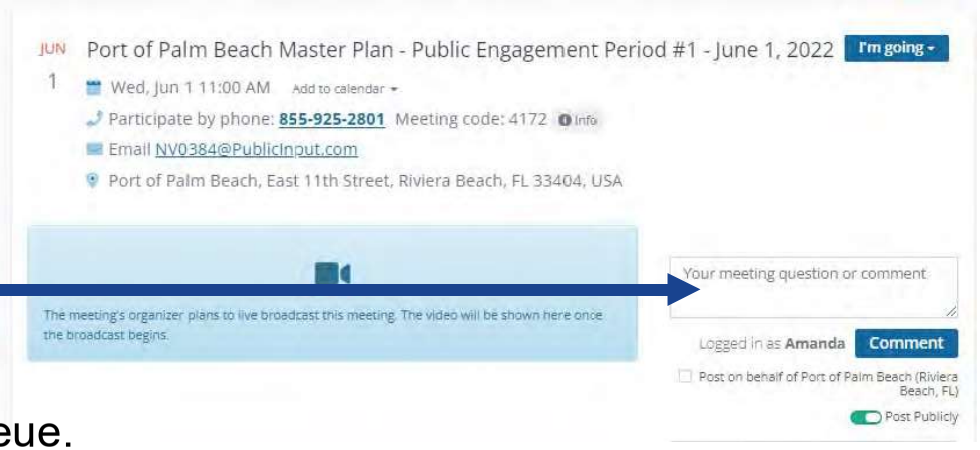
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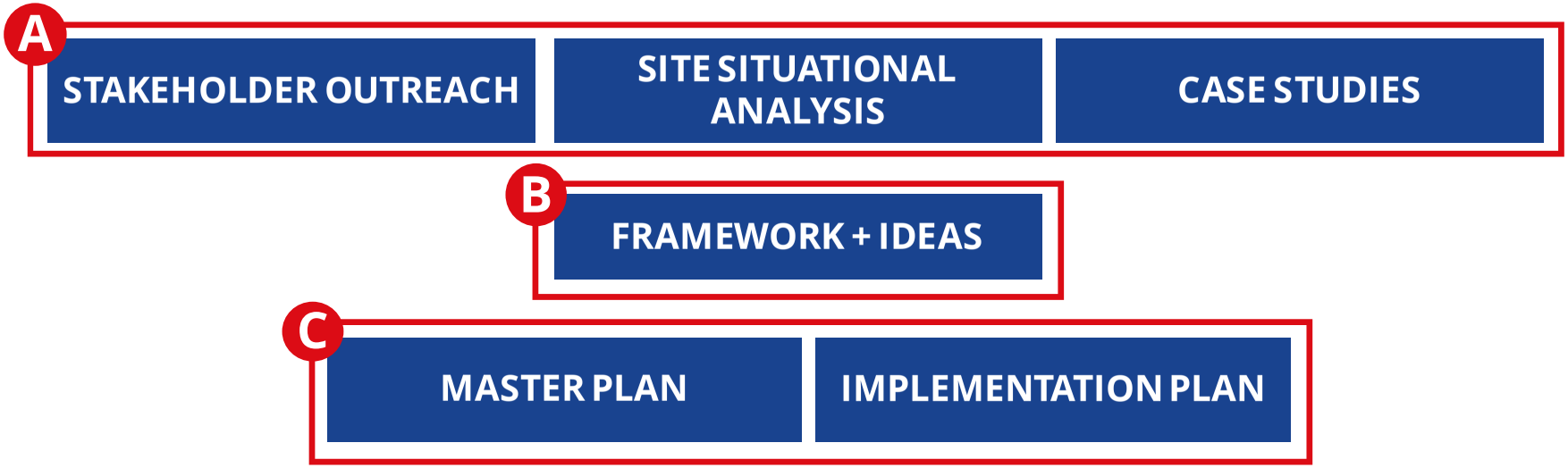
Strategic Master Plan Update

3

Considerations for this section

What key areas need additional focus as part of the Strategic Master Plan?

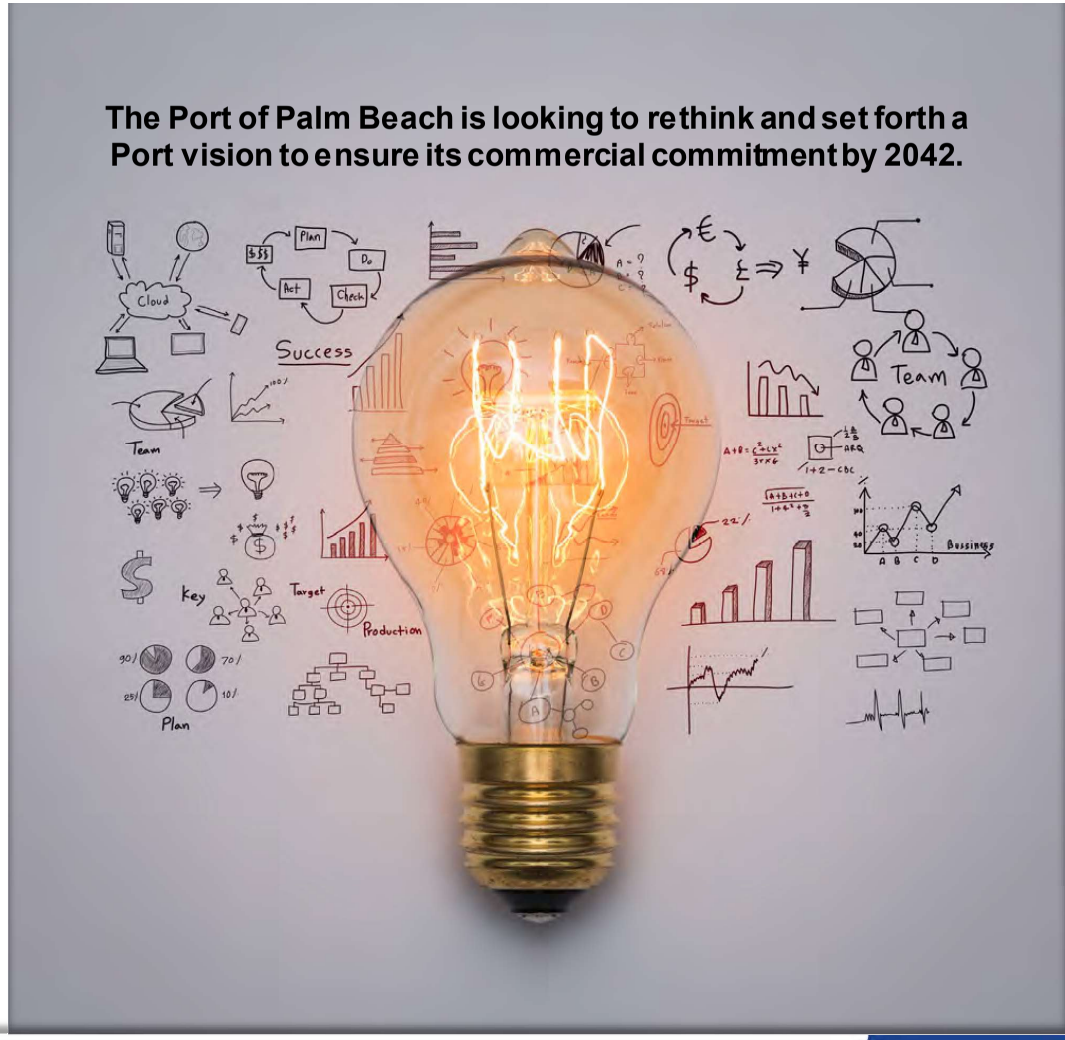
How can the Port set forth a new vision to ensure the commercial success of its tenants and to ensure greater economic and social benefits to local residents, businesses, and other public and private stakeholders in the region?



Why and How should the Port Evolve

- In order to continue to be an economic engine and provide benefit to the region, the Port will grow.
- The Port has limited area to expand its footprint to accommodate growth.
- The Port has been awarded a Port Infrastructure Development Program (PIDP) Grant
  - Based on improving on-terminal rail and truck capability to reduce congestion and emissions.
    - Additional on-dock rail track
    - Modernized truck processing gates
- It has been five (5) years since the last master plan update.

The Port of Palm Beach is looking to rethink and set forth a Port vision to ensure its commercial commitment by 2042.



Master Plan Guidelines



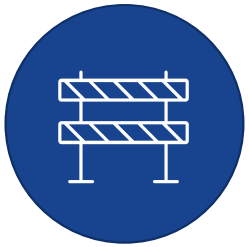
Economic Development



Infrastructure Development and Improvement



Intermodal Transportation Facilities

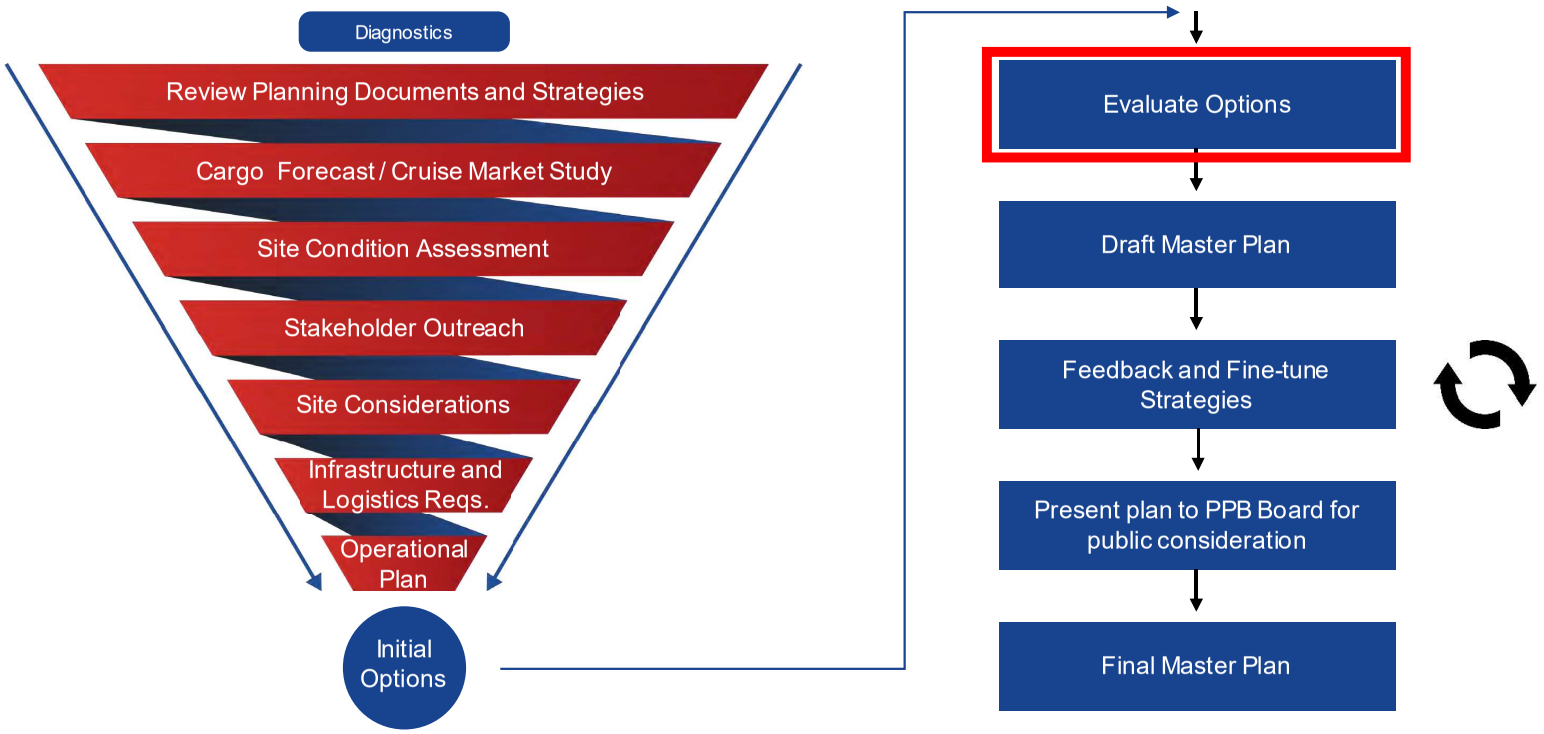


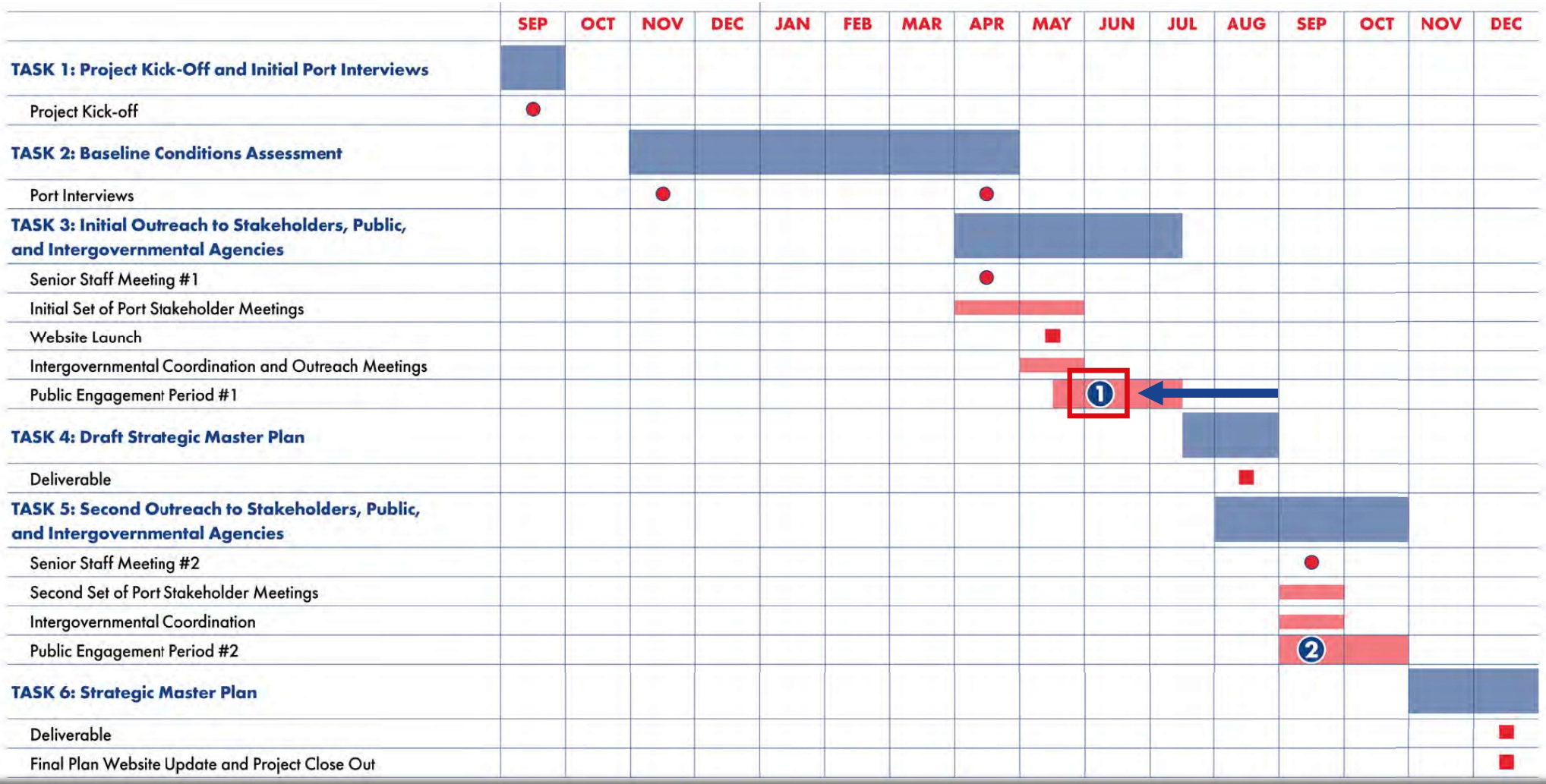
Physical, Environmental, and Regulatory Barriers



Stakeholder and Public Engagement

Master Plan Process




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2
TASK 6: Strategic Master Plan
Deliverable
Final Plan Website Update and Project Close Out

Considerations for this section

What key areas need additional focus as part of the Strategic Master Plan?

Let's Answer Some Questions

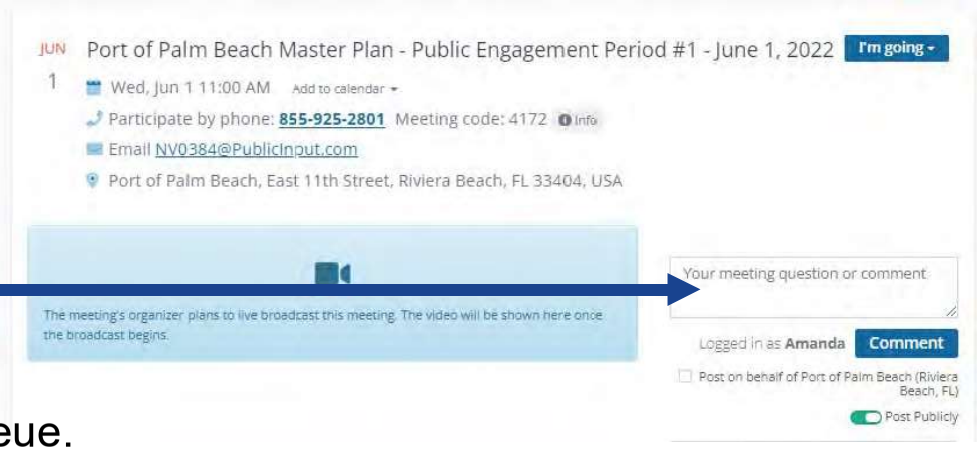
In-Person Participants

1. Comments and Questions (via microphone/podium)
2. Comment Cards

Online Participants

1. Comments and Questions (via chat)
2. Audio Participation

855-925-2801, Meeting code: 4172.
Press "*3" to be added to the speaker queue.



*Closed captioning is provided, and the meeting will be recorded and posted on the project website.

Opportunities & Constraints

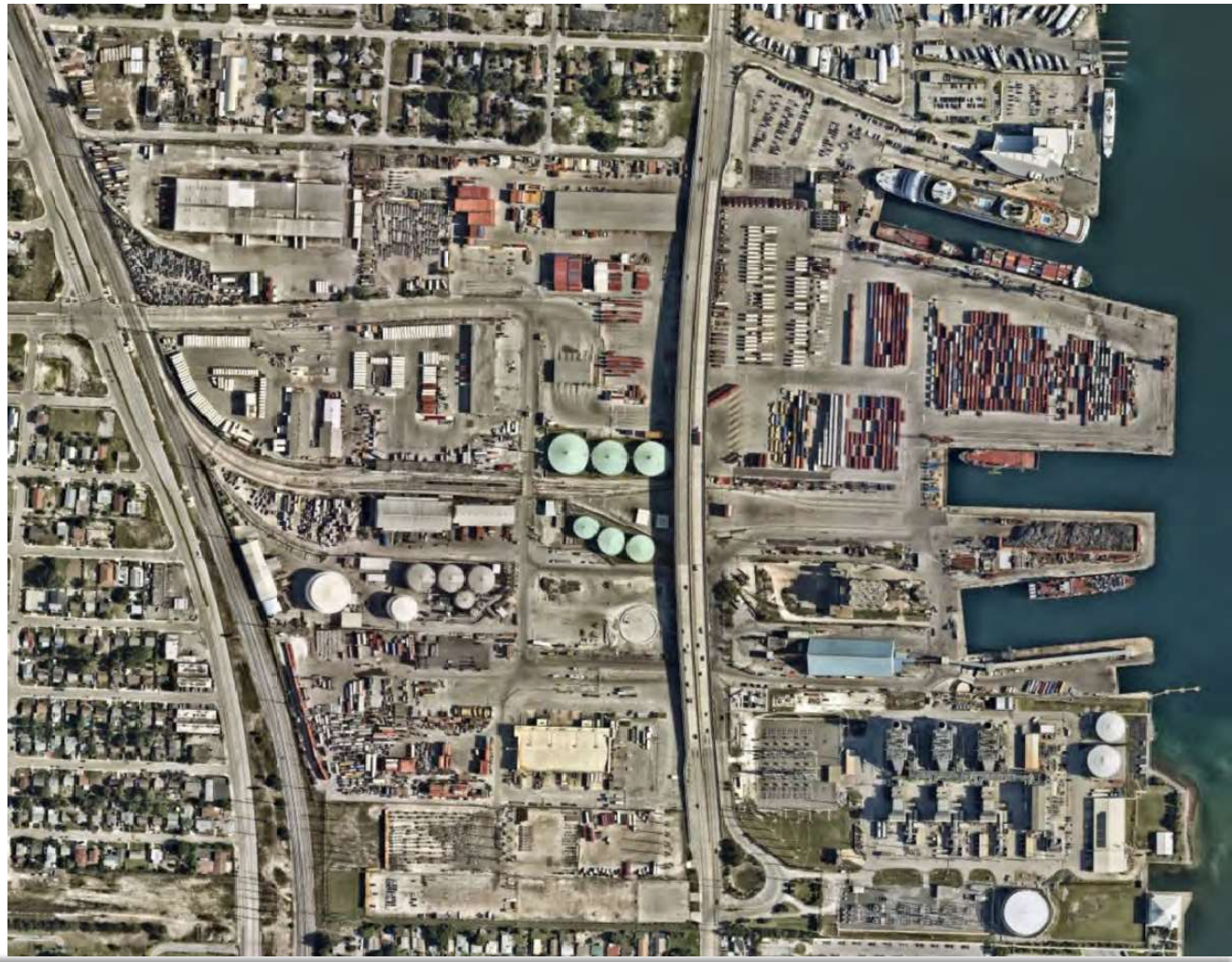
4

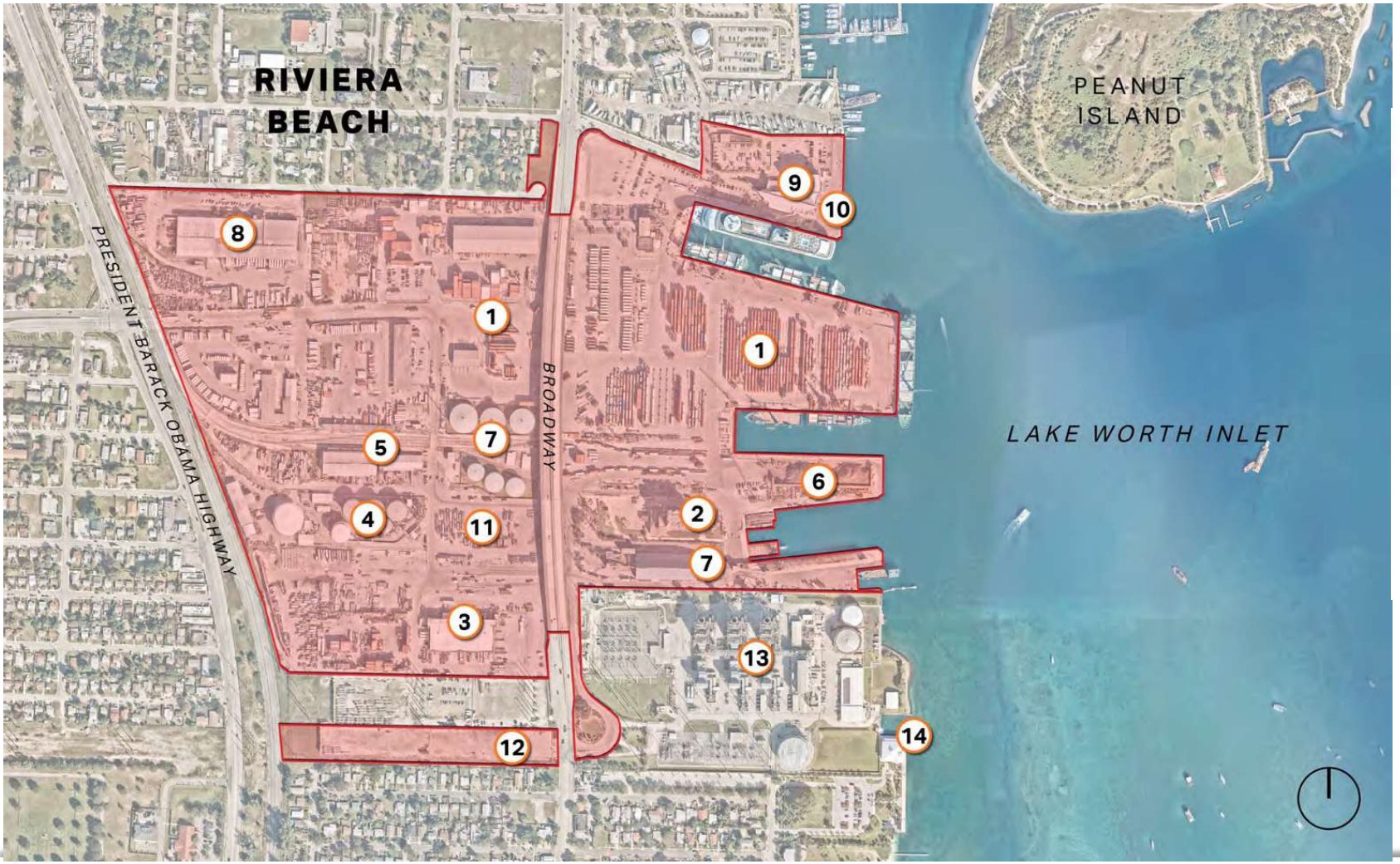
Considerations for this section

Any specific natural environment or urban areas of concern that may experience negative consequences by Port growth?

In a few words, what are key concerns related to inland port facilities?

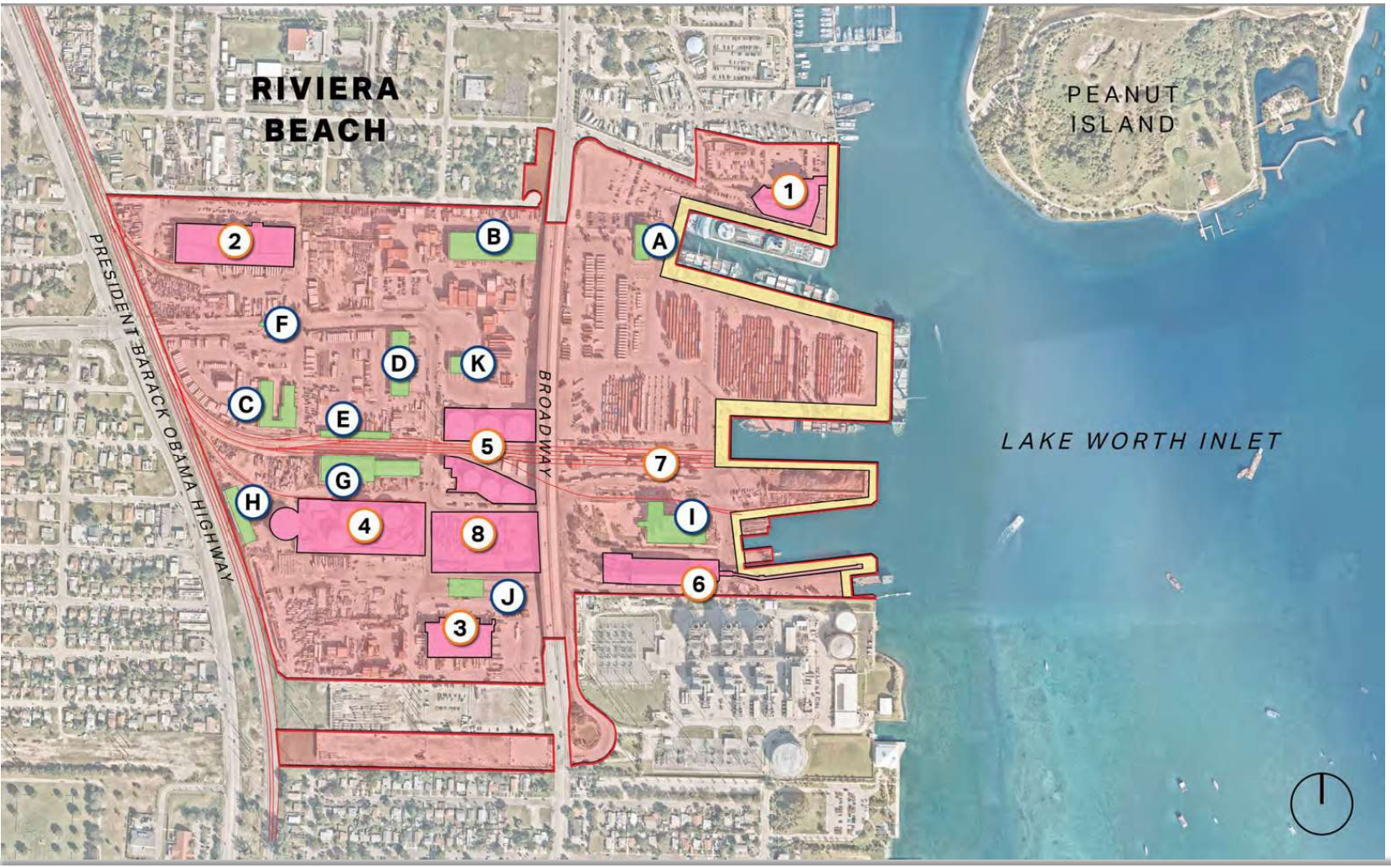
While relatively small, the Port is comprised of 165 acres with little growth opportunity to expand in Riviera Beach, Florida.





KEY LEGEND

- Port Limits (+/- 165 AC)
- 1 Tropical Shipping
- 2 CEMEX USA
- 3 Southeast Hay Distributors
- 4 South Florida Materials
- 5 Gulfstream Line / Heavy Lift Services
- 6 Stonerock Corporation
- 7 Florida Sugar & Molasses Exchange
- 8 Merchants Export
- 9 Cruise Terminal
- 10 Berth One
- 11 Ozinga Cement
- 12 Port Annex Property
- 13 Florida Power and Light
- 14 Manatee Lagoon



KEY LEGEND

- Port Limits (+/- 165 AC)
- Wharf
- Railroad Tracks
- Tenant Building and Tanks to Remain

1 Cruise Terminal
2 Merchants Export Chiller Building
3 South Gate Warehouse
4 South Florida Materials Tank Farm
5 Florida Molasses Tank Farm
6 Florida Sugar Storage and Loader
7 Future PIDP On-Dock Railyard
8 Ozinga Cement Facility

- Relocation Opportunity

A Tropical STRAD Maintenance and Stevedore Trailer
B Tropical Maintenance
C Tropical Reefer / Genset Corral
D Tropical CES Building
E Tropical Rum Dock
F Main Gate
G Gulfstream Buildings 1 and 2
H Port Maintenance Facility
I CEMEX
J South Gate
K Tropical Interchange

Considerations for this section

Any specific natural environment or urban areas of concern that may experience negative consequences by Port growth?

In a few words, what are key concerns related to inland port facilities?

Let's Answer Some Questions

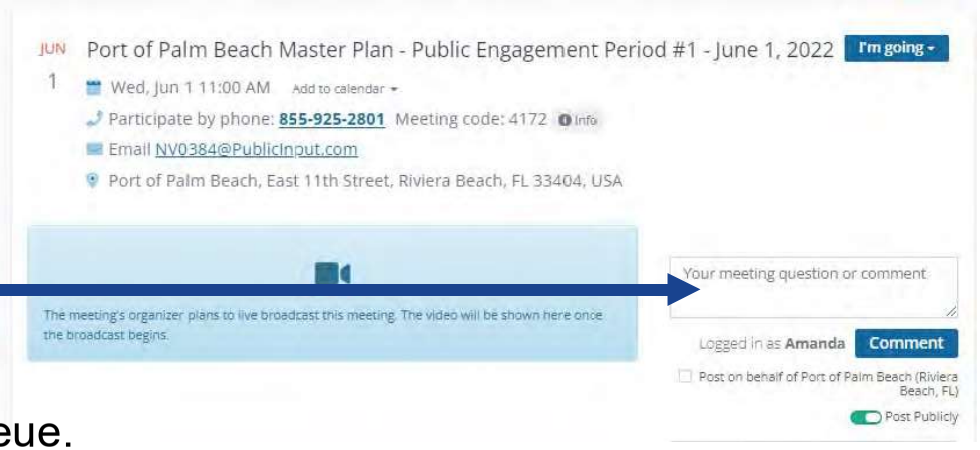
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Press "*3" to be added to the speaker queue.



*Closed captioning is provided, and the meeting will be recorded and posted on the project website.

What We've Heard So Far

5

What We've Heard So Far

- 1,691 views
- 28 participants
- 236 responses
- 13 comments
- 87 subscribers
- 1,083 social impressions

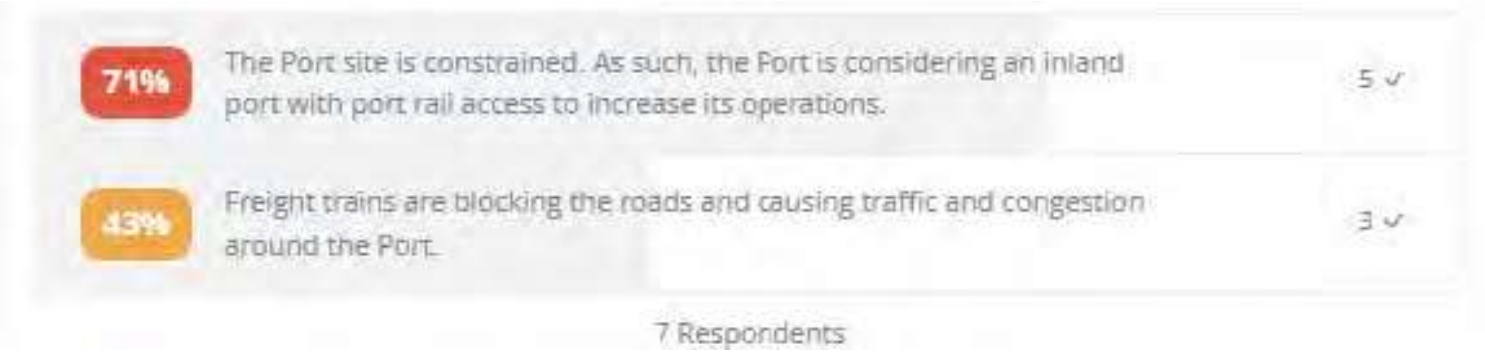
1. Please take a moment to review the following statements and indicate your degree of agreement.

	Strongly Disagree	Disagree	No Preference	Agree	Strongly Agree
The Port of Palm Beach and adjacent waterfront are good as they are.	18% Strongly Disagree	18% Disagree	9% No Preference	9% Agree	45% Strongly Agree
Attracting investment to our community and economy will lead to a better quality of life.	- Strongly Disagree	- Disagree	25% No Preference	38% Agree	38% Strongly Agree
We need more public and private sector investment in commerce, enabling jobs and creating infrastructure.	- Strongly Disagree	- Disagree	25% No Preference	25% Agree	50% Strongly Agree
Community investment and revitalization is a priority.	- Strongly Disagree	- Disagree	- No Preference	75% Agree	25% Strongly Agree
Investment in our economy can happen without negative consequences to the natural environment or urban area.	- Strongly Disagree	12% Disagree	- No Preference	50% Agree	38% Strongly Agree
Port development will bring lasting social benefit.	- Strongly Disagree	- Disagree	25% No Preference	25% Agree	50% Strongly Agree
We can balance economic development and preservation needs.	- Strongly Disagree	- Disagree	38% No Preference	38% Agree	25% Strongly Agree
A strong economy is the best way to strengthen our community.	- Strongly Disagree	- Disagree	25% No Preference	50% Agree	25% Strongly Agree
Community revitalization and investment is the best path to bring forward economic gains.	- Strongly Disagree	- Disagree	12% No Preference	50% Agree	38% Strongly Agree
Development generates needed capital to fund preservation and upkeep critical community assets.	- Strongly Disagree	25% Disagree	12% No Preference	38% Agree	25% Strongly Agree

2. Which of the following *statements interests you* about the Port of Palm Beach as it stands today?



3. Which of the following *statements concerns you* about the Port of Palm Beach as it stands today?



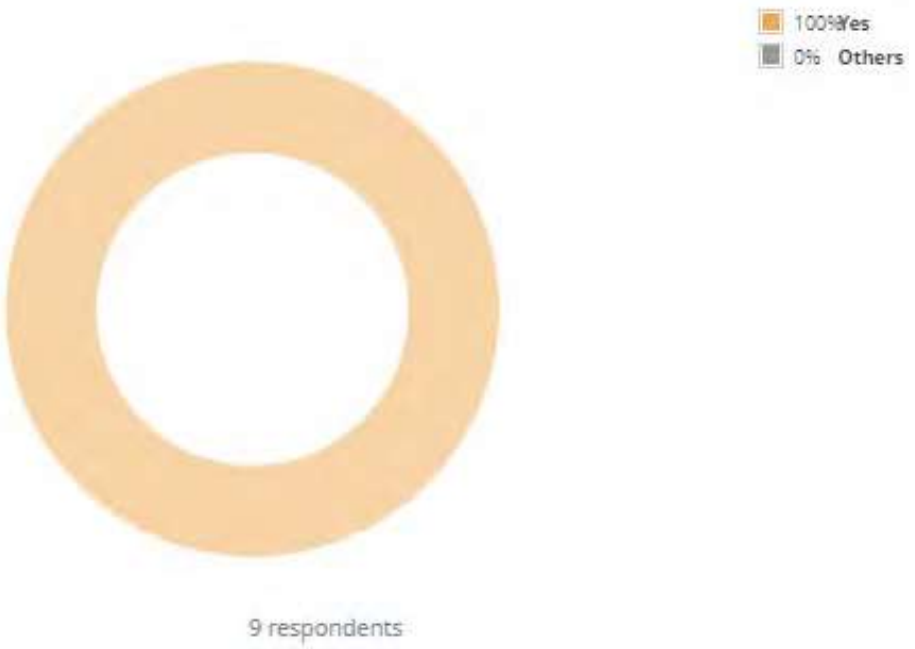
4. Please rank your level of sentiment towards the Port of Palm Beach.

	Strongly Disagree	Disagree	No Preference	Agree	Strongly Agree
The Port is a leading anchor in our community, providing jobs that steady our local economy and secures our position as a competitive and thriving Florida deepwater port.	11% Strongly Disagree	11% Disagree	- No Preference	44% Agree	33% Strongly Agree
The Port an integral part of our urban fabric, enhancing its edge conditions and entryway as it abuts the adjacent context will be welcomed by the surrounding community for a cohesive city planning effort.	10% Strongly Disagree	10% Disagree	10% No Preference	10% Agree	60% Strongly Agree

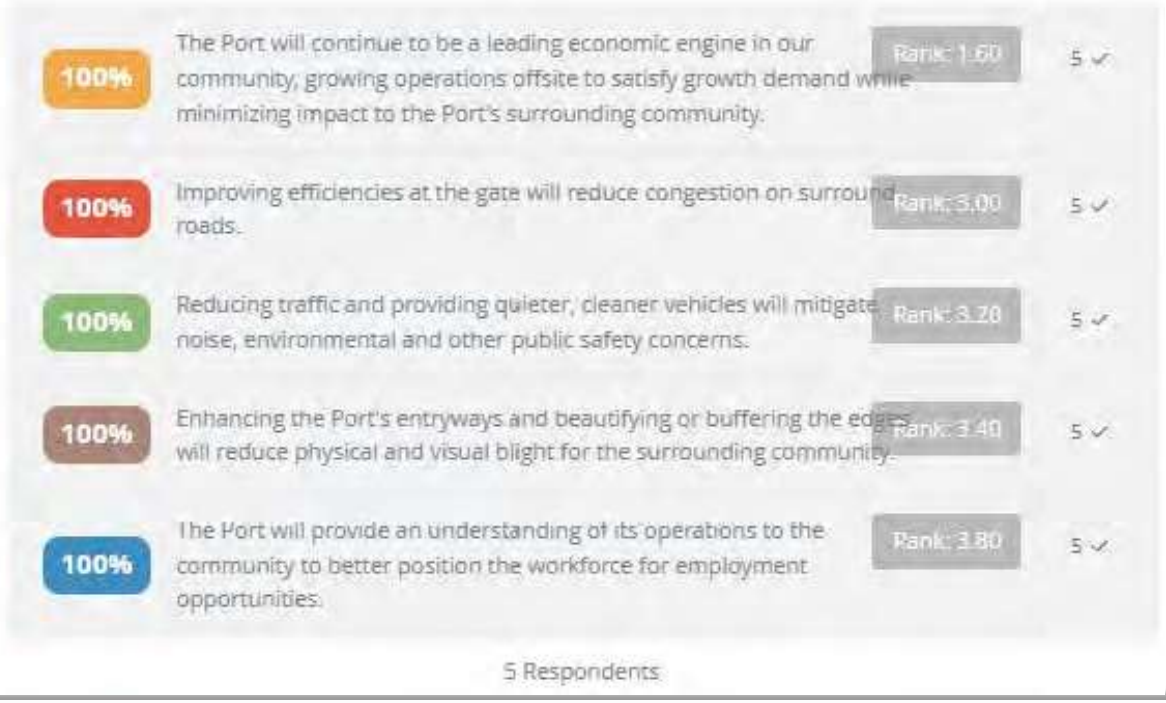
	Strongly Disagree	Disagree	No Preference	Agree	Strongly Agree
The Port is a safety hinderance to our community, generating noise, traffic, and other public realm and environmental impediments.	33% Strongly Disagree	44% Disagree	- No Preference	22% Agree	- Strongly Agree
The Port is an eyesore, distracting the views of our coastline and affluent waterfront neighborhoods.	38% Strongly Disagree	25% Disagree	25% No Preference	12% Agree	- Strongly Agree

10 respondents

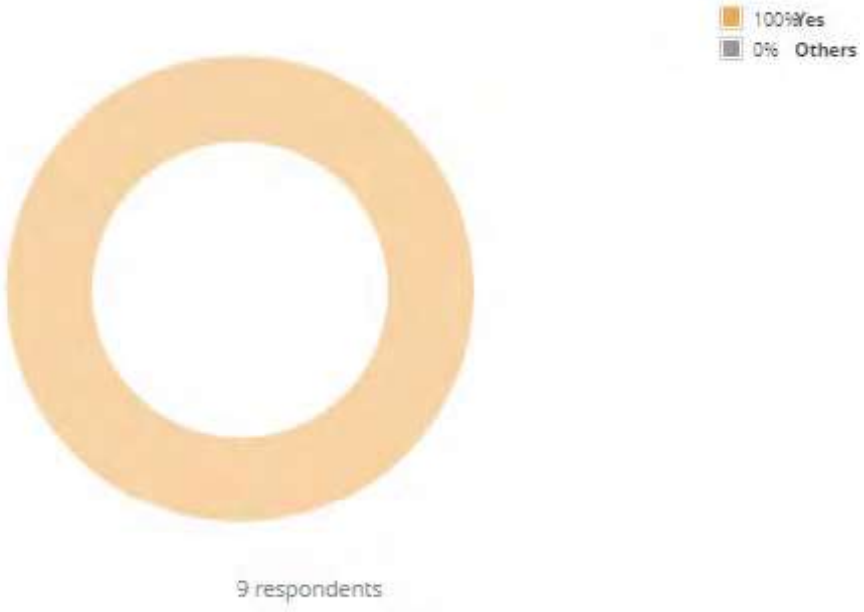
5. In the future, can the Port of Palm Beach become an improved strategic economic community asset supporting commerce and jobs?



6. In the future, please rank the following statements on how the Port can improve its operations and become a better neighbor.



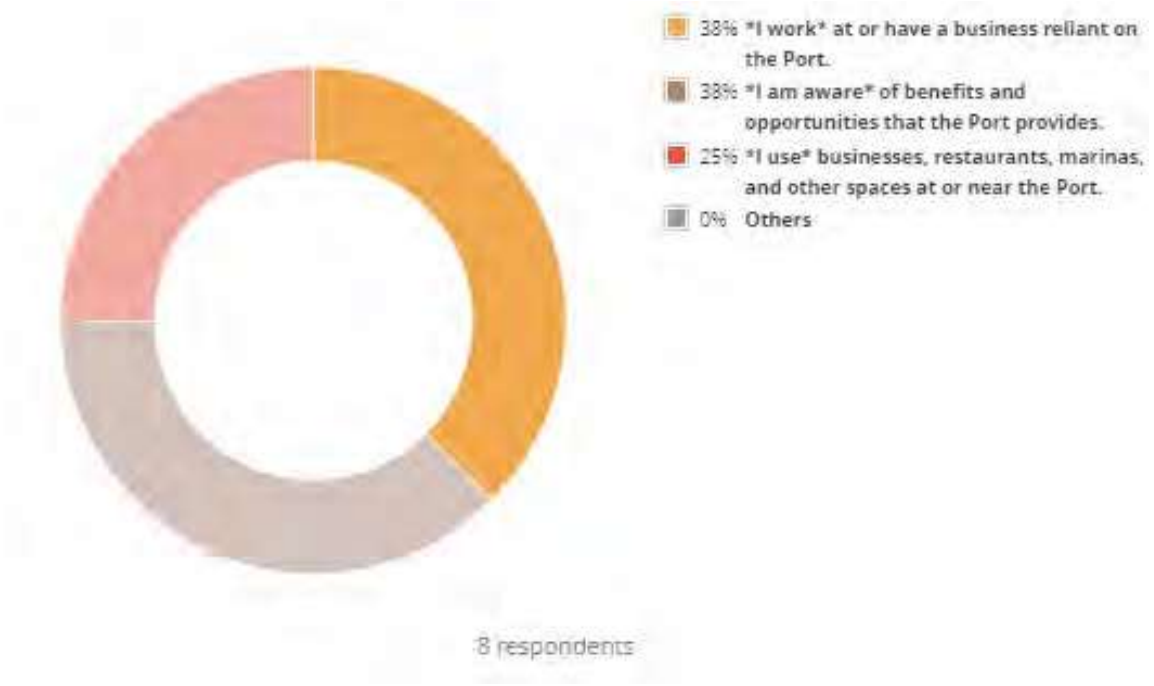
7. In the future, can the Port of Palm Beach function in an improved role, helping ensure greater economic and social benefits to local residents, businesses, and other public and private stakeholders in the region?



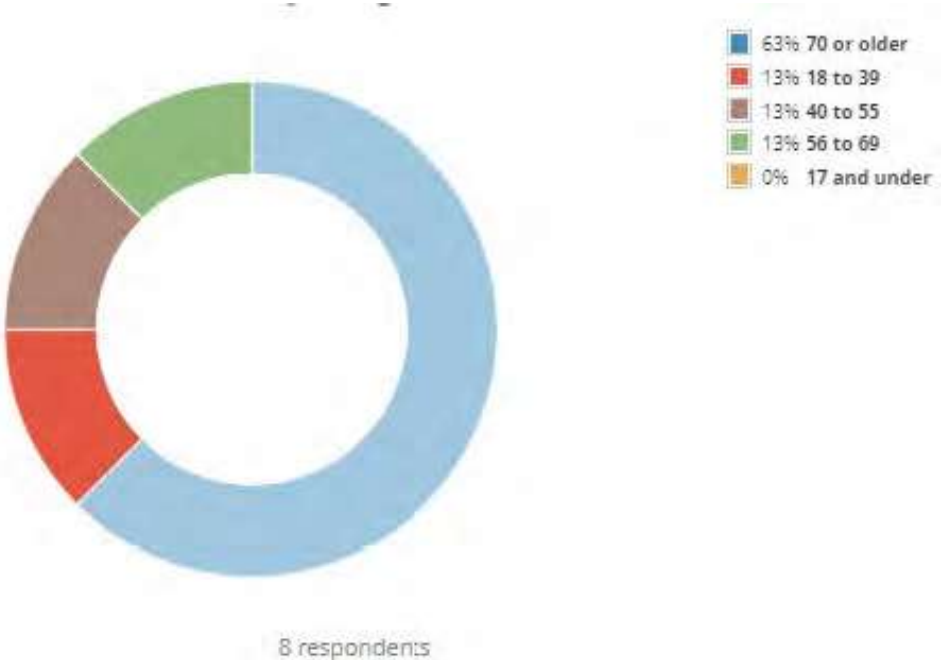
8. Please rank the following statements on how the Port can improve its relationship in the region in the future.



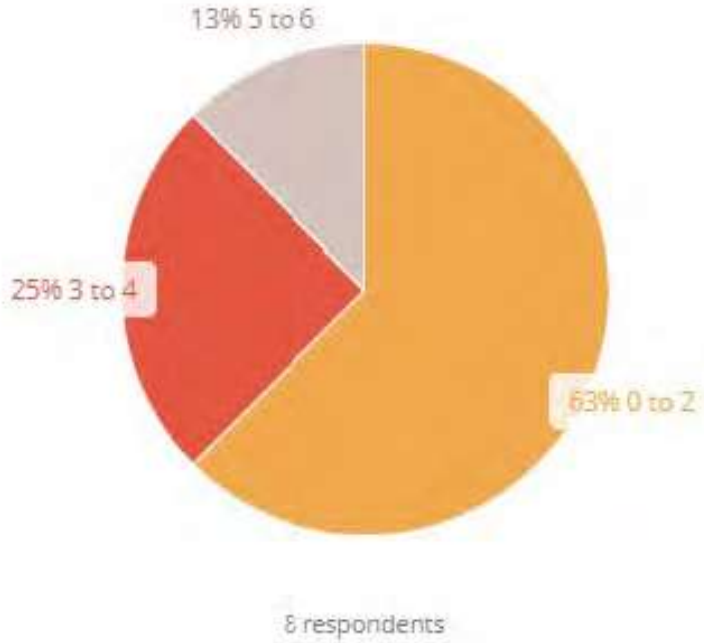
9. Which statement best describes your experience with the Port of Palm Beach?



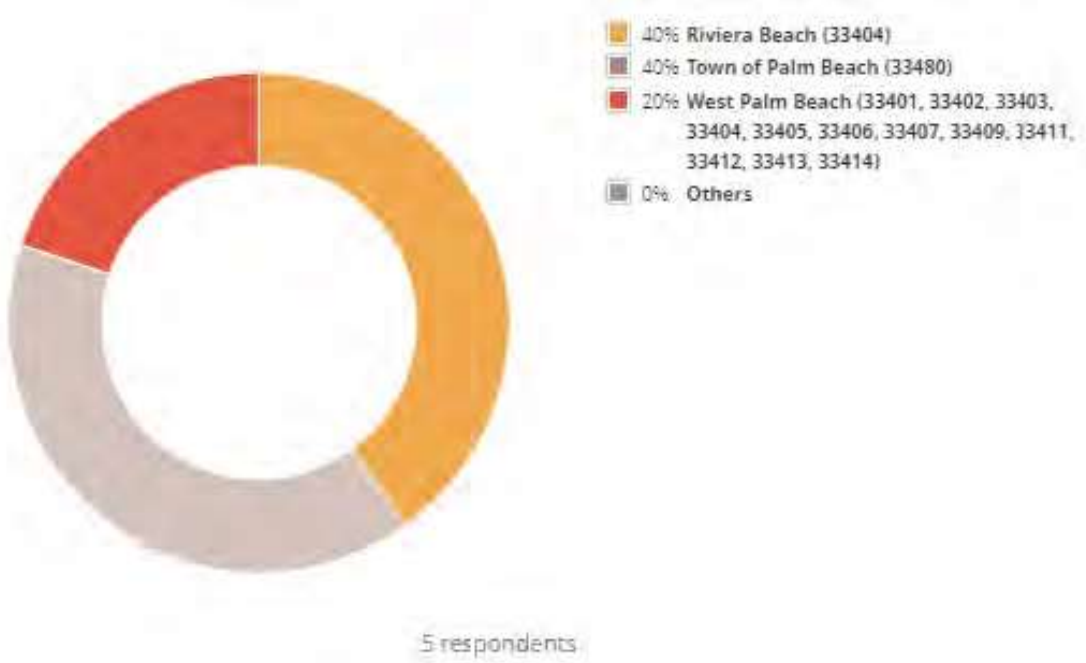
10. What is your age?



11. How many people reside in your household?



12. Where do you live?



13. What other thoughts and ideas can you share with the port planning team to help guide this important process?

- **Sea level rise**
  - Use a concrete overlay to raise the Port level
- **Port expansion**
  - Be a good neighbor
  - Explain the Port's plans to increase capacity
  - Explain how the master plan will benefit port employees, port tenants, and citizens
  - Explain requirements for increasing depths for ships to navigate
  - Explain how safety and surrounding environment will be impacted by Port operations
- **Tour of Port**
  - Could tours be open to combined groups so smaller groups can take a tour?
- **Safety/health/environmental concerns**
  - Waterfront scrap metal pile to be removed/relocated
  - Explain how Port will address pollution into the water

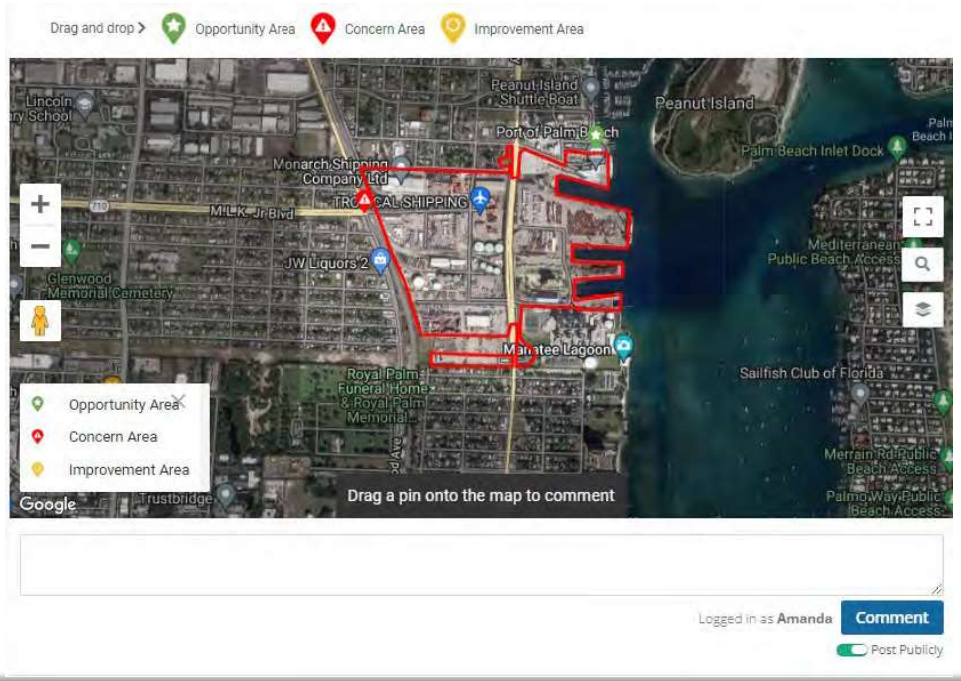
Interactive Map Activity

6

Directions for the Interactive Map Activity

- In-Person Participants
  - Place sticky note (with your comments) on the aerial map to indicate your:
    - Opportunity Area
    - Concern Area
    - Improvement Area

- Virtual Participants



Open Discussion

7

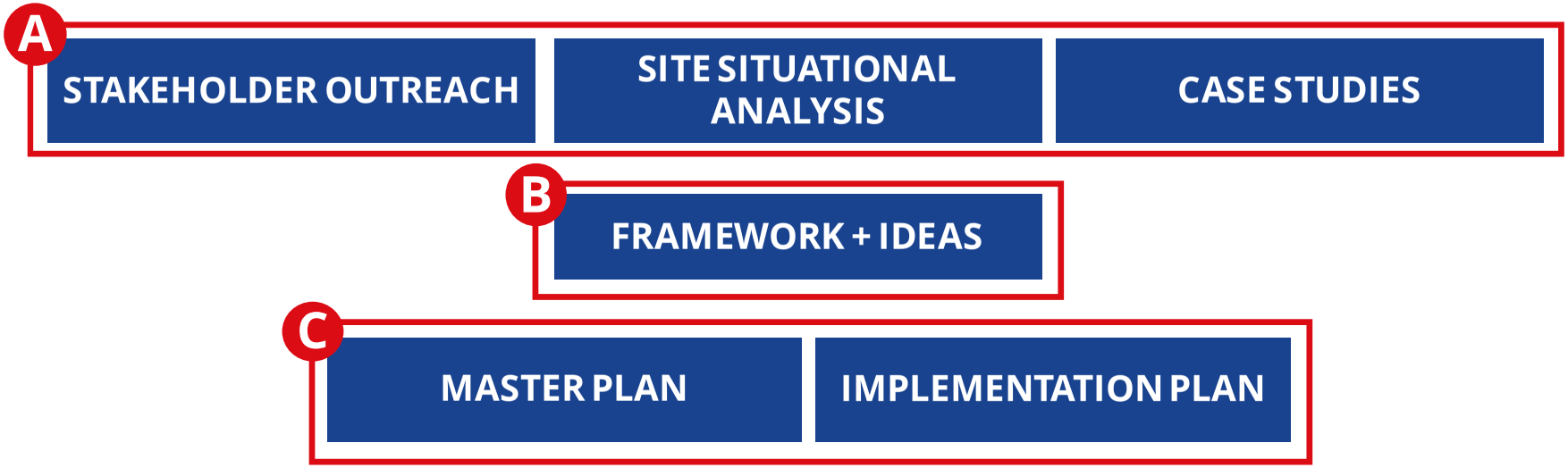
Open Discussion

- Comments from interactive map activity
  - Opportunity Area
  - Concern Area
  - Improvement Area
- Themes

Conclusions & Next Steps

8

How can the Port set forth a new vision to ensure the commercial success of its tenants and to ensure greater economic and social benefits to local residents, businesses, and other public and private stakeholders in the region?



MISSION STATEMENT

Defines the Plan direction

CORE TENETS

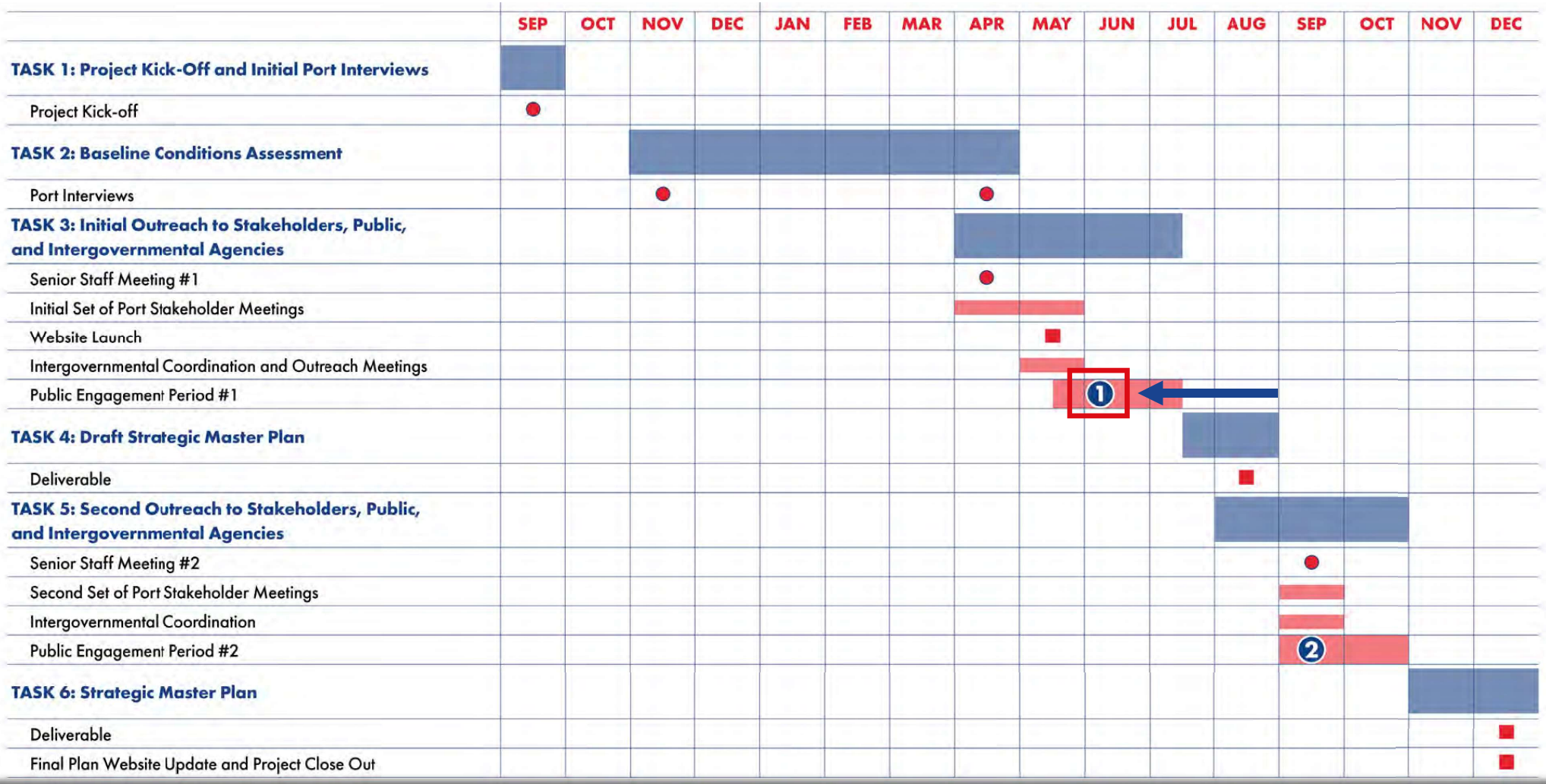
Guides all major concepts and design decisions

MASTER PLAN

Details the actions and envisions the future

Implementation

- **Phasing.** Implementation will occur over phases, with projects prioritized by funding availability, market conditions, community desire, and other factors.
- **Funding.** Identify how best to advance public and private sector investment opportunities.
- **Permitting and Regulatory Considerations.** Align land use, zoning, and other regulations and permitting needs.
- **Plan Champions.** Identify the next steps—and who takes them.


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Ways You Can Share Your Input during Public Engagement Period 1

Attend a Public Meeting

June 1 & 2, 2022

Survey 1

May 23 - July 7, 2022

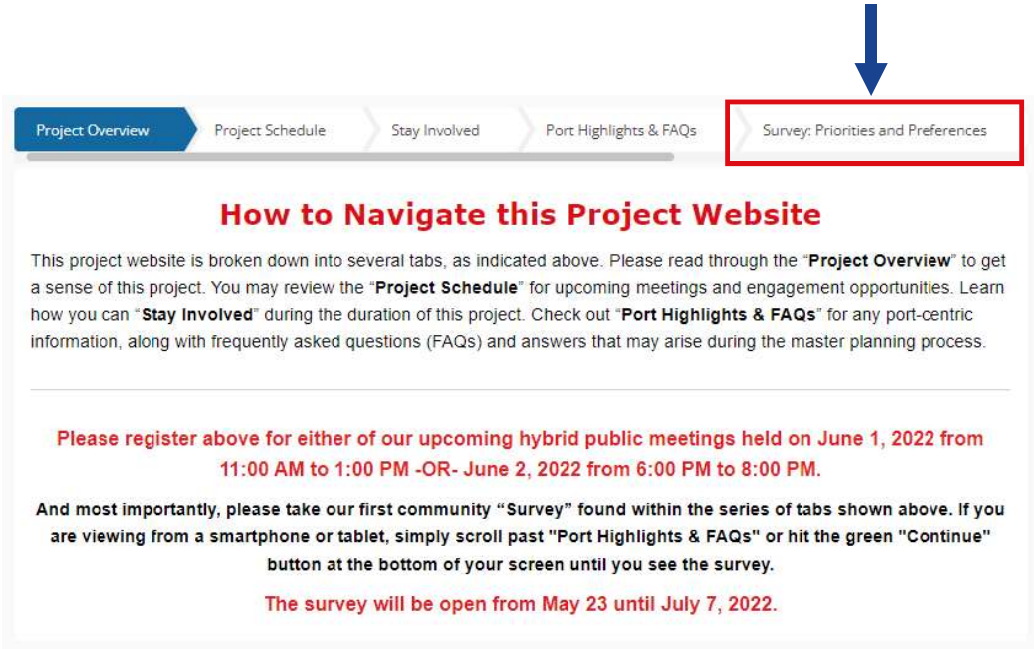
Interactive Map

May 23 - July 7, 2022

Email the Planning Team

PlanPortofPalmBeach@PublicInput.com

Subscribe for Project Updates



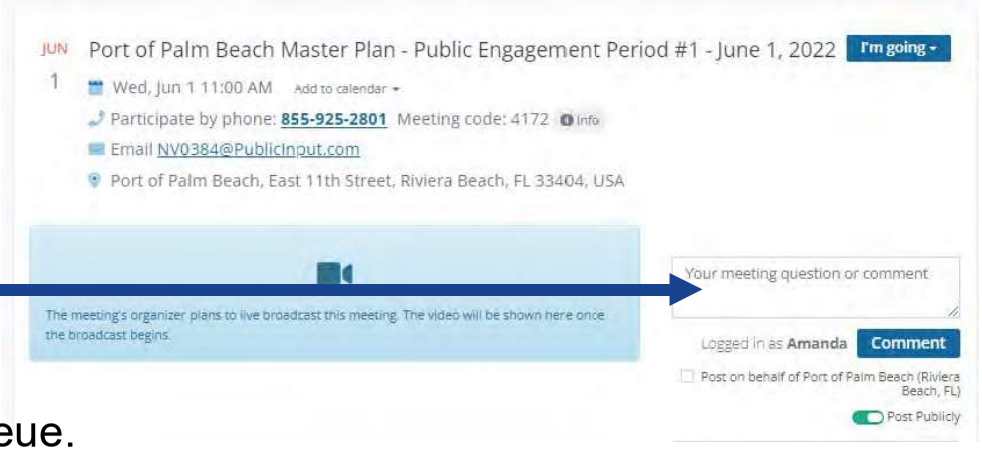
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In-Person Participants

1. Comments and Questions (via microphone/podium)
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Public Engagement Period 1: Hybrid Public Meeting



PORT of Palm Beach
MASTER PLAN

June 1 & 2, 2022

PORT of Palm Beach
MASTER PLAN

Appendix E:

Public Meeting Presentation

June 2, 2022

Public Engagement Period 1: Hybrid Public Meeting



PORT of Palm Beach
MASTER PLAN

June 2, 2022

June 2, 2022 Agenda

Welcome to Public Engagement Period 1

1. Meeting Etiquette & Ways to Engage
2. Port Context
   - Interaction/Questions
3. Strategic Master Plan Update
   - Interaction/Questions
4. Opportunities & Constraints
   - Interaction/Questions
5. What We've Heard So Far
6. Interactive Map Activity
7. Open Discussion
8. Conclusion & Next Steps

Meeting Etiquette and Ways to Engage

1

Interacting During the Meeting

In-Person Participants

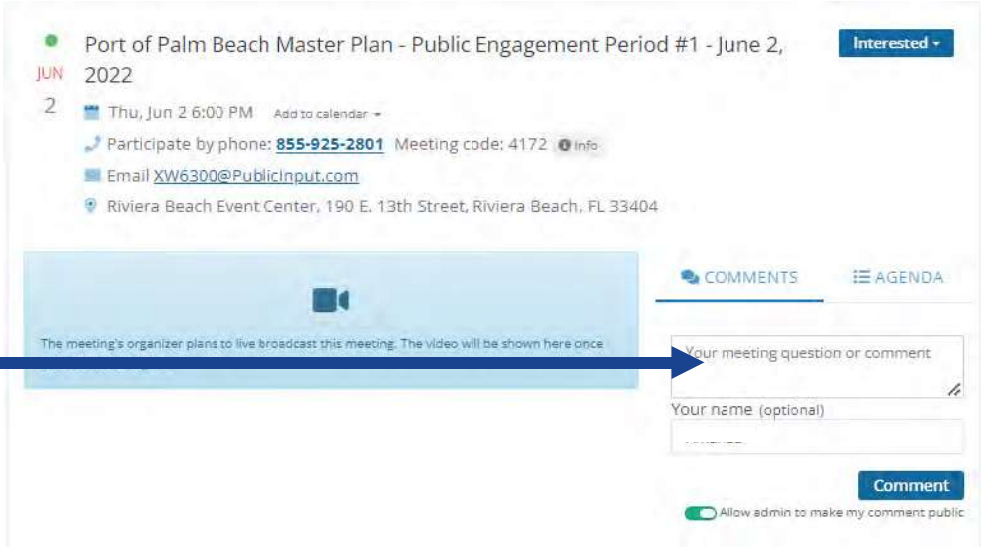
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Press “*3” to be added to the speaker queue.

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Please note for everyone’s courtesy, time, and ability to share input, individual public comments will be limited to a 3-minute time limit.

Ways You Can Share Your Input during Public Engagement Period 1

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June 1 & 2, 2022

Survey 1

May 23 - July 7, 2022

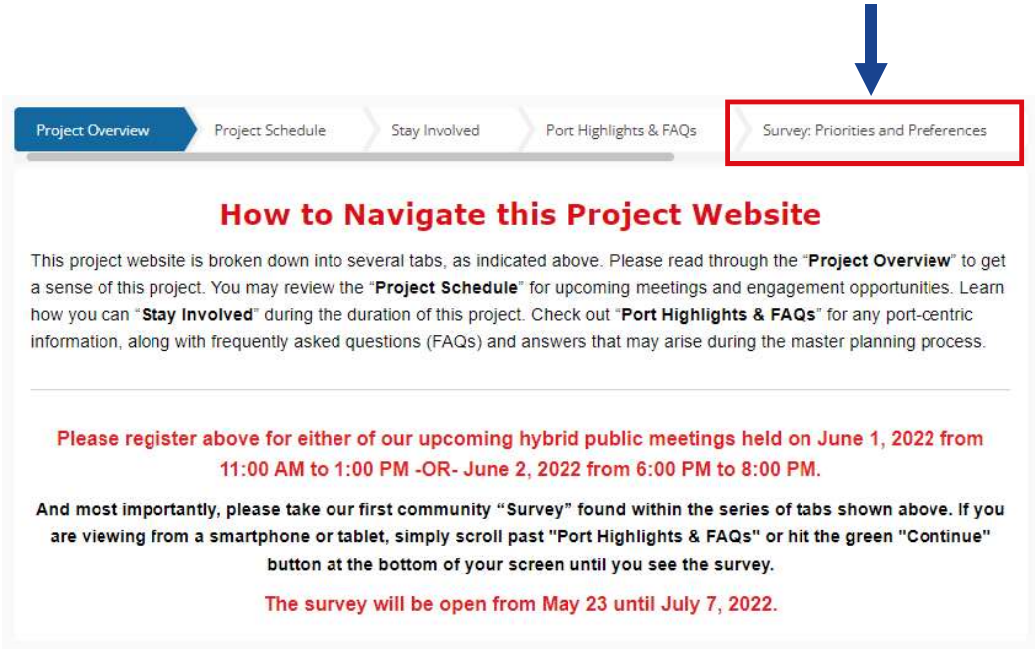
Interactive Map

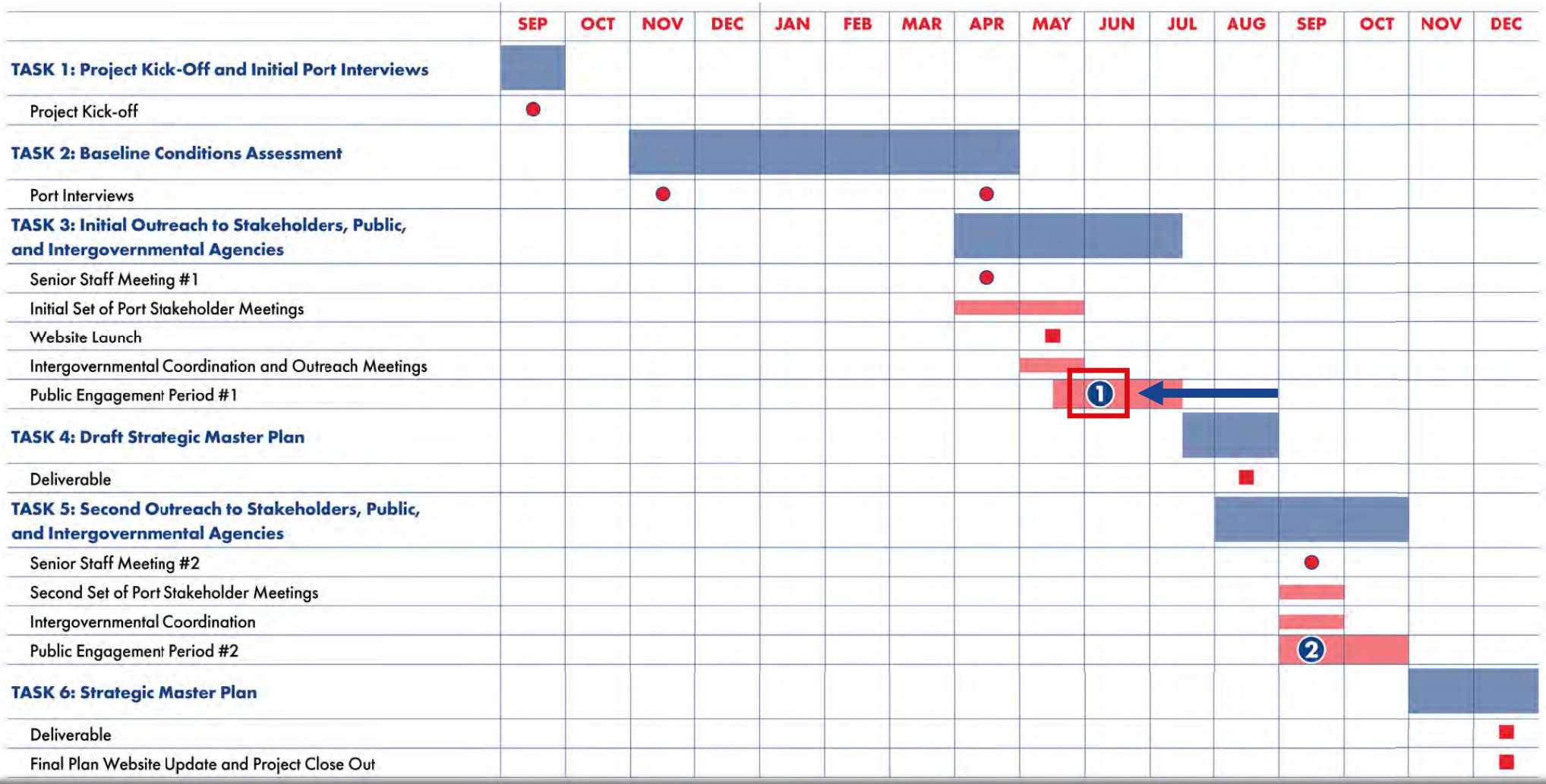
May 23 - July 7, 2022

Email the Planning Team

PlanPortofPalmBeach@PublicInput.com

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Community Outreach Materials



Shape the future of the Port of Palm Beach

The Port of Palm Beach is embarking on a significant redevelopment and upgrading of intermodal facilities and other improvements and seeks a forward-looking Strategic Master Plan.

Be part of the strategic master planning process and let your voice be heard!

Visit **www.planportofpalmbeach.com** to:

1. Complete our community survey from **May 23 to July 7, 2022**
2. Subscribe to our project newsletter to stay informed on the latest updates.
3. Participate in the first round of hybrid public meetings:
   June 1, 2022 @ Port*: 11:00 AM -1:00 PM
   June 2, 2022 @ RBEC:** 6:00 PM - 8:00 PM

For more information, use the QR code to visit the project website.

***June 1, 2022 in-person public meeting location:**
Port of Palm Beach
One East 11th Street, Suite 600
Riviera Beach, FL 33404

****June 2, 2022 in-person public meeting location:**
Riviera Beach Event Center
190 E. 13th Street
Riviera Beach, FL 33404

June 1 & 2 virtual public meeting location:
www.planportofpalmbeach.com

Have questions or comments? Please email:
planportofpalmbeach@publicinput.com



Shape the future of the Port of Palm Beach

Be part of the strategic master planning process and let your voice be heard!

THREE WAYS TO GET INVOLVED!

1 Take the First Community Survey

Take our community survey to record your preferences.
Visit planportofpalmbeach.com
- OR - scan the QR code below to access the survey. The survey will be open from May 23, 2022 until July 7, 2022.

2 Join our Hybrid Public Meeting

Visit planportofpalmbeach.com to participate in either public meeting session. You can also register in advance:
- **Wednesday, June 1, 2022***
  11:00 AM - 1:00 PM
- **Thursday, June 2, 2022****
  6:00 PM - 8:00 PM

3 View the Poster Gallery Series

View a summary of project issues and opportunities online.
Visit planportofpalmbeach.com for full gallery and presentation graphics.
Posters will be available prior to the Public Meeting and available throughout the project process.

*June 1, 2022: in-person public meeting location: Port of Palm Beach, One East 11th Street, Suite 600, Riviera Beach, FL 33404
**June 2, 2022: in-person public meeting location: Riviera Beach Event Center, 190 E. 13th Street, Riviera Beach, FL 33404
Virtual public meeting location: www.planportofpalmbeach.com

PORT of Palm Beach MASTER PLAN

Community Outreach

- Two Public Engagement Periods
  - In-person and virtual outreach presence
  - Hybrid Public Meetings
  - Surveys
  - Interactive Map Activity
- Continual online project presence through project website www.planportofpalmbeach.com
- Port Outbound Outreach
  - Published meeting flyer on home page of port website
  - Sent meeting notifications through port and project websites
  - Posted public engagement period details on port social media platforms
  - Posted meeting flyer on port property and provided flyers at the last board meeting
  - Featured public engagement opportunities in local newsletters, including port newsletter, City of Riviera Beach newsletter, and TPA newsletter
  - Featured on WPBF and WPTV morning newscasts



MEETING ATTENDEES



WEBSITE VIEWS



SURVEY PARTICIPANTS



RESPONSES



COMMENTS



SUBSCRIBERS

Port Context

2

Considerations for this section

Any ways that the role of the Port can be expanded to enhance the region?

In a few words, how can the Port of Palm Beach and the adjacent waterfront be improved?

How can the Port improve its ability to provide jobs in the local economy and position itself as a competitive Florida port?


seaco
MAERSK
MAERSK
SEALAND
TRITON
MAERSK LINE

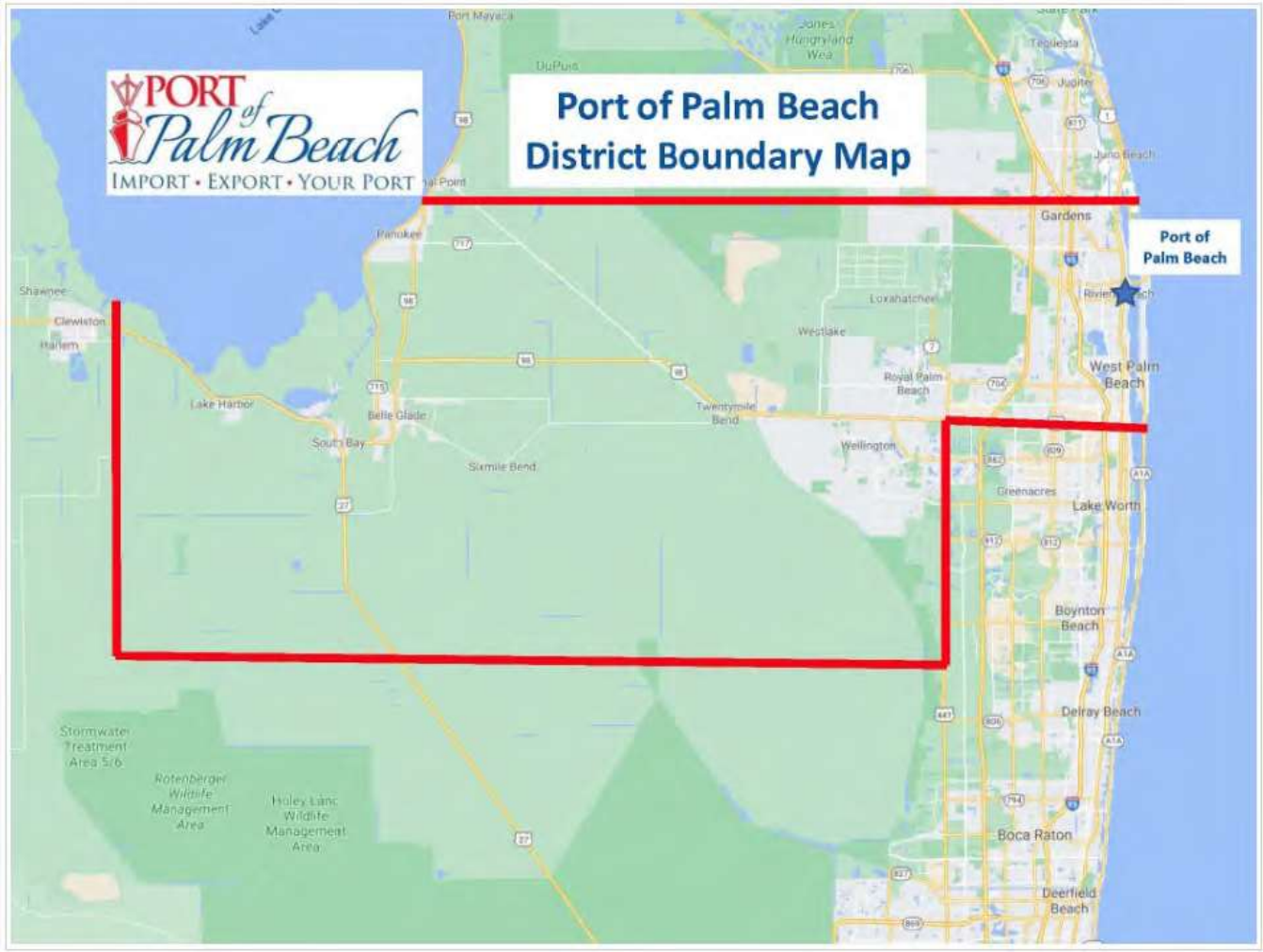
The Port and its Region

- The Port of Palm Beach is the fourth-busiest container port of Florida's deepwater ports and is the 18th busiest port in the continental United States.
- The Port annually processes 2.5 million tons of cargo with a value of more than $15 billion.
- The Port is one of the largest employers in Palm Beach County and is an economic engine for the county.
  - 2,800 people employed directly related to port activities.
    - Contributes $260 million in business revenue.
    - Contributes $2 million in state and federal taxes.
- Additional 6,000 jobs associated with port users.



The Port District

- The Port of Palm Beach District is
  - An independent special taxing district
    - Sub-division of the state of Florida
    - Covers a land area of 971 square miles
    - Covers 50% of Palm Beach County Area
  - Purpose is to support the movement of cargo and passengers and maintain the Lake Worth Inlet for the welfare and convenience of the District.
  - Governed by an elected Board of Commissioners.
  - Generate revenue and funding for this purpose.
  - The Port is empowered to acquire, construct, own, operate, control, and develop harbor works and facilities necessary to the efficient undertaking of its purpose.



Port of Palm Beach

- The Port of Palm Beach
  - Encompasses 165 acres
  - 6,609 lf of Berthing
    - 1,392 cargo vessels per year
  - 2.5M tons of cargo per year
  - 270,000 annual TEU's of container
  - Processes 14,288 rail cars per year
    - 6.5 miles of rail track





A Unique Port

- 80% of cargo is exports
- Exports
  - Break Bulk and Containerized Commodities/ Consumables
  - Heavy Lift/Project Cargos
  - Raw Sugar/Molasses
  - Recyclable Steel
  - Hay
- Imports
  - Containerized Commodities
  - Cement
  - Liquid Asphalt/Diesel Fuel
- The Port supplies 60% of everything consumed in the Bahamas and is the essential lifeline to the rest of the Caribbean.
- The Port provides for cruising operations via the passenger terminal.

Considerations for this section

Any ways that the role of the Port can be expanded to enhance the region?

In a few words, how can the Port of Palm Beach and the adjacent waterfront be improved?

How can the Port improve its ability to provide jobs in the local economy and position itself as a competitive Florida port?

Let's Answer Some Questions

In-Person Participants

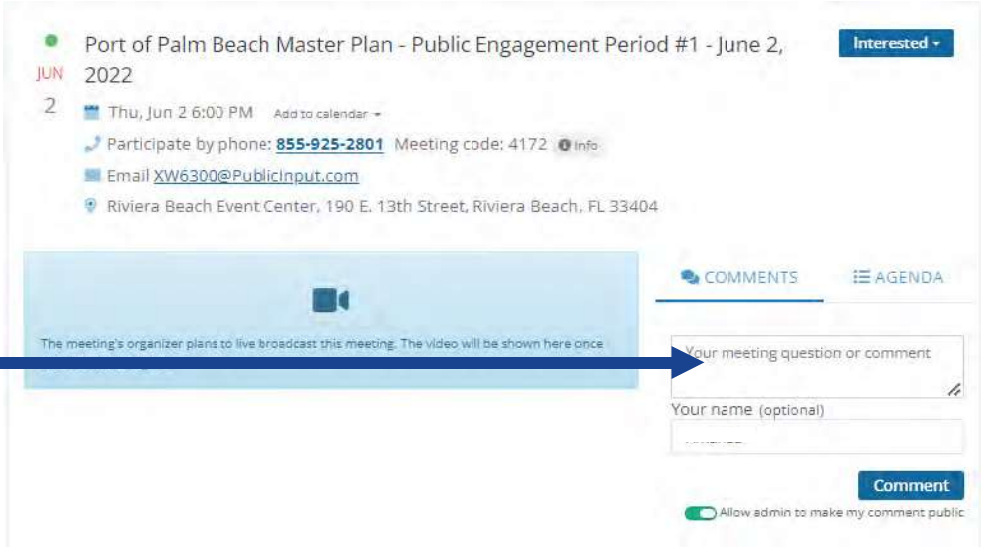
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1. Comments and Questions (via chat)
2. Audio Participation

855-925-2801, Meeting code: 4172.
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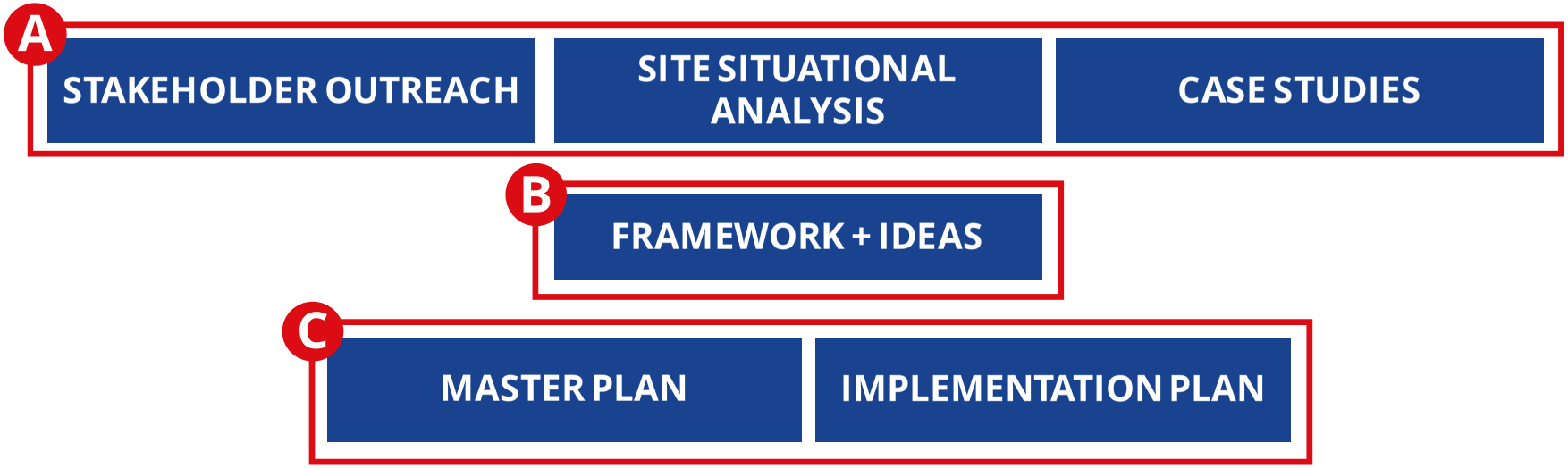
Strategic Master Plan Update

3

Considerations for this section

What key areas need additional focus as part of the Strategic Master Plan?

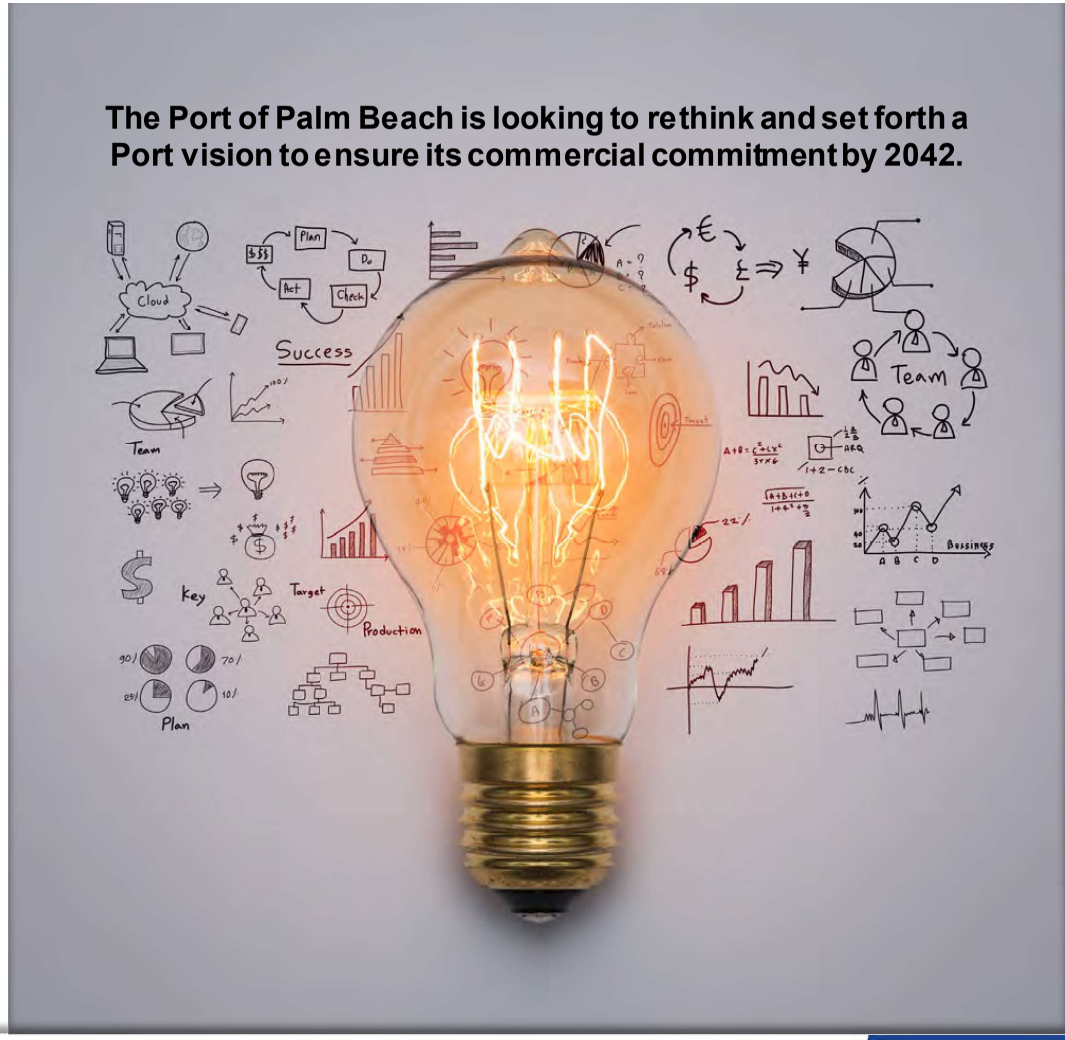
How can the Port set forth a new vision to ensure the commercial success of its tenants and to ensure greater economic and social benefits to local residents, businesses, and other public and private stakeholders in the region?



Why and How should the Port Evolve

- In order to continue to be an economic engine and provide benefit to the region, the Port will grow.
- The Port has limited area to expand its footprint to accommodate growth.
- The Port has been awarded a Port Infrastructure Development Program (PIDP) Grant
  - Based on improving on-terminal rail and truck capability to reduce congestion and emissions.
    - Additional on-dock rail track
    - Modernized truck processing gates
- It has been five (5) years since the last master plan update.

The Port of Palm Beach is looking to rethink and set forth a Port vision to ensure its commercial commitment by 2042.



Master Plan Guidelines



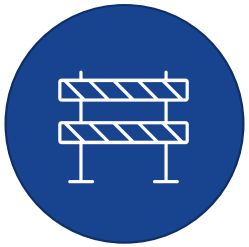
Economic Development



Infrastructure Development and Improvement



Intermodal Transportation Facilities

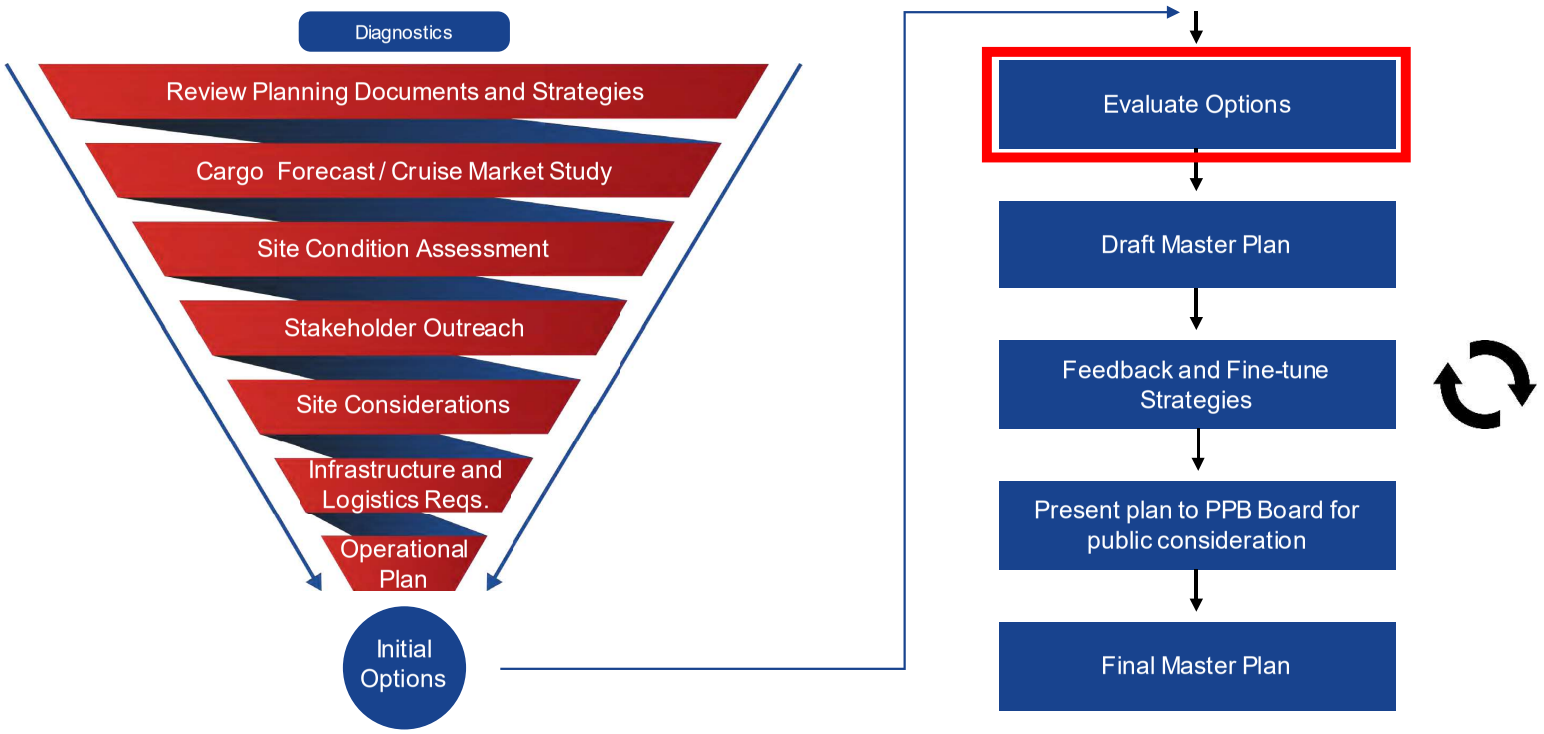


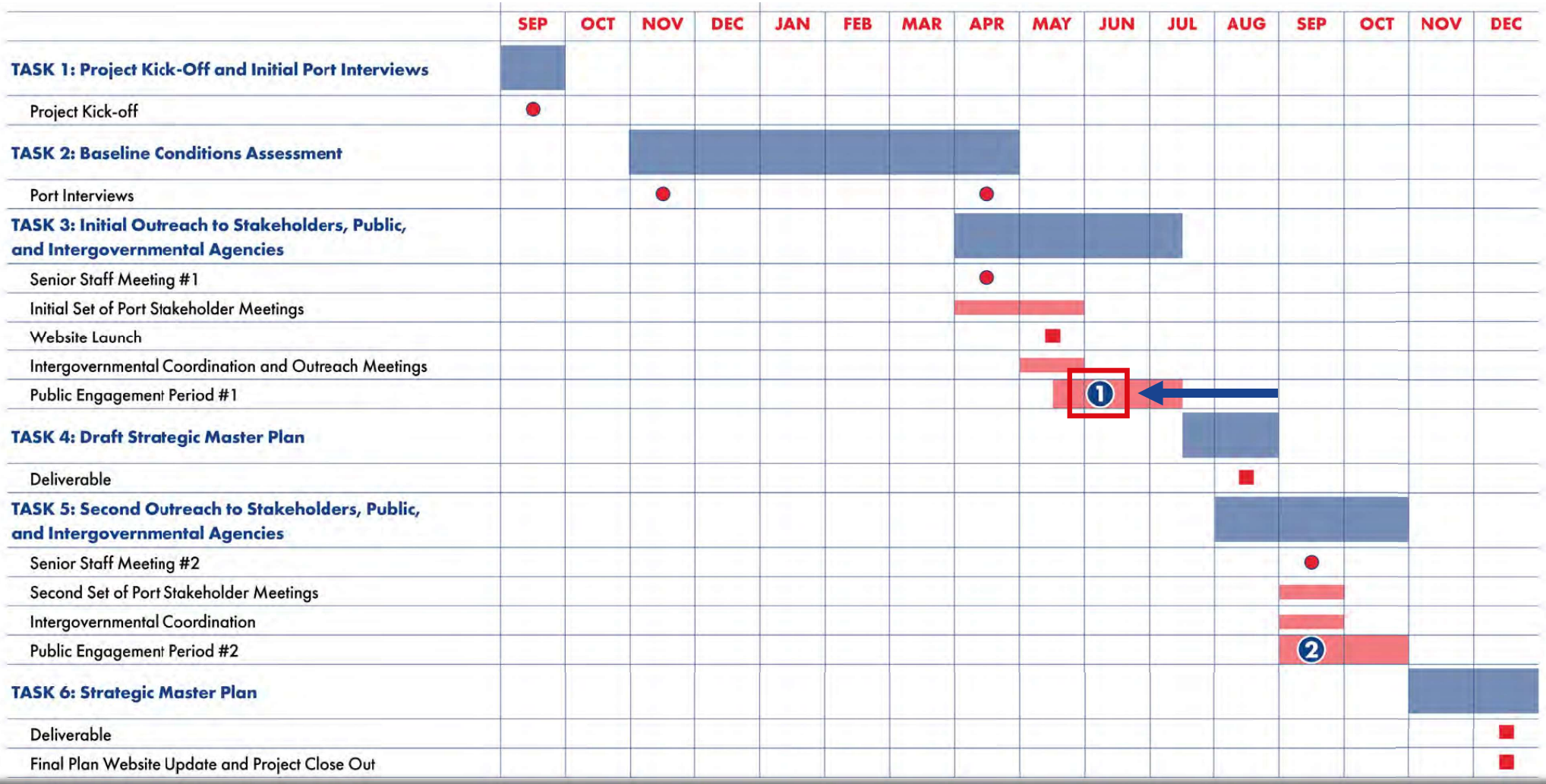
Physical, Environmental, and Regulatory Barriers



Stakeholder and Public Engagement

Master Plan Process




SEP
OCT
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FEB
MAR
APR
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JUN
JUL
AUG
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Project Kick-off
TASK 2: Baseline Conditions Assessment
Port Interviews
TASK 3: Initial Outreach to Stakeholders, Public, and Intergovernmental Agencies
Senior Staff Meeting #1
Initial Set of Port Stakeholder Meetings
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TASK 4: Draft Strategic Master Plan
Deliverable
TASK 5: Second Outreach to Stakeholders, Public, and Intergovernmental Agencies
Senior Staff Meeting #2
Second Set of Port Stakeholder Meetings
Intergovernmental Coordination
Public Engagement Period #2
2
TASK 6: Strategic Master Plan
Deliverable
Final Plan Website Update and Project Close Out

Considerations for this section

What key areas need additional focus as part of the Strategic Master Plan?

Let's Answer Some Questions

In-Person Participants

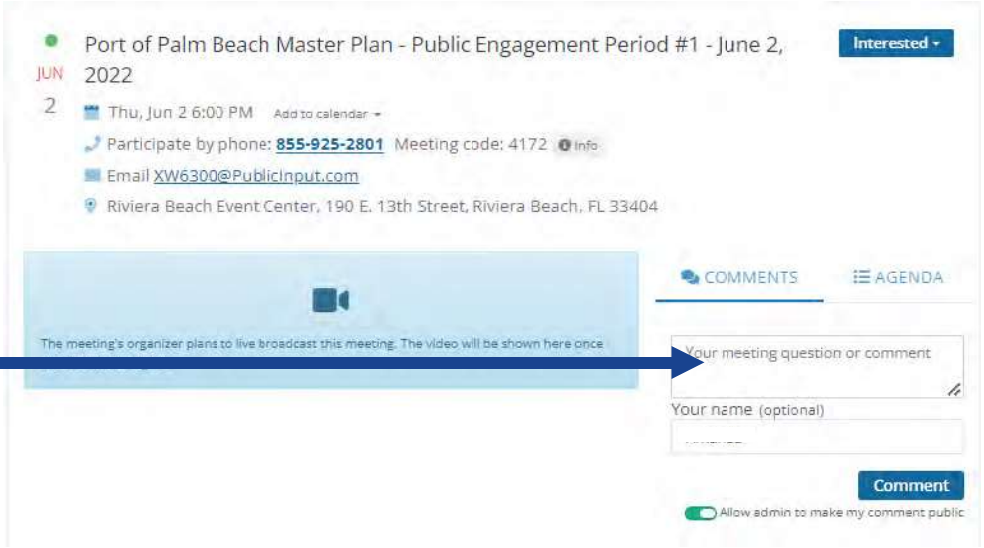
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Opportunities & Constraints

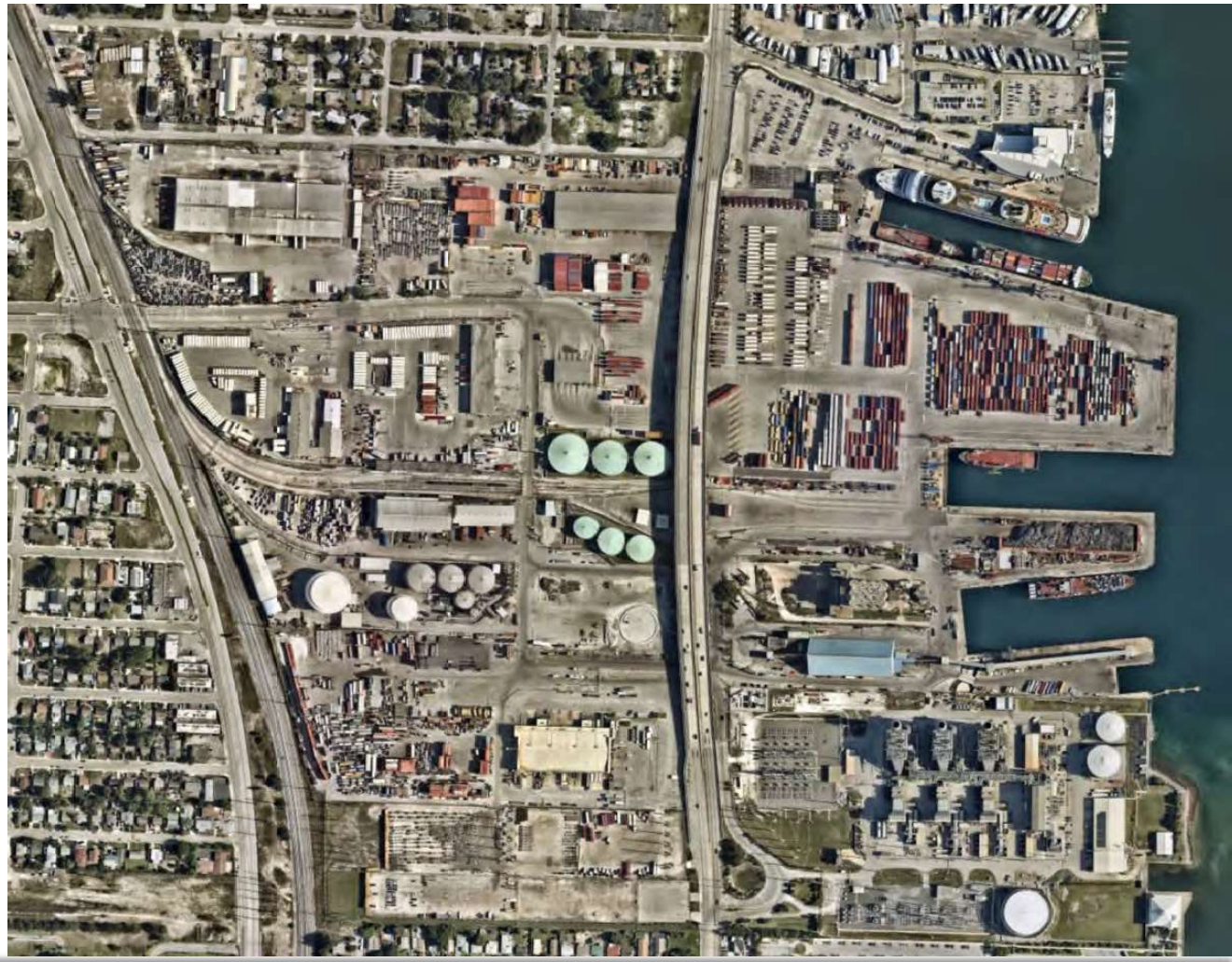
4

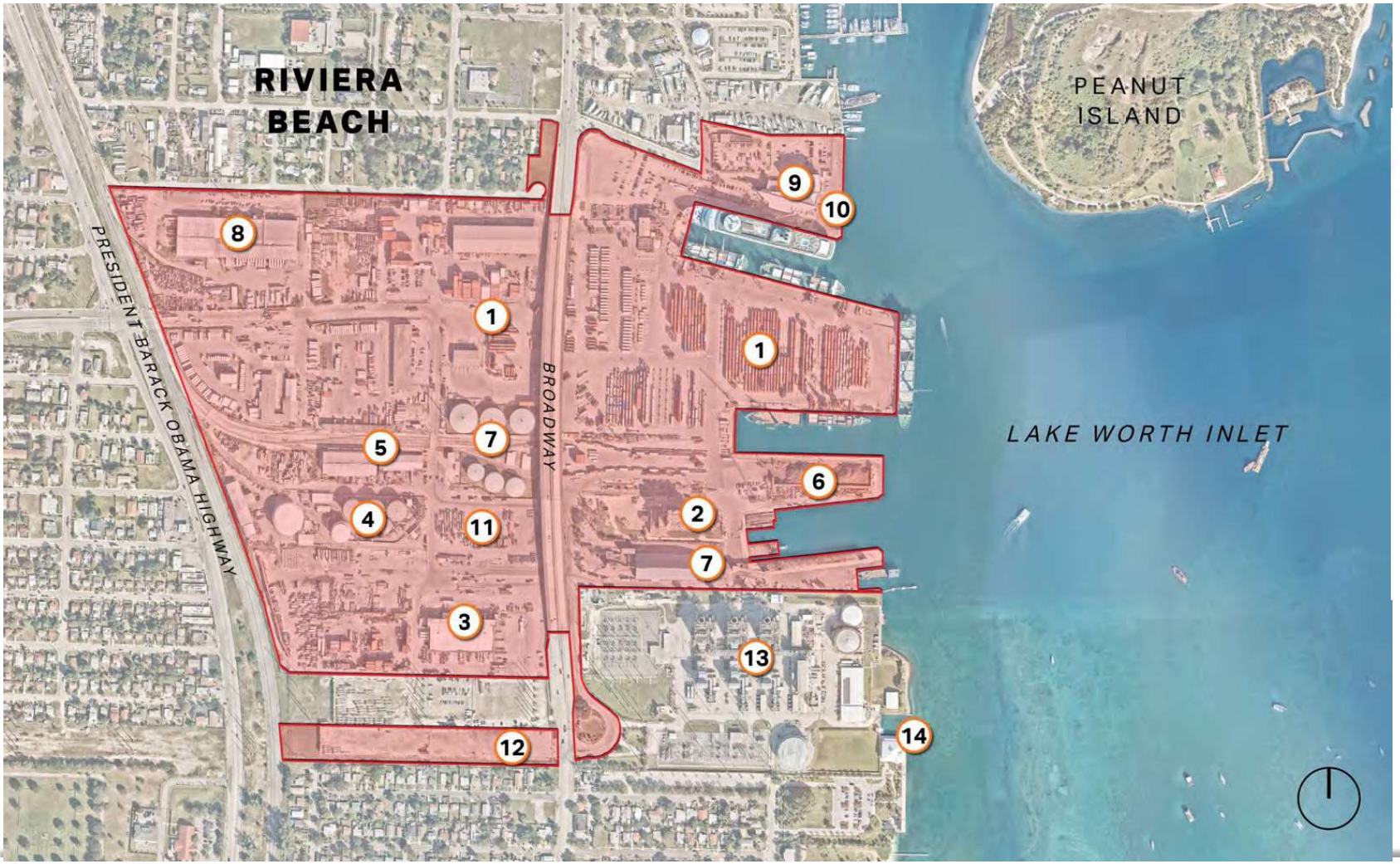
Considerations for this section

Any specific natural environment or urban areas of concern that may experience negative consequences by Port growth?

In a few words, what are key concerns related to inland port facilities?

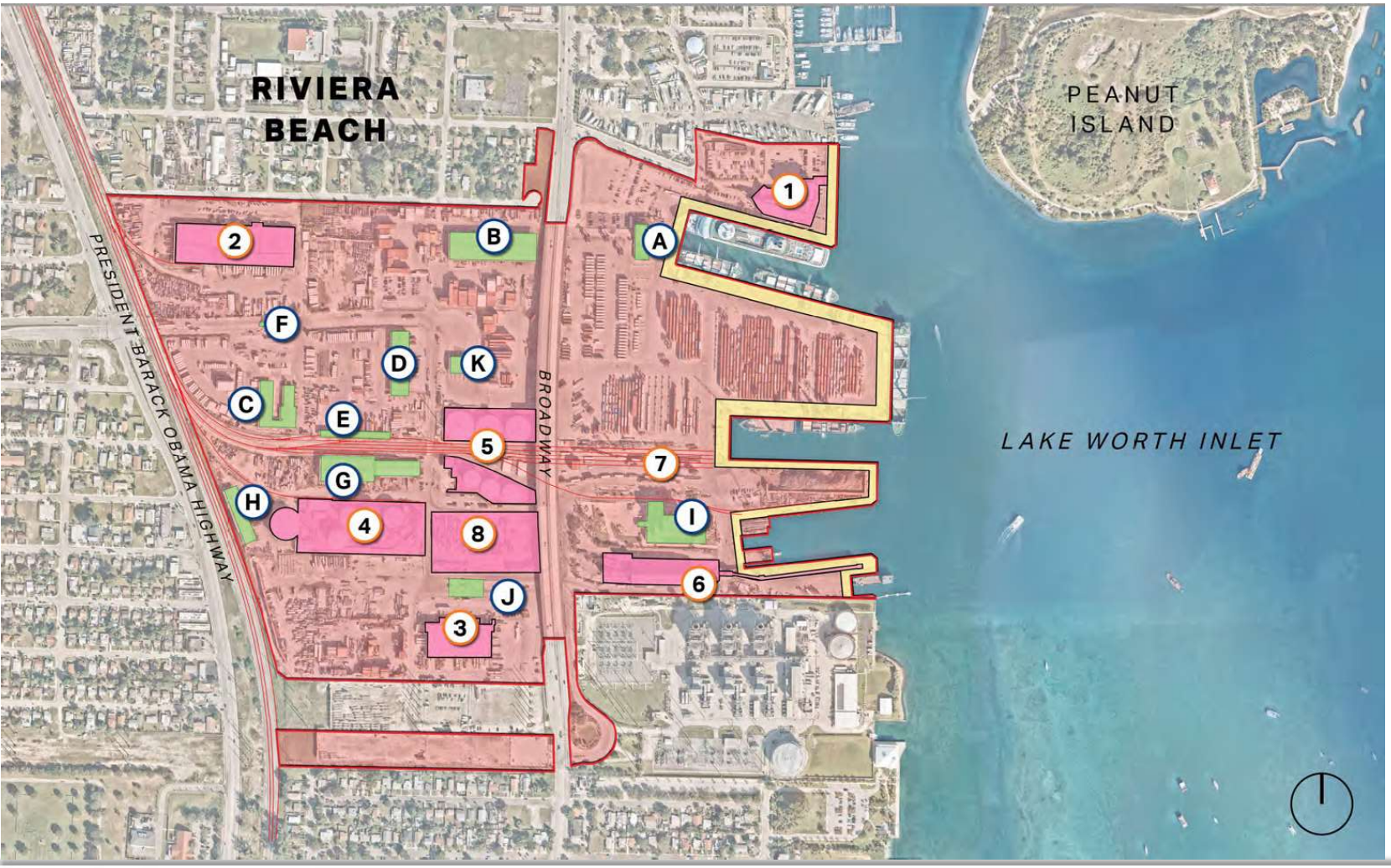
While relatively small, the Port is comprised of 165 acres with little growth opportunity to expand in Riviera Beach, Florida.





KEY LEGEND

- Port Limits (+/- 165 AC)
- 1 Tropical Shipping
- 2 CEMEX USA
- 3 Southeast Hay Distributors
- 4 South Florida Materials
- 5 Gulfstream Line / Heavy Lift Services
- 6 Stonerock Corporation
- 7 Florida Sugar & Molasses Exchange
- 8 Merchants Export
- 9 Cruise Terminal
- 10 Berth One
- 11 Ozinga Cement
- 12 Port Annex Property
- 13 Florida Power and Light
- 14 Manatee Lagoon



KEY LEGEND

- Port Limits (+/- 165 AC)
- Wharf
- Railroad Tracks
- Tenant Building and Tanks to Remain

1 Cruise Terminal
2 Merchants Export Chiller Building
3 South Gate Warehouse
4 South Florida Materials Tank Farm
5 Florida Molasses Tank Farm
6 Florida Sugar Storage and Loader
7 Future PIDP On-Dock Railyard
8 Ozinga Cement Facility

- Relocation Opportunity

A Tropical STRAD Maintenance and Stevedore Trailer
B Tropical Maintenance
C Tropical Reefer / Genset Corral
D Tropical CES Building
E Tropical Rum Dock
F Main Gate
G Gulfstream Buildings 1 and 2
H Port Maintenance Facility
I CEMEX
J South Gate
K Tropical Interchange

Considerations for this section

Any specific natural environment or urban areas of concern that may experience negative consequences by Port growth?

In a few words, what are key concerns related to inland port facilities?

Let's Answer Some Questions

In-Person Participants

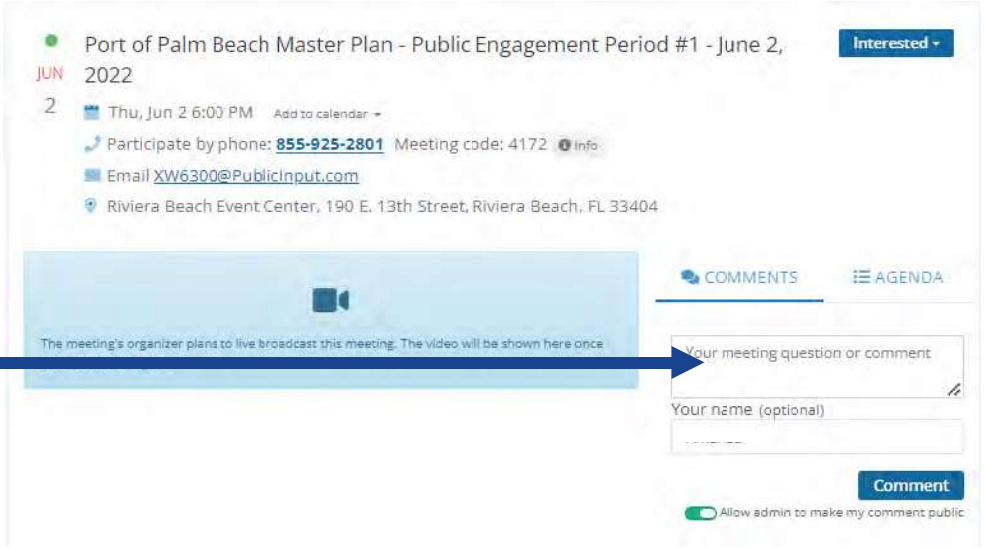
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What We've Heard So Far

5

What We've Heard So Far

Prior to June 1, 2022, Public Meeting

- 1,691 views
- 28 participants
- 236 responses
- 13 comments
- 87 subscribers
- 1,083 social impressions

Prior to June 2, 2022, Public Meeting

- 2,379 views
- 165 participants
- 429 responses
- 57 comments
- 99 subscribers
- 3,544 social impressions

1. Please take a moment to review the following statements and indicate your degree of agreement.

	Strongly Disagree	Disagree	No Preference	Agree	Strongly Agree
The Port of Palm Beach and adjacent waterfront are good as they are.	21% Strongly Disagree	14% Disagree	21% No Preference	7% Agree	36% Strongly Agree
Attracting investment to our community and economy will lead to a better quality of life.	- Strongly Disagree	9% Disagree	18% No Preference	36% Agree	36% Strongly Agree
We need more public and private sector investment in commerce, enabling jobs and creating infrastructure.	- Strongly Disagree	- Disagree	27% No Preference	36% Agree	36% Strongly Agree
Community investment and revitalization is a priority.	- Strongly Disagree	9% Disagree	9% No Preference	64% Agree	18% Strongly Agree
Investment in our economy can happen without negative consequences to the natural environment or urban area.	- Strongly Disagree	18% Disagree	- No Preference	55% Agree	27% Strongly Agree

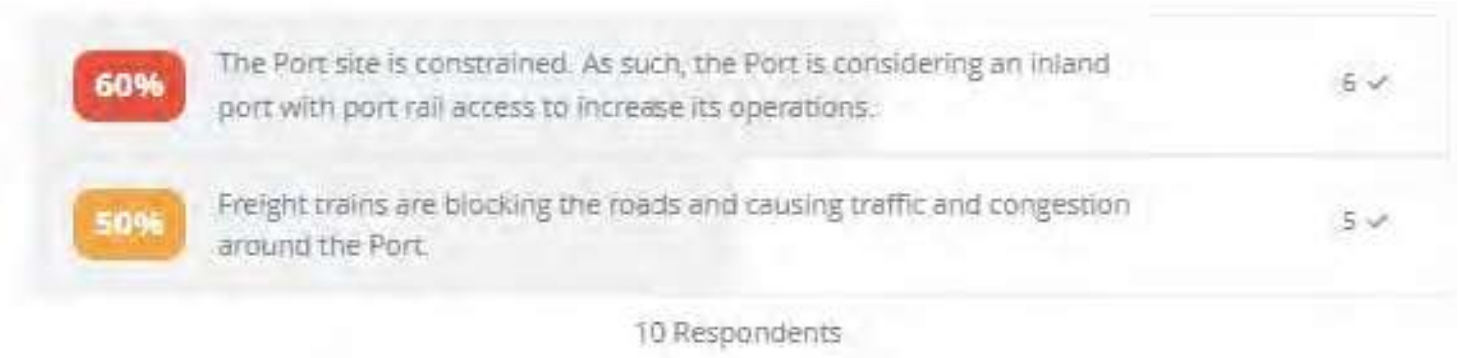
	Strongly Disagree	Disagree	No Preference	Agree	Strongly Agree
Port development will bring lasting social benefit.	- Strongly Disagree	9% Disagree	27% No Preference	27% Agree	36% Strongly Agree
We can balance economic development and preservation needs.	- Strongly Disagree	9% Disagree	36% No Preference	36% Agree	18% Strongly Agree
A strong economy is the best way to strengthen our community.	- Strongly Disagree	- Disagree	18% No Preference	55% Agree	27% Strongly Agree
Community revitalization and investment is the best path to bring forward economic gains.	- Strongly Disagree	- Disagree	18% No Preference	55% Agree	27% Strongly Agree
Development generates needed capital to fund preservation and upkeep critical community assets.	9% Strongly Disagree	18% Disagree	18% No Preference	36% Agree	18% Strongly Agree

14 respondents

2. Which of the following *statements interests you* about the Port of Palm Beach as it stands today?



3. Which of the following *statements concerns you* about the Port of Palm Beach as it stands today?



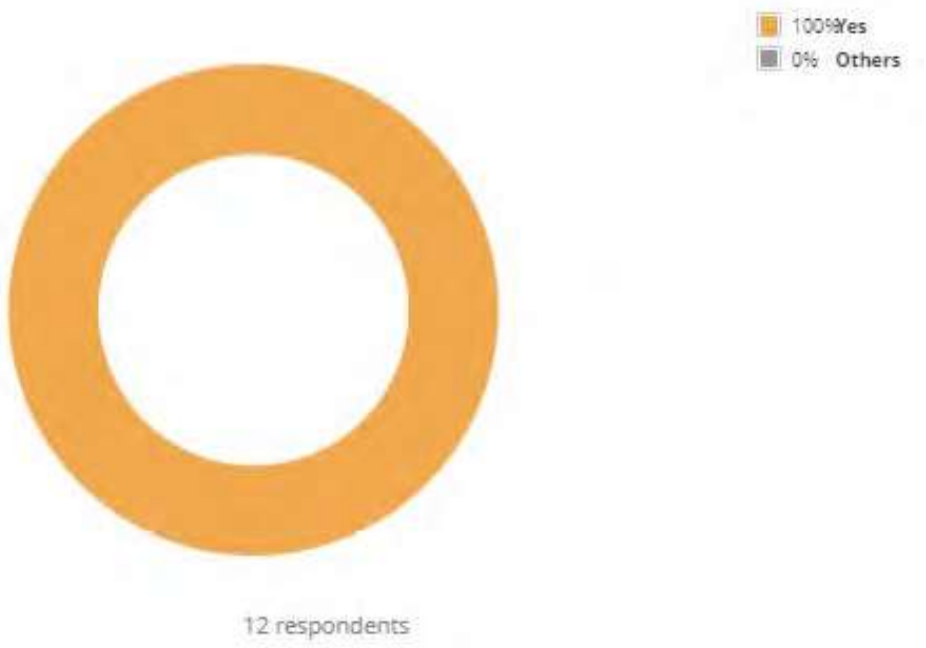
4. Please rank your level of sentiment towards the Port of Palm Beach.

	Strongly Disagree	Disagree	No Preference	Agree	Strongly Agree
The Port is a leading anchor in our community, providing jobs that steady our local economy and secures our position as a competitive and thriving Florida deepwater port.	8% Strongly Disagree	17% Disagree	8% No Preference	42% Agree	25% Strongly Agree
The Port an integral part of our urban fabric, enhancing its edge conditions and entryway as it abuts the adjacent context will be welcomed by the surrounding community for a cohesive city planning effort.	8% Strongly Disagree	15% Disagree	15% No Preference	15% Agree	46% Strongly Agree

	Strongly Disagree	Disagree	No Preference	Agree	Strongly Agree
The Port is a safety hinderance to our community, generating noise, traffic, and other public realm and environmental impediments.	33% Strongly Disagree	42% Disagree	- No Preference	25% Agree	- Strongly Agree
The Port is an eyesore, distracting the views of our coastline and affluent waterfront neighborhoods.	36% Strongly Disagree	36% Disagree	18% No Preference	9% Agree	- Strongly Agree

13 respondents

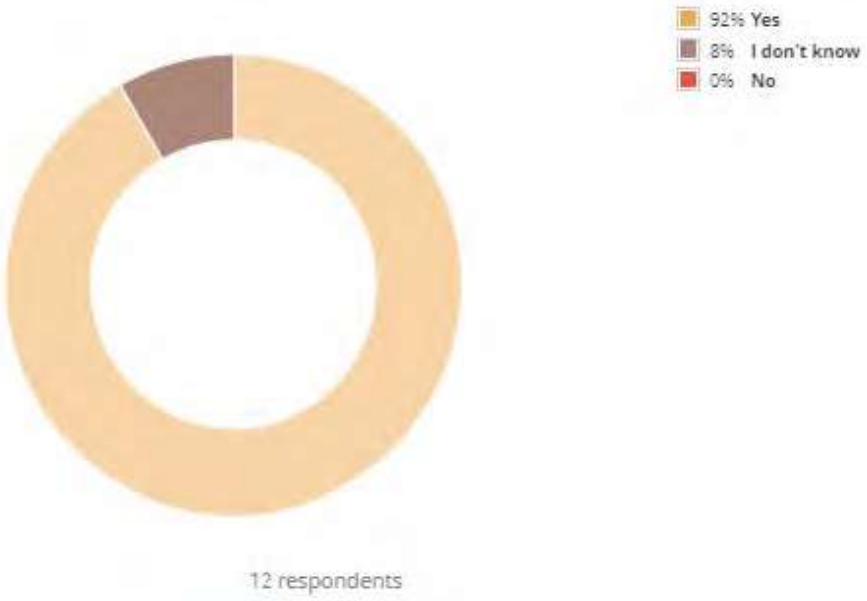
5. In the future, can the Port of Palm Beach become an improved strategic economic community asset supporting commerce and jobs?



6. In the future, please rank the following statements on how the Port can improve its operations and become a better neighbor.



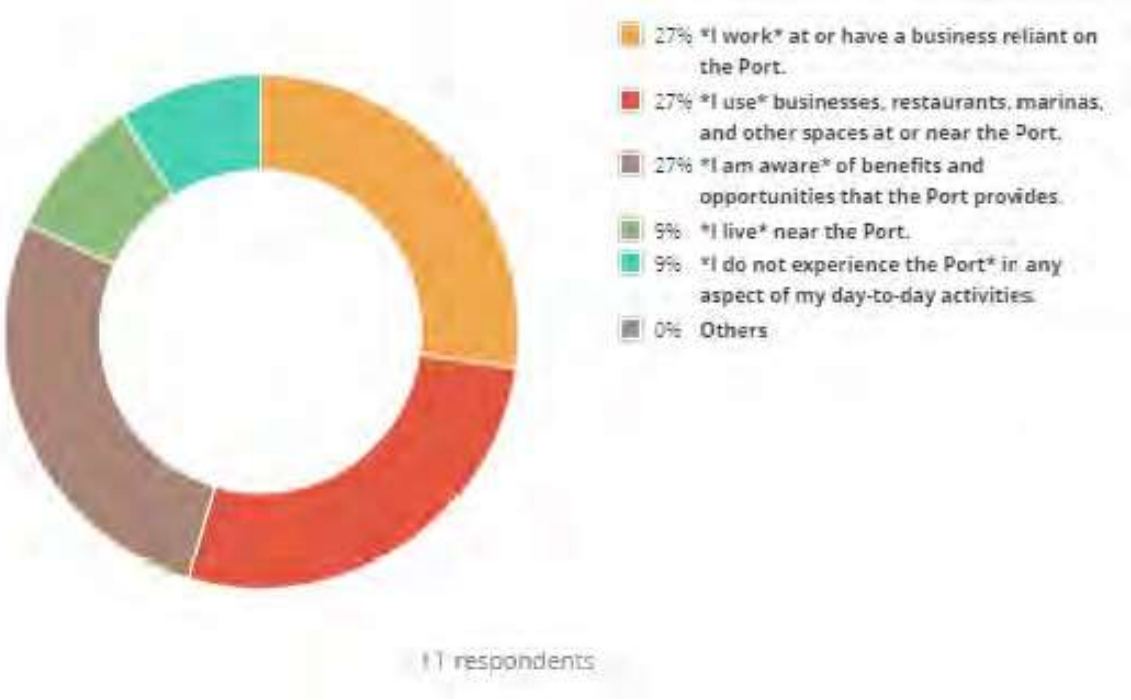
7. In the future, can the Port of Palm Beach function in an improved role, helping ensure greater economic and social benefits to local residents, businesses, and other public and private stakeholders in the region?



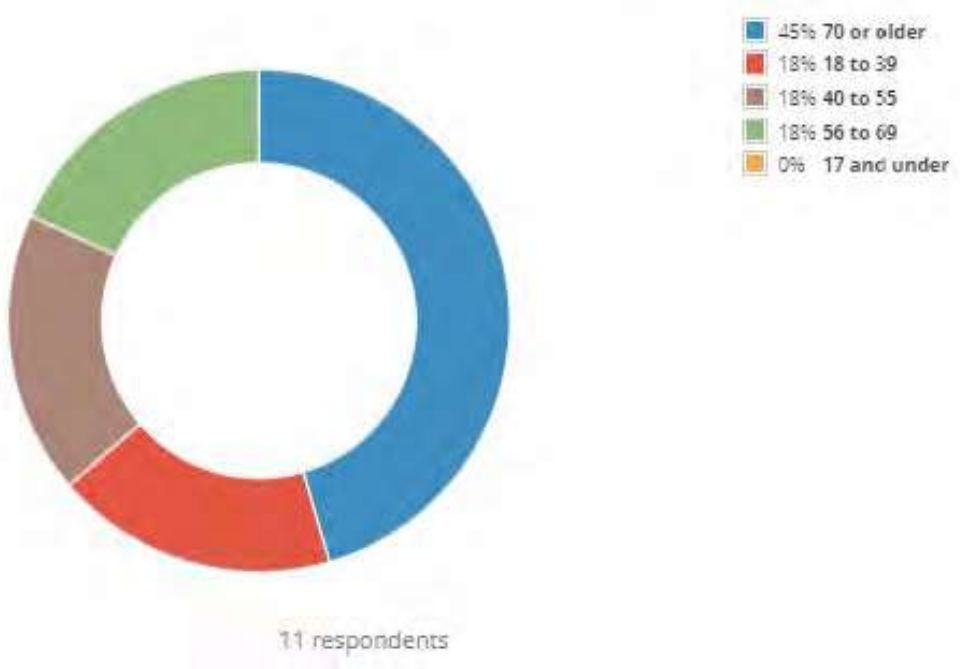
8. Please rank the following statements on how the Port can improve its relationship in the region in the future.



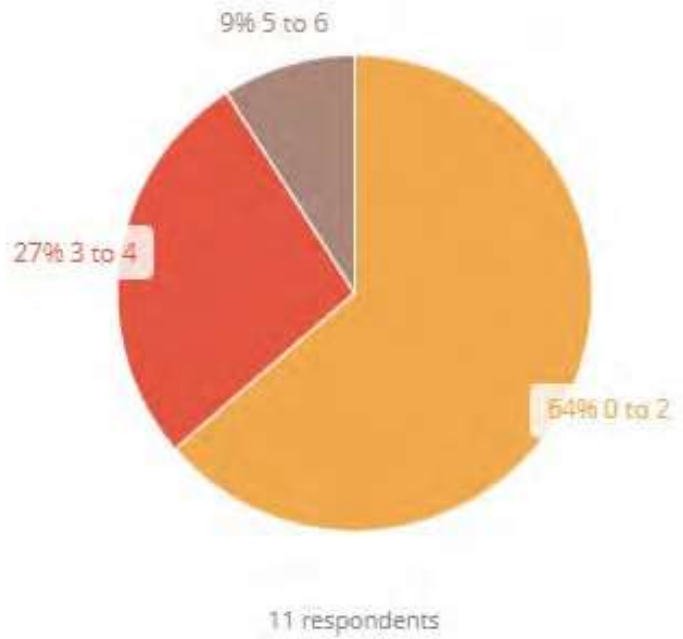
9. Which statement best describes your experience with the Port of Palm Beach?



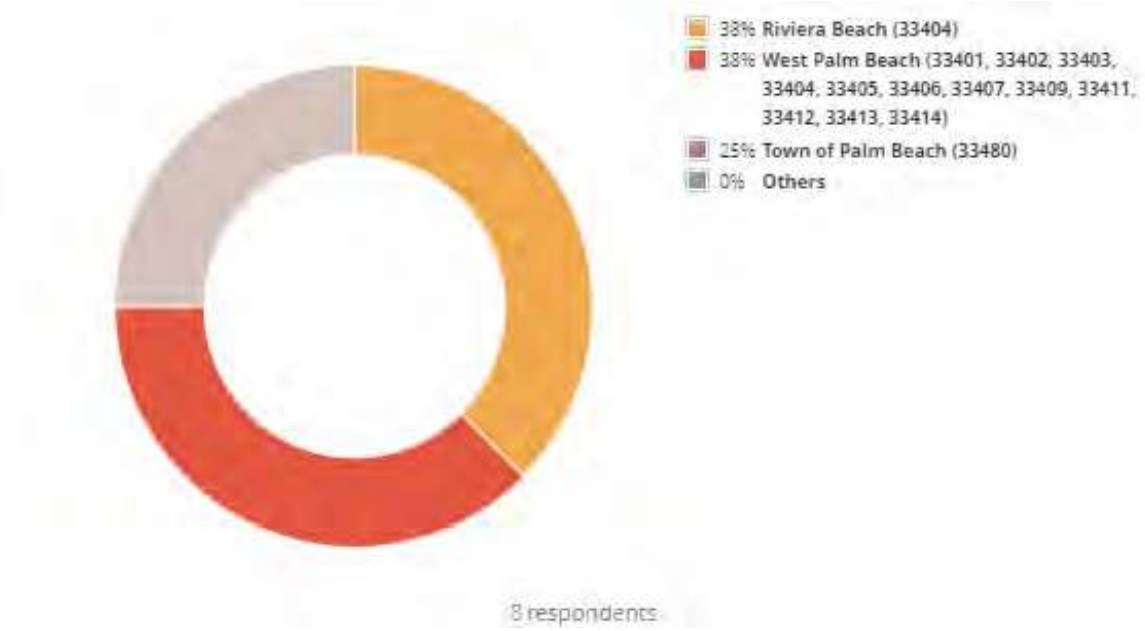
10. What is your age?



11. How many people reside in your household?



12. Where do you live?



13. What other thoughts and ideas can you share with the port planning team to help guide this important process?

- **Sea level rise**
  - Use a concrete overlay to raise the Port level
- **Port expansion**
  - Be a good neighbor
  - Explain the Port's plans to increase capacity
  - Explain how the master plan will benefit port employees, port tenants, and citizens
  - Explain requirements for increasing depths for ships to navigate
  - Explain how safety and surrounding environment will be impacted by Port operations
- **Tour of Port**
  - Could tours be open to combined groups so smaller groups can take a tour?
- **Safety/health/environmental concerns**
  - Waterfront scrap metal pile to be removed/relocated
  - Explain how Port will address pollution into the water

13. What other thoughts and ideas can you share with the port planning team to help guide this important process?

- **Legislation**
  - Is the Port a special district that may be affected by new legislation?
- **Taxes**
  - Taxing authority of the Port, would a master plan consider future taxes?
- **Truck Routing**
  - City/FDOT cannot obtain funding and make improvements north of 45th Street due to truck access to Port
    - Sufficient access via Greenwood Avenue
    - Master Plan should not route trucks on Broadway and stay away from Northwood Harbor (North of 45th/East of Bway) and Northwood Legacy (North of 45th/West of Bway) neighborhoods

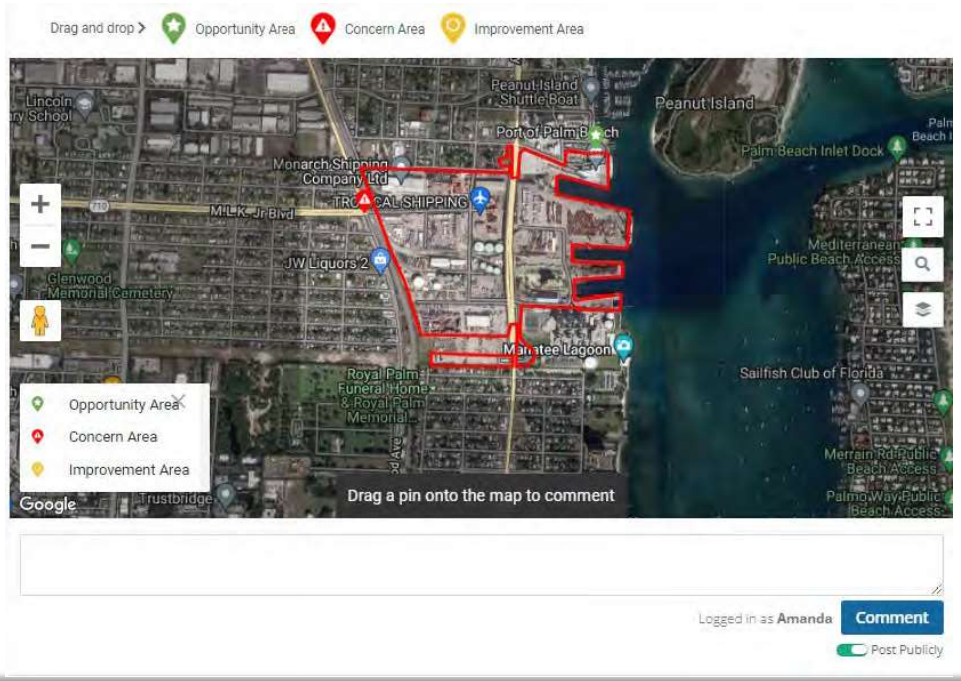
Interactive Map Activity

6

Directions for the Interactive Map Activity

- In-Person Participants
  - Place sticky note (with your comments) on the aerial map to indicate your:
    - Opportunity Area
    - Concern Area
    - Improvement Area

- Virtual Participants



Open Discussion

7

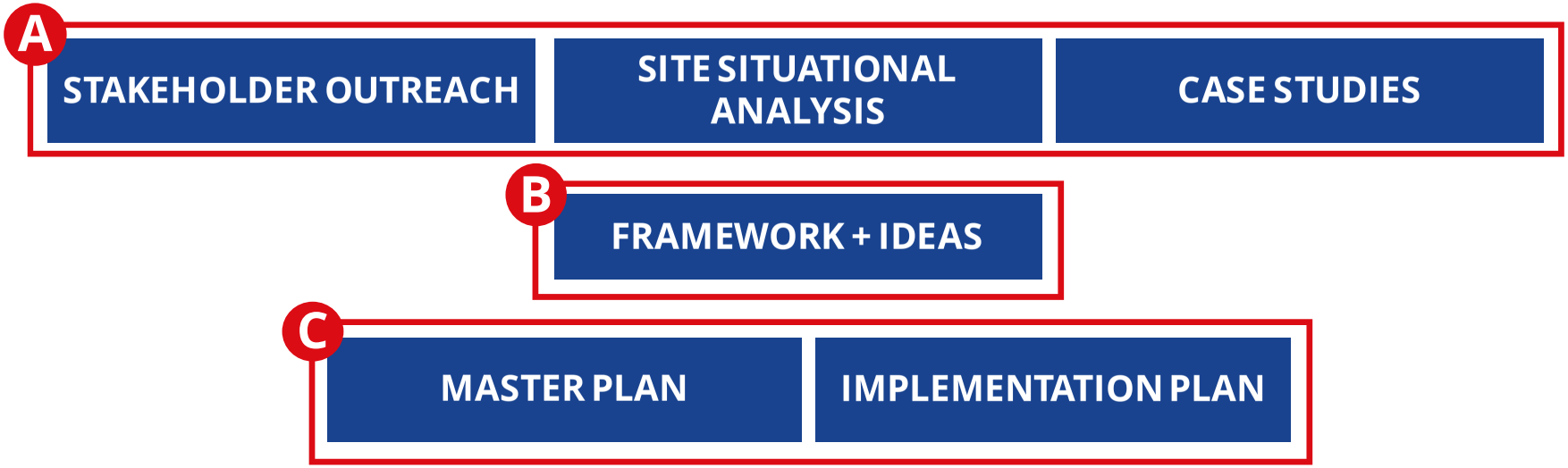
Open Discussion

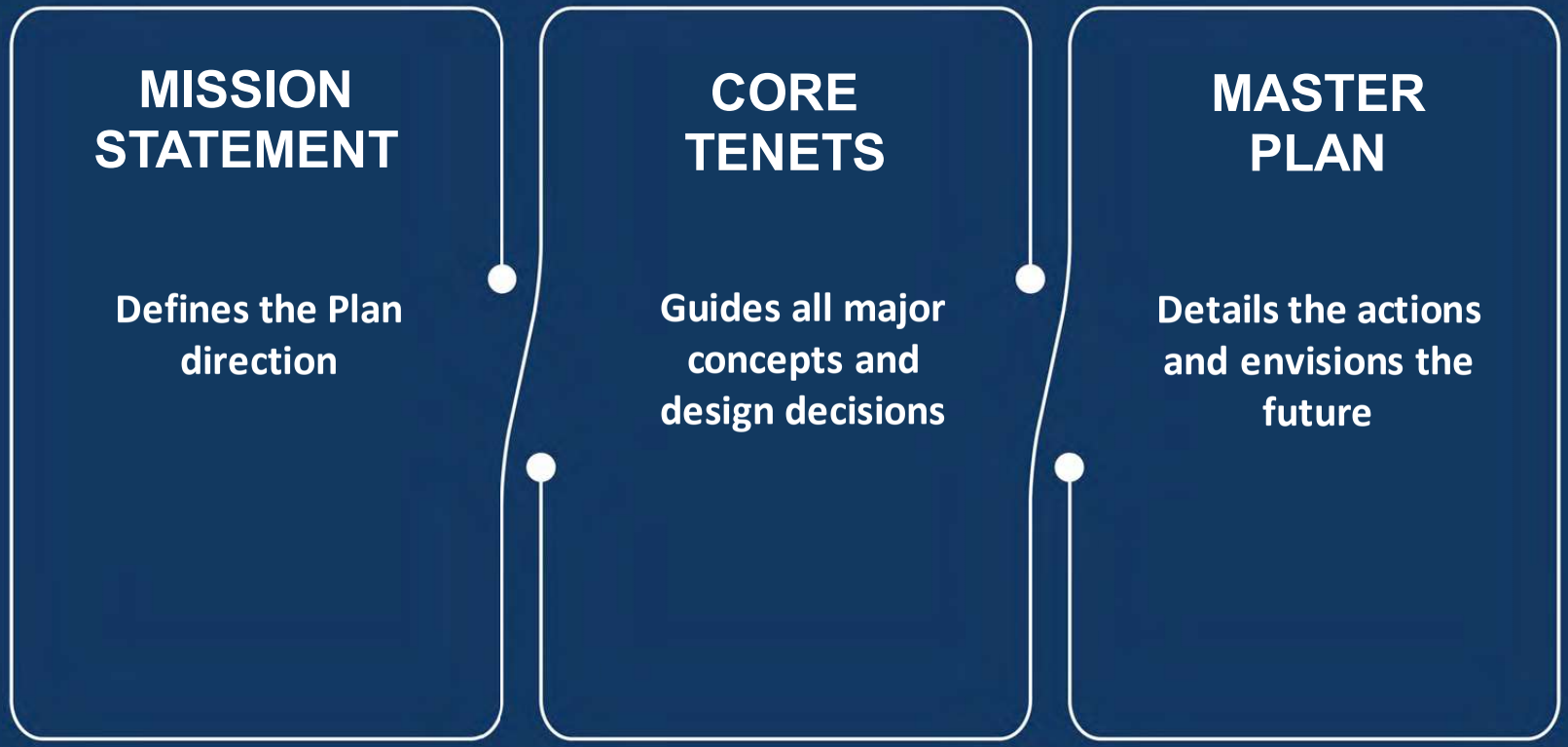
- Comments from interactive map activity
  - Opportunity Area
  - Concern Area
  - Improvement Area
- Themes

Conclusions & Next Steps

8

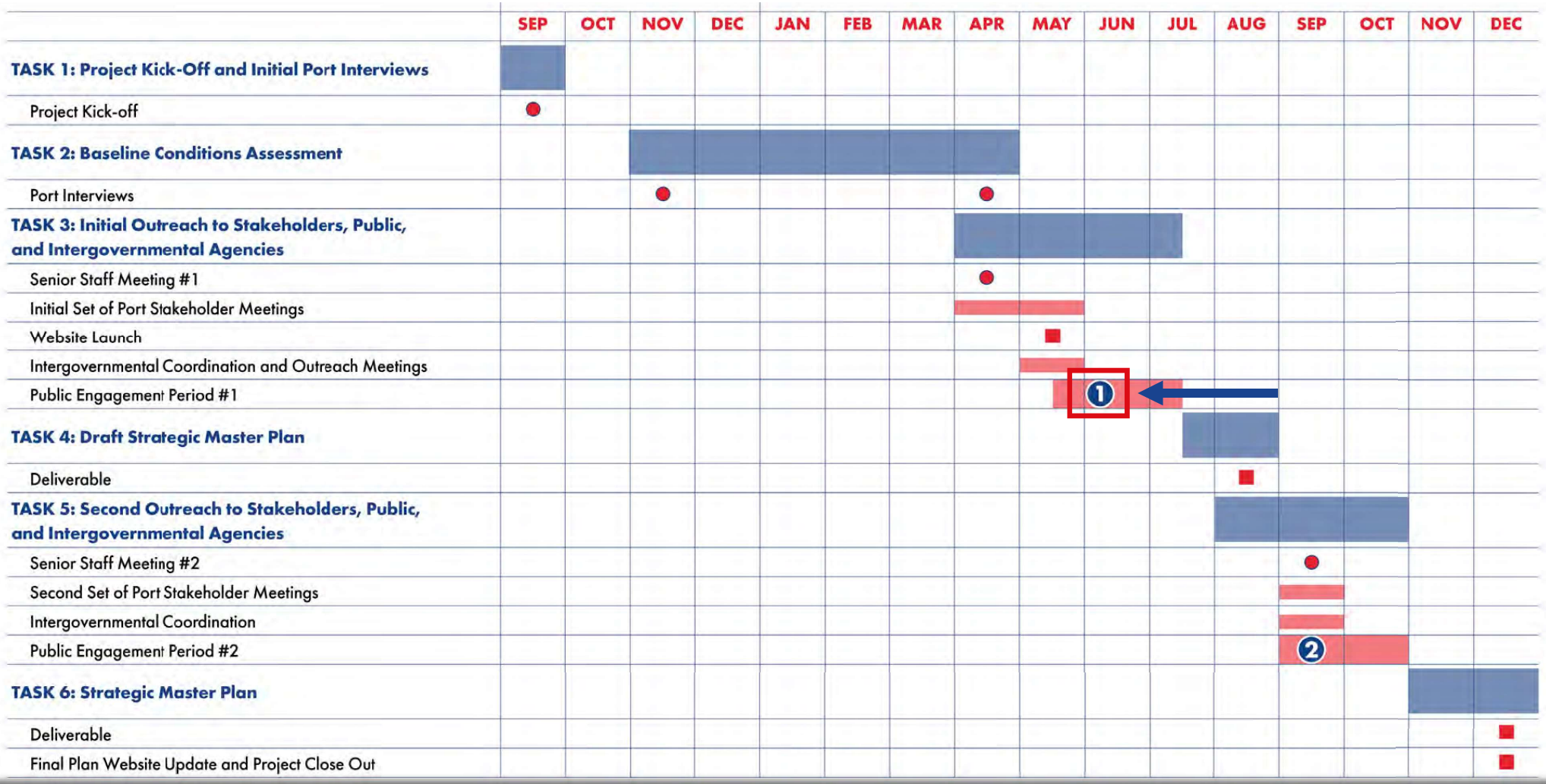
How can the Port set forth a new vision to ensure the commercial success of its tenants and to ensure greater economic and social benefits to local residents, businesses, and other public and private stakeholders in the region?




MISSION STATEMENT
Defines the Plan direction
CORE TENETS
Guides all major concepts and design decisions
MASTER PLAN
Details the actions and envisions the future

Implementation

- **Phasing.** Implementation will occur over phases, with projects prioritized by funding availability, market conditions, community desire, and other factors.
- **Funding.** Identify how best to advance public and private sector investment opportunities.
- **Permitting and Regulatory Considerations.** Align land use, zoning, and other regulations and permitting needs.
- **Plan Champions.** Identify the next steps—and who takes them.


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Deliverable
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Ways You Can Share Your Input during Public Engagement Period 1

Attend a Public Meeting

June 1 & 2, 2022

Survey 1

May 23 - July 7, 2022

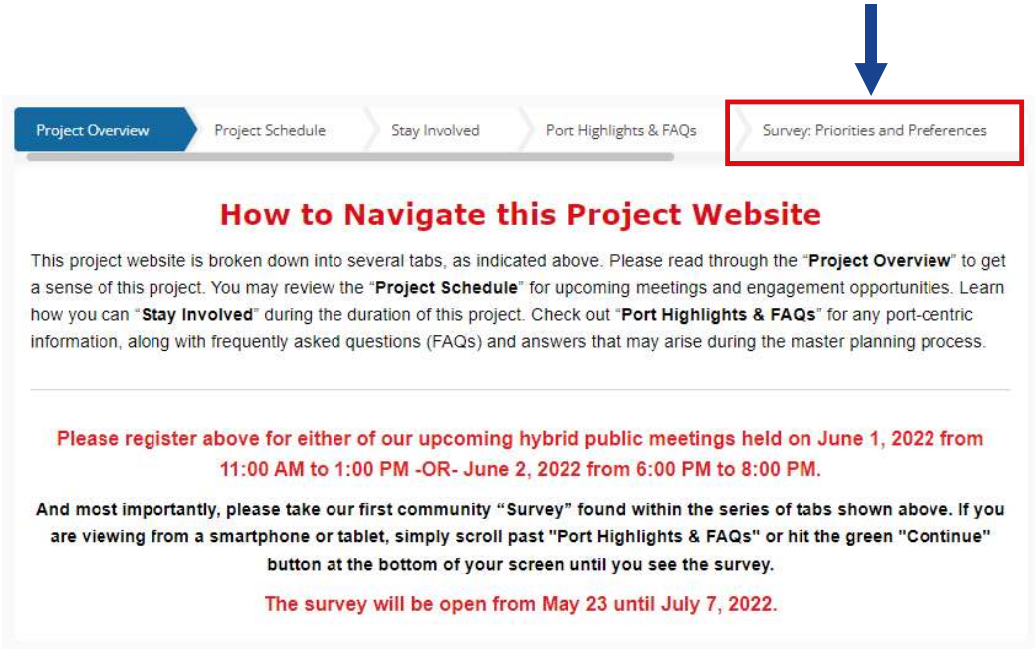
Interactive Map

May 23 - July 7, 2022

Email the Planning Team

PlanPortofPalmBeach@PublicInput.com

Subscribe for Project Updates



Let's Answer Some Questions

In-Person Participants

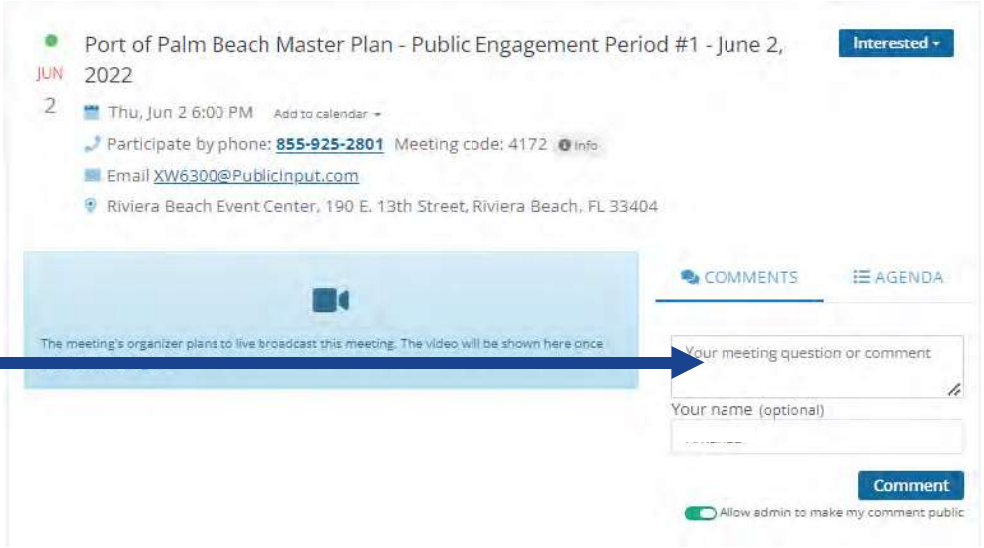
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Public Engagement Period 1: Hybrid Public Meeting



PORT of Palm Beach
MASTER PLAN

June 1 & 2, 2022

PORT of Palm Beach MASTER PLAN

Appendix F:

Public Meeting Minutes

Appendix F includes:

- June 1, 2022 – Public Meeting
- June 2, 2022 – Public Meeting

moffatt & nichol

100 W. Cypress Creek Rd., Ste. 960
Fort Lauderdale, FL 33309 USA

(954) 622-8100
www.moffattnichol.com

Team Members:
PSA Management
HDR
Dickey Consulting
Columbia Strategic Consulting Group LLC
AEGIR

Stakeholder Communication

Client:	Port of Palm Beach District
Project:	Port of Palm Beach Strategic Master Plan
Meeting:	Public Meeting
Date:	June 1, 2022
M&N Project No.:	211060

A. Communication Details

Meeting: Public

Meeting Location: Port of Palm Beach (PPB) Administration and on Project Website

Date and Time: June 1, 2022, 11:00 AM to 1:00 PM

Meeting Attendees*:

In-Person	**Online**
Matt Horne	Ann Mullen
David Wiloch	Dana Hilton
Joann Rawn	Ellen DeRose
Fritz Gurault	Eric Baker
John Cleary	Evan Matthew Emerson
Aida Baez	Frederick Ferrin
Peyton Me	Lauren Williams
Eric Baker	Maria Matthews
Ed Severino	Rosmari Mejuto
Reid Hansen	Steve Graham
Gerald Ward	Trenton Shaver
Jeffrey Chaplin	
Karen Marcus	
Aaron Hoffman	
Michael Williams	
Claude Clevinger	
Gianluca De Santis	
Bill Cella	

**The names listed were those who filled out a sign-in sheet or registered online. This list does not capture all meeting attendees if the meeting participant did not sign in. Not all names may be listed correctly as the planning team had to interpret handwritten contact names and did so with the best of their ability. 18 people signed in in-person. 54 people pre-registered online. 46 people attended virtually.*

B. Presentation & Discussion

I. Presentation

- Kerry Simpson provided an overview of the process for the Port of Palm Beach Strategic Master Plan
- Amanda Zullo explained both in-person and online interactive activities and engagement
- Ways You Can Share Your Input during Public Engagement Period 1: Survey 1, Interactive Map, Email the Planning Team
- Project Schedule:
  - Draft Strategic Master Plan in August 2022
  - Final in December 2022
- Public Engagement Period 1 runs May 23 – July 15 and Period 2 runs August 15 – October 31
- Port Context – Considers expanding the Port to enhance the region
- The Port and its Region – Details about the Port demographic and what it does
- The Port District
- Port of Palm Beach
- A Unique Port

II. Questions & Comments

- Is the Port at capacity now? Will they consider an inland Port so they can expand?
  - Kerry Simpson: The Port is looking at how to expand cargo facilities and how to consider an inland activity for those tenants.
  - David Graves: Best way to allow the Port to expand is to look at vacant property left by tenants. The previous concept of the Port was to look at the existing container yard and create a full automation of the container yard with a public private relationship – going up with automation – density. The dwell time is longer than at other Ports.
  - Kerry Simpson: 4-5 days versus 2 or 3 days.
- What will be the cost to the residents of City of Riviera Beach and those on Singer Island?
  - Kerry Simpson: The Strategic Master Plan will look at what sites will need mitigation. Economic growth will occur with higher paying jobs and tax base.
- What efforts have been done to deal with the solution for material run off into Lake Worth, such as pollution controls?
  - Longtime resident: In 1950s, life was enhanced by the manmade created inlet and marine life in the area. The Port was the generator of the Lake Worth Inlet. Mitigation compensation may not be able to be done to the extent residents may want because the Port was here first and created the inlet.
  - Mr. Coddington: The Port does regular water quality monitoring, as the Port is aware of the scrap metal run offs. The Port works on keeping the Lagoon clean.
- The inland port always comes up every meeting. Can you provide an update?
  - Kerry Simpson: We do not know if the Port can do the inland port since the Port does mostly exporting and not importing. We do not believe it is the role of the Port of Palm Beach because the Port does not own land out west in Belle Glade or South Bay and a rail system is needed to be operational.

- Comment: We should help that area since there is high unemployment and available employees.
- Comment: Have access to Indiantown rail yard, Fort Pierce and can get to the area. The connection is in place between FEC and CSX to Pahokee and Belle Glade. The Indiantown rail yard will allow this to happen. The state is now creating a yard in Pahokee.
- Comment: There is not enough demand. The only inland port that is successful is in Savanah, GA and it is because of the need. Also, there is an inland port in Virginia because of the Ohio Valley.
- Lia added the comments we received from Riviera Beach, Belle Glades, and South Bay. They want to help make it a reality because of jobs and working with an end user.

III. Presentation

- Why and How Should the Port Evolve – see bullet points on PowerPoint slide
- Strategic Master Plan Guidelines – see five points on PowerPoint slide
- Strategic Master Plan Process – see seven points to five process points on PowerPoint slide
- Schedule
- Discussion Prompt: What key areas need additional focus as part of the Strategic Master Plan?

IV. Questions & Comments

- Does the Port have the ability to use eminent domain to take property for an inland port?
  - Answer: Yes. We hate to see the Port use this process because it is painful and a long-term effort. We saw what happened when the bridge was put in; the owner's land was taken by eminent domain, and he was not given the money it was worth.
- Public Records request?
  - Mr. Ward: The public did not get to see the agenda before this meeting, and we should have been given it to review. Mr. Ward asked for the public records request to get the results from meetings held with tenants, governments, and agencies.
  - Comment: Cheney Brothers and the truckers can give ideas and solutions for better transport and operations.
  - Comment: Ferry boats can be used and may be a better economic way to export to the Caribbean and not through a cruise line.
  - Florida Statute was referenced for the process of adopting the Plan.
    - Mr. Ward: Had numerous ideas and provided a list of what he would recommend. Mr. Ward wants the Port to look at the future, down the road. Pahokee and Belle Glade will be center of economy before we get halfway through the century. The Port is the major planner of the City of Riviera Beach.
    - Kerry Simpson: The team has met with 75% of agencies and 90% of tenants.

V. Presentation

- Opportunities and Constraints
  - Mr. Simpson presented an overview for some of them – see PowerPoint slides

- See slide with 14 industries on the Port of Palm Beach
- See slide with 1-7 industries showing constraints (red and green)

VI. Questions & Comments

- The annex property is an opportunity to annex more of the Port.
  - Storage is opportunity but must be low range. Port renting from FPL now and using it.
  - Comment: The planning team has missed the "ball" – sees FPL waterfront as being able to be moved and used. The environmental area where the manatee section is located. Can FPL use frontage of Port? Skyline can allow digging. Riviera Beach Heights is on higher ground and continuous water flows from it. No ideas for putting bulk storage on Peanut Island, but there should be. US 1 reconnection to State Rd. 710.
  - Mr. Ward will provide his list to the team for consideration.

VII. Presentation

- What We have Heard so Far
  - 1,691 views, 28 participants, 236 responses, 13 comments, 87 subscribers, and 1,083 social impressions
  - Overview of Survey was provided and examples of responses
  - See slides from responses thus far
  - Slides 1-13 Questions

VIII. Interactive Map Activity & Open Discussion

- Discussion
  - Harbormasters: We are concerned about the ship cargo partial loads versus full load.
  - Mr. Ward: The input of all the public and the wealth of knowledge of some should be considered.
  - Consider the rubber tire RTGs on storage
  - 1967 expansion of dredging
  - Waterfront expansion
  - Navigation issues will be reviewed by one of the tenant's third generation owner
  - Relocation of navaids – safety issues – 2014 project operations
  - Sand transfer issues are especially important to address
  - Army Corps of Engineers needs to be supervised
  - Produce the Draft Strategic Master Plan for public comment so they can see what has been said and can comment on the statements of the agencies, governments, and regulatory agents




Left: Yaremi Farinas discussing the public's input on the Port's challenges and opportunities.
Right: Kerry Simpson engaging with Port staff and a public meeting participant.

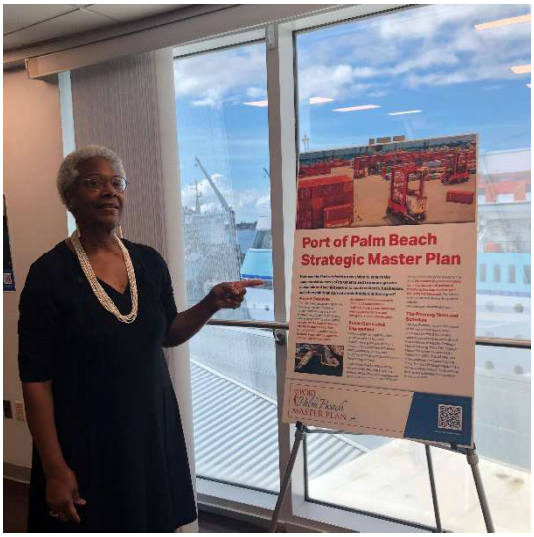



Left: Participants viewing the public meeting presentation and sharing thoughts and comments.
Right: Participants engaging in thoughtful discussions regarding the Strategic Master Plan.





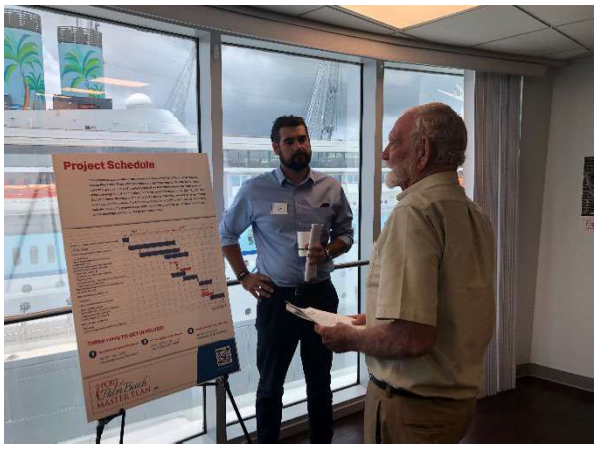
Left: Participants gathered to view the Strategic Master Plan presentation.
Right: Yaremi Farinas engaging with public meeting participants.





Left: Sheryl Dickey assisting with public outreach efforts for the Strategic Master Plan meeting.
Right: Participants discussing details from the public meeting presentation.





Left: Public input topics of interest or concern for the Port of Palm Beach Strategic Master Plan.
Right: Participants discussing the project schedule.




Left: Participants listening to Kerry Simpson present on the Strategic Master Plan.
Right: Participants gathering to further discuss the presentation.

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Team Members:
PSA Management
HDR
Dickey Consulting
Columbia Strategic Consulting Group LLC
AEGIR

Stakeholder Communication

Client:	Port of Palm Beach District
Project:	Port of Palm Beach Strategic Master Plan
Meeting:	Public Meeting
Date:	June 2, 2022
M&N Project No.:	211060

A. Communication Details

Meeting: Public

Meeting Location: Riviera Beach Event Center and on Project Website

Date and Time: June 2, 2022, 6:00 PM to 8:00 PM

Meeting Attendees*:

In-Person	**Online**
Gerald Ward	George Falger
Karen Payne	Susan Sanchez
Michael Williams	
John Cleary	
Keith Leggett	
Rich Burress	
Bonnie Larson	
Tim Murphy	
Joann Rawn	
Fred Rawn	
Doreen Paulk	
Mary Badham	

**The names listed were those who filled out a sign-in sheet or registered online. This list does not capture all meeting attendees if the meeting participant did not sign in. Not all names may be listed correctly as the planning team had to interpret handwritten contact names and did so with the best of their ability. 18 people signed in in-person. 41 people pre-registered online. 6 people attended virtually.*

B. Presentation & Discussion

I. Presentation

- Kerry Simpson provided an overview of the process for the Port of Palm Beach Strategic Master Plan
- Amanda Zullo explained both in-person and online interactive activities and engagement
- Ways You Can Share Your Input during Public Engagement Period 1: Survey 1, Interactive Map, Email the Planning Team
- Project Schedule:
    - Draft Strategic Master Plan in August 2022
    - Final in December 2022
- Public Engagement Period 1 runs May 23 – July 15 and Period 2 runs August 15 – October 31
- Port Context – Considers expanding the Port to enhance the region
- The Port and its Region – details about the Port demographic and what it does
- The Port District
- Port of Palm Beach
- A Unique Port

II. Questions & Comments

- Are you looking to expand? What areas are you anticipating expanding? Do these areas require condemnation? If the cement company is using the storage area, where will the cement be stored? We do not want it stored in the residential area across the street. I am a resident in the City of Riviera Beach. I have no objection to the Port expanding, just not into the residential area. I want to know if you are expanding out west. Please look at this with a business aspect but keeping the community in mind.
    - Kerry Simpson: The Port does want to expand within their limits, having greater density inside the Port. They will look at what storage areas are available and where tenants can move offsite. They will look at economic benefits to the community as well.
- What is the critical path for the process? What is first, second, and third etc.
    - Kerry Simpson: We are looking at buildings that can move offsite or where there is space to move tenants. We are looking at a 20-Year Strategic Master Plan. We will look at open space areas and movement of cargo, and where to move it.
- What are you doing to protect the Port from rising sea level?
    - Kerry Simpson: We are looking at structures and where the wall may need to be raised. We will consider which cargo can stay, and which buildings need to be raised to protect from sea level rise.
- Will there be any training classes for young people to be trained and ready to work at the Port?
    - Kerry Simpson: Yes. Several tenants at the Port are looking to hire people from the area such as Tropical, Cemex and Ozinga.
- What is the source of the cement?
    - Kerry stated it is not the intent of the Port to condemn property but will offer to buy it. He does not know the source of the cement or where it comes from and where it is being stored.

- What are the expansion boundaries for the Port? Where will they expand in the City of Riviera Beach?
- Are the channel slips being evaluated as to the depth and what cargo can be moved? Which slips need to be deepened and which will be impacted by sea level rise?
    - Ron Coddington: The Port will look at sea level rise and the bulkheads, monitoring sea level rise and will adjust the operations at the Port to accommodate it.

III. Presentation

- Why and How Should the Port Evolve – see bullet points on PowerPoint slide
- Strategic Master Plan Guidelines – see five points on PowerPoint slide
- Strategic Master Plan Process – see seven points to five process points on PowerPoint slide
- Schedule
- Discussion Prompt: What key areas need additional focus as part of the Strategic Master Plan?

IV. Questions & Comments

- How many minorities are working on the Strategic Master Plan – PSP and DCS or both DBEs and CBEs?
- Are there internship programs for minority students? Recommending that the Port do this.
    - Yaremi said they previously did internships with college juniors and seniors but discontinued due to COVID-19. They will investigate resuming an internship program.
    - Yaremi stated that there are student tours, and she can be contacted to arrange them.
- Are there plans to deepen the Channel at the Port?
    - Kerry Simpson: No, but it is maintained.
- Are there plans to deepen the intracoastal?
    - Ron Coddington: The Port does not have jurisdiction there. It is FIND's role to maintain. The Port works with them and knows they do the upkeep of the ICWA. He is aware that they have addressed the environmental issues relative to the coral reefs.
    - Gerald Ward: The Port will need to comply with this as well.
- Will safety improvements be made to the Channel?
    - Ron Coddington: Yes, we met with Army Corps. It is a continuous effort.
- Who are the stakeholders? Did they clean up the stone rock? Has the Port investigated the issue of the Monarch ship? Make sure the cars are not stolen.
    - Kerry Simpson explained who the stakeholders are.
    - Ron Coddington: The scrap operator, Stonerock, has a clean drain system to make sure the scrap metal is not blowing in the wind and into the atmosphere. The Port is in a lawsuit with Monarch to ensure they resolve the problems they have with owners of the cars. The company is insolvent.
- Is the Port requesting use of any property with Tropical? We must consider impacts to the surrounding neighborhood and consider going out west.
- There was a request for the Port to provide incentives to invite the public to Margaritaville.
- There was a request for the tenants to receive a copy of the Strategic Master Plan and for them to be consulted.

- There was a request to place project information on the City's marquee so the public will know.
- Because the Port is a landlord port and not an operational port, they cannot manage a tenant's operations.
- There was a request for the Port to advertise more to sponsor tours and to get the public involved.
    - Yaremi stated there is a virtual presentation online as well.
    - Kerry Simpson: The Port has a YouTube channel that shares what the Port is doing and their contributions to the community.
- Ms. Brabham wants the outreach team to look at innovative ways to get the community's input.
- What are the environmental issues?
    - Lincoln Elementary and Suncoast schools are located across the street from Cemex, who is operating there under the name of Magenta. These two uses should not be located adjacent to one another.
        - Kerry Simpson: The cement operations cannot be moved off the Port.
        - Yaremi said that the Port does not own the property near Lincoln and Suncoast. It is privately owned by a tenant that may also lease property at the Port. If this owner also leases property at the Port, she would like the Port to ask them to consider moving those operations away from the schools.
- What are the concerns or comments regarding the inland port expansion? Will the Port be able to expand up?
    - Kerry Simpson: Density is being considered but there are height restrictions in various parts of the Port – FPL and another area at site 12 – Port Annex property.
    - Kerry went over all the waterfront properties – see list of numbers 1-14 on the Key Legend. He identified each tenant in those locations. Constraints are shown in red as numbers and the opportunities are shown in green as letters.
    - Opportunities with Tropical are the most identified to move offsite or elsewhere on the Port than where they are now.
    - See legend with these ideas of opportunities.

V. Presentation

- Opportunities and Constraints
    - Kerry Simpson presented an overview for some of them – see PowerPoint slides
    - See slide with 14 industries on the Port of Palm Beach
    - See slide with 1-7 industries showing constraints (red and green)

VI. Questions & Comments

- What about the annex property as an opportunity to annex more of it?
    - Storage is opportunity but must be low range. Port renting from FPL now and using it.
    - Comment: The team has missed the "ball." Sees FPL waterfront as being able to be moved and used. The environmental area where the manatee section is located. Can FPL use frontage of Port? Skyline can allow digging. Riviera Beach Heights is on higher

ground and continuous water flows from it. No ideas for putting bulk storage on Peanut Island, but there should be. US 1 reconnection to State Rd. 710.

- Mr. Ward will provide his list to the team for consideration.

VII. Presentation

- What We have Heard so Far
  - On June 1, 2022 – 1,691 views, 28 participants, 236 responses, 13 comments, 87 subscribers, and 1,083 social impressions
  - On June 2, 2022 - 2,379 views, 165 participants, 429 responses, 57 comments, 99 subscribers, and over 3,544 social impressions.
  - Overview of Survey provided and examples of responses
  - See slides from responses thus far
  - Slides 1-13 Questions

VIII. Questions & Comments

- Attendees asked where the Port boundaries are?
  - Broadway eastern boundaries looking at 10th and 11th are the expansion area only with willing sellers. Will not do eminent domain.
  - A portion of east area owned by another company
- Ward said that safety is an issue for the Port and not just Army Corps.
- Ward stated that projects on the books at the Port have now been implemented because the Port did not want to spend money and instead wants government money.
- Larry Graham can help get the word out.
- Ward wants more outreach for a longer period to allow people to come to meetings.
- Wants the Port to think about a ferry system to get bulk out of the Port.
- What is the relevance of knowing the ages of people responding?
  - It gives an idea of what the different age groups are thinking.
  - Comment: Older populations are more apt to respond to these outreach initiatives.
- Statement made that it would be more cost effective to look at operating more efficiently with automation at Port of Palm Beach, moves quickly in two days.
- What about the Chaney Brothers lease?
  - It is one of the most unfortunate leases the Port has. The Port learned from this lease and what not to do.

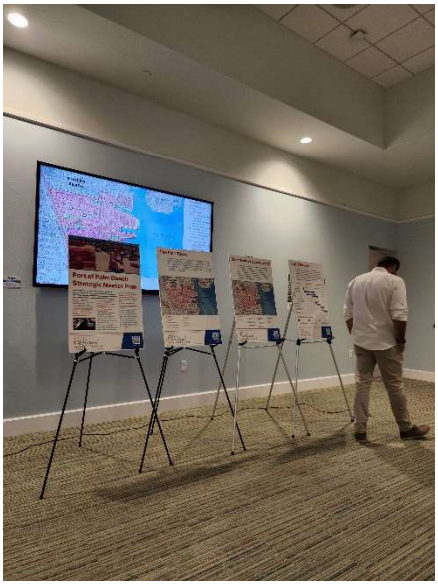
IX. Interactive Map Activity & Open Discussion

- The group did not do the exercise due to the lateness of the hour.
- Yaremi stated that the Port resolved the issue of Tropical bringing cargo in during rush hour at 8:00am and 8:30am by asking them to bring it in at 5:30am.





Left: Marina Event Center entrance with the public meeting flyer advertised.
Right: Participants listening to Kerry Simpson present on the Plan.





Left: Participants viewing visual the Port's Strategic Master Plan posters.
Right: Participants gathering for discussions related to the Strategic Master Plan.




Left: Participants viewing the presentation on the Strategic Master Plan.
Right: Kerry Simpson guiding the participants through the Port's future plans.




Left: Participants viewing the public meeting presentation.
Right: Participants viewing the public meeting presentation.

PORT of Palm Beach MASTER PLAN

Appendix G:

Survey 1 Summary

Appendix G includes:

- July 8, 2022 – Survey 1 Summary Report

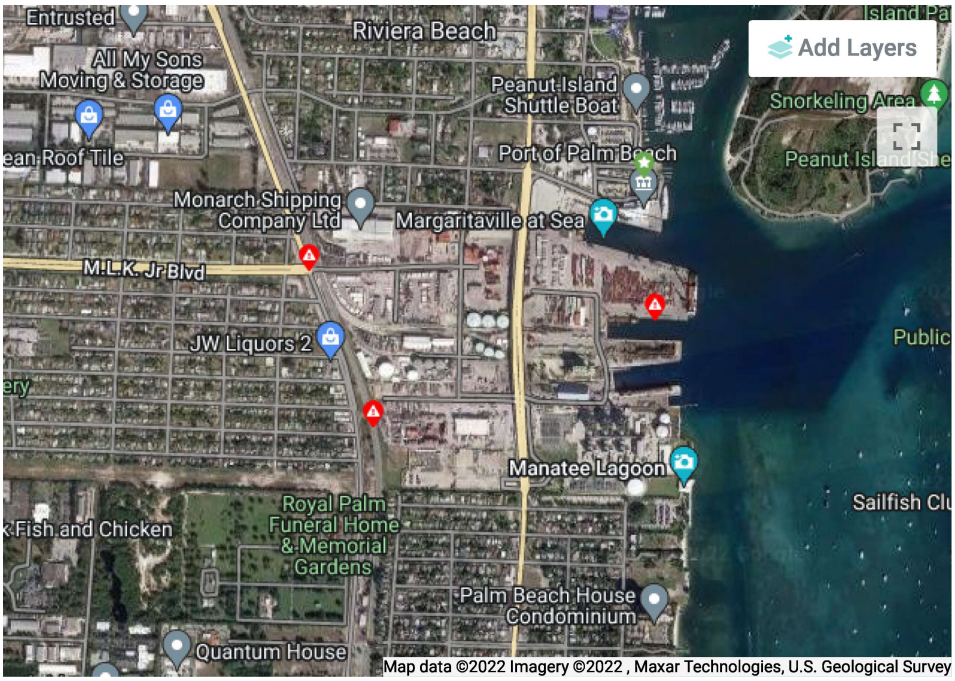
Port of Palm Beach Master Plan - Public Engagement Period #1 - 07.08.22

Project Engagement

VIEWS	PARTICIPANTS
5,517	254
RESPONSES	COMMENTS
2,167	124
SUBSCRIBERS	IMPRESSIONS
124	14,652

In addition to the survey on the adjoining website tabs, the Project Team welcomes your input regarding general comments. **Please "drag and drop" pins onto the map below focusing on areas of concern, improvement, or opportunity.** You are welcome to add text comments to accompany the pins.

Public input collected through this interactive map will be considered with the Project Team's data and analysis to inform the Strategic Master Plan.



Love that I can get on a cruise from here.

one month ago 2 Agree

While opportunities may be limited for purchasing or leasing properties around the port's current 165 acres, you may want to include in your study the feasibility of the inland port for rural western Palm Beach County. This initiative could possibly expand operational capacity for the port several times over. Studies and discussions have focused on an 850-acre Inland Logistics Center (ILC) for materials distribution, warehousing, assembly and light manufacturing. The inland location would alleviate congestion along coastal highways by moving cargo onto rail lines and stimulate Palm Beach County's economy by providing jobs and developing a huge tract of rural land.
While the ILC would primarily benefit the Port of Palm Beach, it could be expanded to serve all of South Florida. The project would be within 100 miles of three seaports, four international airports and three railroads with an abundance of undeveloped land – all assets that would help attract even more commerce.
Initially, much of the cargo traffic for the ILC could come by truck on highways already serving the area, but connections to rail lines would be needed. The Port of Palm Beach already has a leg up on this with its nearby connection between the Florida East Coast and CSX Railroads.
Advantages of the inland port could include:
• reduced congestion/faster transit, including improved access to major highways and other cities
• reduced emissions with the use of rail transport
• added space for importers/exporters to build warehouses and distribution centers at less cost than for facilities located in or near waterside ports
• increased employment and economic development, with new investment from business and industry in surrounding areas

one month ago

The investment in the Port of Palm Beach is a long awaited opportunity for the local area.

one month ago

Trains blocking vehicle traffic

one month ago

Slip #2 width and length issues need to be addressed

one month ago

Virtual Participants - Please feel free to use the aerial map above to drag and drop pins to highlight concerns, opportunities, and/or improvement areas.

one month ago

entryway needs to be better connected to the community

one month ago

1. Please take a moment to review the following statements and indicate your degree of agreement.

	Strongly Disagree	Disagree	No Preference	Agree	Strongly Agree
The Port of Palm Beach and adjacent waterfront are good as they are.	19% Strongly Disagree	32% Disagree	11% No Preference	18% Agree	20% Strongly Agree
Attracting investment to our community and economy will lead to a better quality of life.	1% Strongly Disagree	4% Disagree	3% No Preference	43% Agree	49% Strongly Agree
We need more public and private sector investment in commerce, enabling jobs and creating infrastructure.	1% Strongly Disagree	3% Disagree	12% No Preference	38% Agree	46% Strongly Agree
Community investment and revitalization is a priority.	1% Strongly Disagree	4% Disagree	3% No Preference	47% Agree	45% Strongly Agree
Investment in our economy can happen without negative consequences to the natural environment or urban area.	- Strongly Disagree	12% Disagree	9% No Preference	43% Agree	35% Strongly Agree
Port development will bring lasting social benefit.	1% Strongly Disagree	4% Disagree	18% No Preference	38% Agree	38% Strongly Agree
We can balance economic development and preservation needs.	1% Strongly Disagree	4% Disagree	9% No Preference	48% Agree	37% Strongly Agree
A strong economy is the best way to strengthen our community.	1% Strongly Disagree	1% Disagree	9% No Preference	40% Agree	48% Strongly Agree
Community revitalization and investment is the best path to bring forward economic gains.	- Strongly Disagree	1% Disagree	9% No Preference	48% Agree	41% Strongly Agree
Development generates needed capital to fund preservation and upkeep critical community assets.	3% Strongly Disagree	5% Disagree	12% No Preference	40% Agree	40% Strongly Agree

79 respondents

2. Which of the following *statements interests you* about the Port of Palm Beach as it stands today? *(Select all that apply)*

58%	The Port is one of the largest employers in Palm Beach County and is an economic engine for the county.	43 ✓
54%	This is a niche port catering goods to the Caribbean; the Port exports 80% of goods and imports 20%.	40 ✓
46%	The Port is looking for offsite cargo movement opportunities that may include an inland port to reduce current traffic and congestion while accommodating future growth.	34 ✓
43%	The Port is home to Margaritaville at Sea, offering cruising operations to the Bahamas.	32 ✓

74 Respondents

3. Which of the following *statements concerns you* about the Port of Palm Beach as it stands today? *(Select all that apply)*

62%	Freight trains are blocking the roads and causing traffic and congestion around the Port.	39 ✓
60%	The Port site is constrained. As such, the Port is considering an inland port with port rail access to increase its operations.	38 ✓

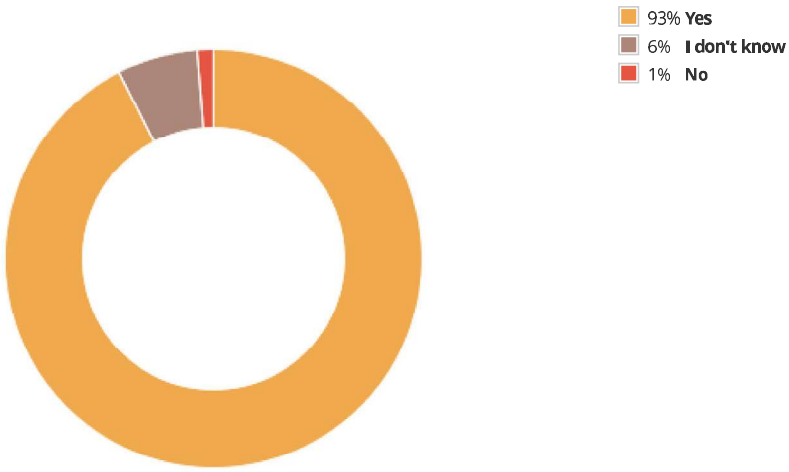
63 Respondents

4. Please rank your *level of sentiment* towards the Port of Palm Beach.

	Strongly Disagree	Disagree	No Preference	Agree	Strongly Agree
The Port is a leading anchor in our community, providing jobs that steady our local economy and secures our position as a competitive and thriving Florida deepwater port.	4% Strongly Disagree	8% Disagree	11% No Preference	44% Agree	33% Strongly Agree
The Port an integral part of our urban fabric, enhancing its edge conditions and entryway as it abuts the adjacent context will be welcomed by the surrounding community for a cohesive city planning effort.	4% Strongly Disagree	8% Disagree	20% No Preference	36% Agree	31% Strongly Agree
The Port is a safety hinderance to our community, generating noise, traffic, and other public realm and environmental impediments.	23% Strongly Disagree	34% Disagree	18% No Preference	16% Agree	8% Strongly Agree
The Port is an eyesore, distracting the views of our coastline and affluent waterfront neighborhoods.	25% Strongly Disagree	39% Disagree	18% No Preference	12% Agree	6% Strongly Agree

74 respondents

5. *In the future,* can the Port of Palm Beach become an improved strategic economic community asset supporting commerce and jobs? *(Select one)*



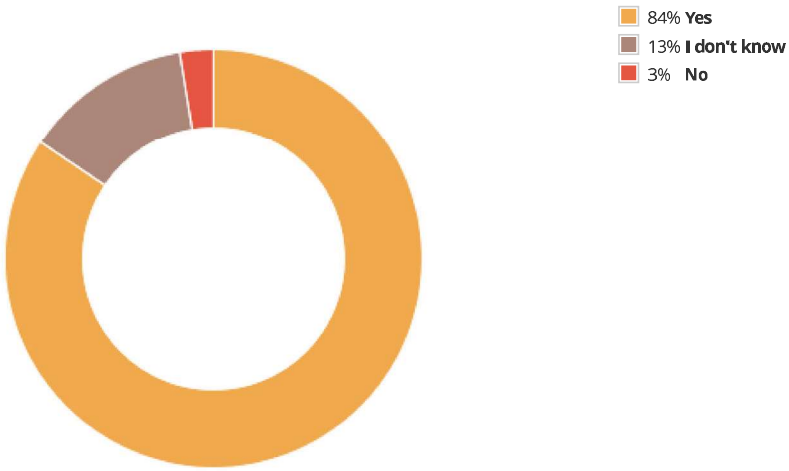
80 respondents

6. *In the future,* please rank the following statements on how the Port can improve its operations and become a better neighbor. *(Please rank in order from highest priority to lowest priority by dragging the statements in order of your preference)*

98%	The Port will continue to be a leading economic engine in our community, growing operations offsite to satisfy growth demand while minimizing impact to the Port's surrounding community.	Rank: 2.22	51 ✓
96%	The Port will provide an understanding of its operations to the community to better position the workforce for employment opportunities.	Rank: 3.14	50 ✓
94%	Improving efficiencies at the gate will reduce congestion on surround roads.	Rank: 3.14	49 ✓
96%	Reducing traffic and providing quieter, cleaner vehicles will mitigate noise, environmental and other public safety concerns.	Rank: 3.18	50 ✓
98%	Enhancing the Port's entryways and beautifying or buffering the edges will reduce physical and visual blight for the surrounding community.	Rank: 3.22	51 ✓

52 Respondents

7. *In the future,* can the Port of Palm Beach function in an improved role, helping ensure greater economic and social benefits to local residents, businesses, and other public and private stakeholders in the region? *(Select one)*



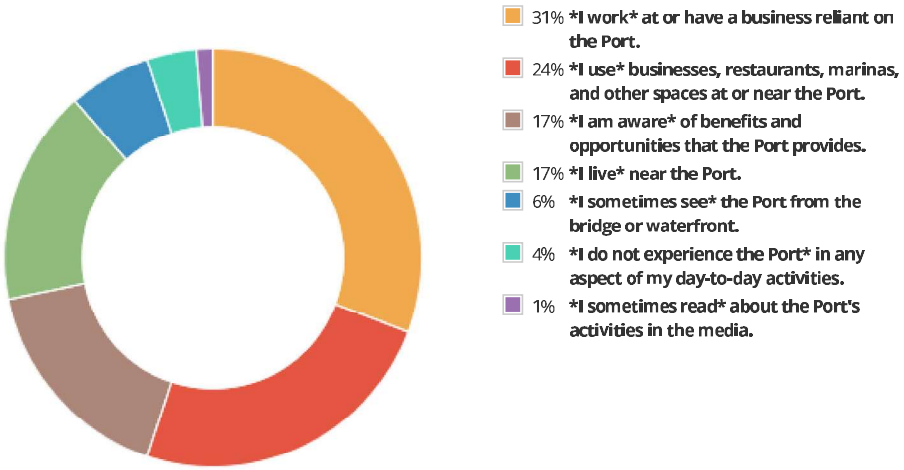
77 respondents

8. Please rank the following statements on how the Port can improve its relationship in the region *in the future.* *(Please rank in order from highest priority to lowest priority by dragging the statements in order of your preference)*

98%	The Port can open an inland port facility, providing higher paying jobs and building up the local economy.	Rank: 2.30	47 ✓
96%	The Port can participate in job fairs, provide internships, and scholarships to help recruit prospective employees.	Rank: 2.35	46 ✓
98%	The Port can partner with cities, schools, and agencies to develop courses to prepare youth for jobs and careers in all areas of Port operations.	Rank: 2.53	47 ✓
96%	The Port can offer tours to businesses and the public to educate others on the Port's relevancy in the region.	Rank: 2.76	46 ✓

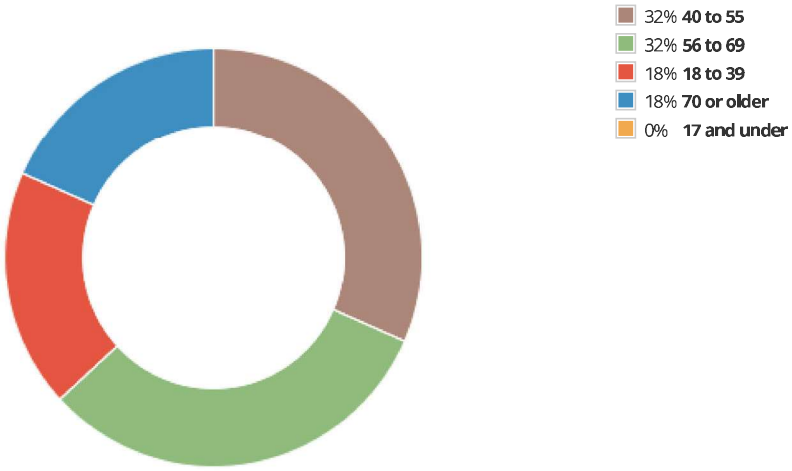
48 Respondents

9. Which statement *best describes your experience* with the Port of Palm Beach? *(Select one)*



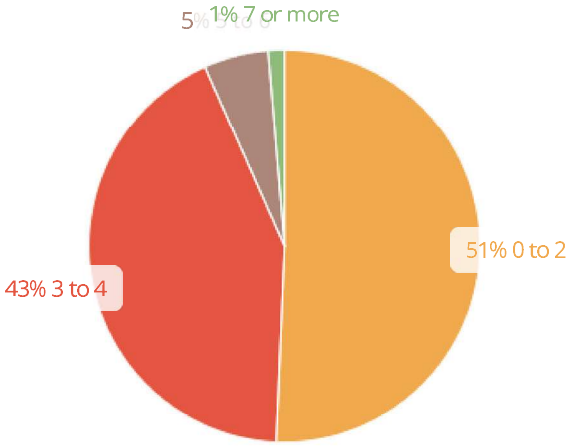
78 respondents

10. What is your age? *(Select one)*



76 respondents

11. How many people reside in your household? *(Select one)*

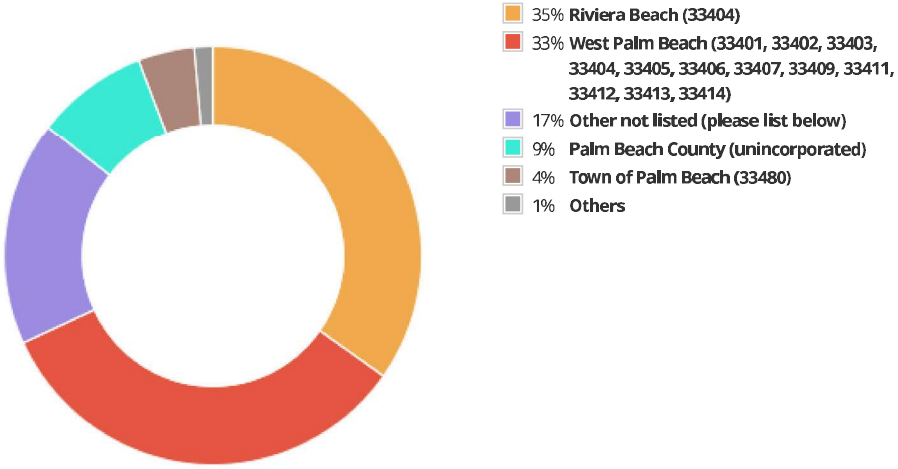


75 respondents

12. Where do you live? (Select one)



12. Where do you live? *(Select one)*



67 respondents

I believe the Port to be a vital part of what the future can be with the impact it can provide. Someone stated surprise at the low attendance to the evening meeting. It seems only controversy draws large crowds. The Port really needs to educate the community about who they are so more interest can be awakened. It's really important for our future.

25 days ago 1 Agree

This survey does not accurately outline the direct issues that hinder the ports improvement. Continued dialogue shall be made to the public for a successful vision for the ports success. Channel challenges continues to hinder the growth success of the port.

one month ago 1 Agree

Railroad traffic should be limited to off peak hours blocking East-West roads. The port and railroad have the ability to operate at any hour. Most of the people commuting to and from work cannot.

one month ago 1 Agree

Poll Questions 'Other' Responses:

Stuart, FL

40 minutes ago

Broward County

3 days ago

34994

3 days ago

Thank you for this opportunity. You (Port) have the ability to change lives for the better. Put the community where you live first or make us a priority when planning. Help the drivers by building a quality rest stop! Finally, consider the quality of life for the families using/crossing MLK/710. It's your responsibility to be a good corporate neighbor. The youth are watching and the seniors remember. Thanks again!

3 days ago

Martin County

3 days ago

Railroad traffic is an important concern within the community during peak times which puts a burden on residents, first responders, business owners and tourists.

5 days ago

Jensen Beach

5 days ago

Florida maintains thirty ports. Too many. Port not needed or welcome here. Close it please

5 days ago

What happens to over 3,000 workers that are directly impacted at the Port of Palm Beach? What happens to the economic engines that provide employment to hundreds of workers? Your ignorance about Florida Ports and the impact on individual workers were (obviously) not considered by you!

3 days ago

The Port is an economic engine that should be about movement of commerce and facilitate employment.

5 days ago

33449

5 days ago

33455

12 days ago

Good survey

13 days ago

Juno Beach

13 days ago

North Palm Beach

13 days ago

North Palm Beach

13 days ago

33417

13 days ago

The economic impact is imperative for the neighborhoods near the port as they are in an Opportunity Zone.

25 days ago

Village of Wellington's on

27 days ago

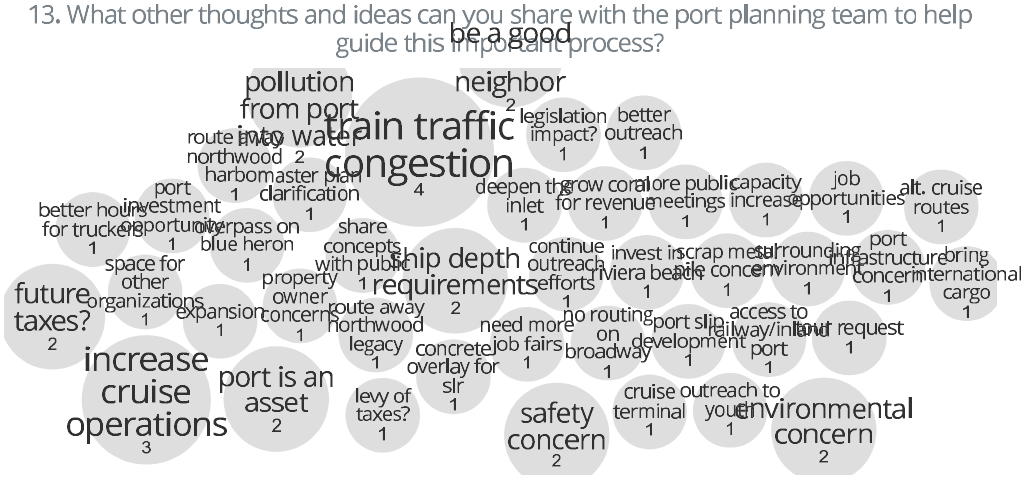
Improve congestion related to freight transportation

one month ago

THE PORT CAN EXPAND EAST, NORTH OR SOUTH.

one month ago

13. What other thoughts and ideas can you share with the port planning team to help guide this important process?



13. What other thoughts and ideas can you share with the port planning team to help guide this important process?

Didn't really see anything specific to address community concerns regarding port expansion and what would be required for increasing depths for ships to navigate, pollution from the port into the water, etc. I think most agree the port is important but our biggest concern is safety and environment surrounding port operations into the future.

one month ago

2 Agree

The Port of Palm Beach is like PBIA. Short runways mean small planes. The port slips were designed in the 1920's, Antiquated berths will doom the port as mega ships go elsewhere. Wasted real estate space west of the port cramps slip development. The future demands a seaport, not a landport. Ships make a port work.

13 days ago

1 Agree

This is right! A seaport is a seaport that makes a great world class port. Not an inland port. There is so much land that surrounds the port. If we did not have the riviera beach marina. This would be the best port in America. This would of created thousands of jobs for Palm Beach County residents! They have to choose what is important. This would be a great location for a new cruise terminal!
,

4 days ago

Use a concrete overlay to raise the Port Level as the Sea Level Rises.

one month ago

1 Agree

Please add to your Master plan the consideration of an overpass on Blue Heron Blvd. Please don't say it can't be done!

3 days ago

Be more respectful of the trucks drivers by providing better hours.

3 days ago

Invest in the City of Riviera Beach before other communities.

3 days ago

Hello. The port of Palm Beach is vital to our local economy. Would like to see the port expand and to bring international cargo to our port. Would like to see a study on parts of the peanut island to accommodate a cruise terminal that would connect to the port and the island by a ferry boat for cruise ships. Expand the port to the north. Consider relocating the cement company to another location. This would free up more land for port expansion. Would like to see the port expand north in some locations. Possibly building a new cruise terminal to accommodate Caribbean 7 day cruises. This would require to make the inlet wider and deeper. Please have an environmental study on both cruise terminal's. This is like Palm Beach International Airport. This airport extended the runways to over 10,000 feet to accommodate none stop international flights. I believe in their master plan calls for a second runway for arrivals only and extending the existing runway an additional 1000 feet. Also working with the airport staff on luring more jet air cargo flights to and from the port to the airport. We need better logistics. Everything goes through Miami International Airport. This would also alleviate logistics back ups at the port.We need to make the Port of Palm Beach a unique and world class facility. I always looked at riviera beach as a major port city. This would create thousands of jobs to our young people that would pay well. Thank you and have a great day!

4 days ago

Enclose or put a roof over the scrap metal pile, to quiet the loading process, it can be done.

5 days ago

The future of Port of Palm Beach lies in its Railroads location adjacent to both FEC and CSX tracks. Additional access to these railway's or an inland port rail yard will: increase port commerce, continue to provide jobs for the community, alleviate traffic congestion in the surrounding area, and reduce trucking emissions; all without increasing the POPB's footprint.

5 days ago

The Port should be concerned about the infrastructure inside its boundaries, first and foremost.

5 days ago

Maybe look into another revenue generating idea of a growing coral?

5 days ago

When blocking the railroad lines no during rush hours when people are going to work and off work

13 days ago

Train timing needs to be better

13 days ago

Train timing

13 days ago

Change train schedule with FEC at peak morning and afternoon hours so trains don't sit at 45th street, 13th, or Blue Heron.

13 days ago

Please ensure the port's concepts, designs, and renderings are shared with the community for public comment and feedback.

25 days ago

I feel 2 meetings aren't enough, and i was surprised by the low numbers at the evening meeting. It does appear the port isnt on great terms with the citizens of Riviera Beach.....Definitely need more job fairs for the high schoolers! Get the kids entry level jobs!

26 days ago

The Community outreach has been extremely weak. It is almost designed to demonstrate that the port is not desirous of really engaging the public and hearing what the public thinks about the port or the expectations they have for the port. The focus on the economic driver business further solidifies that in the eyes of the port and those who run it, the environmental impact, concept of being a good neighbor to surrounding neighborhoods, and minimizing impact are afterthoughts. It's all about the money. And, now that the port is "supposed" to be seeking public input and the way it is being done, it has become abundantly clear to me that the port and its officials have a sense of entitlement and have not gone to any lengths to be a contributing entity in the community. The way the consultants ran the meeting, the responses, the lack of notifying property owners in the districts of this initiative all scream that this is being done because they have to, not because they want to. Why do we hear from Port Commissioners ONLY at election time? Not a peep has been heard from any of them as to this plan. That speaks volumes to me. They have no concern for representing the property owners in their political roles and it really shows.

26 days ago

The Port should provide space free of charge for social and civic activities to non-profit organizations. It should also provide alternate cruises to Nassau rather than all to Freeport in order to have a more vibrant port.

one month ago

Continue to be intentional in your outreach and educating of the young people in Riviera Beach and neighboring towns and cities. As a major entity in the county, there is an assumed responsibility to be proactive in the development of all areas.

one month ago

Didn't really see anything specific to address community concerns regarding port expansion and what would be required for increasing depths for ships to navigate, pollution from the port into the water, etc. I think most agree the port is important but our biggest concern is safety and environment surrounding port operations into the future

one month ago

If the Port increases its Cruise lines with some of the larger lines (i.e. Carnival, Royal Caribbean, NCLH, MSC, or Disney) it will generate more work, not only at the port but at the airport and local hotels as well. People from all over would travel into PBI, stay a night or two at a nearby hotel, and take a cruise off our Port. This county needs to take advantage of this type of revenue.

one month ago

Broadway in West Palm Beach is being reconstructed south of 45th Street. We were told that the City/FDOT cannot obtain funding and make improvements north of 45th Street because of the need for truck access to the Port. However, there is sufficient access via Greenwood Avenue - the Master Plan should commit to not routing trucks on Broadway and away from the Northwood Harbor (North of 45th/East of Bway) and Northwood Legacy (North of 45th/West of Bway) neighborhoods.

one month ago

There are no questions regarding the taxing authority of the Port of Palm Beach and whether a master plan would consider future taxes.

one month ago

So will a master plan contemplate the levying of taxes? What if the port decided that it needed to "go green" and buy carbon offsets for all of the pollution it generated and it could not afford to do so within its current budget.

one month ago

> The district has statutory authority to levy ad valorem millage tax, but has not leveed taxes in the district since 1975.

one month ago

Is the port a special district that may be effected by the new legislation?

one month ago

> No. We are not one of the six special districts impacted by the legislation.

one month ago

I enjoy your news bulletin. I would like to do a tour but they are limited so I have not gone on one. They are also geared for groups and we are a party of only two.

one month ago

> You can request a tour of the Port by filling out a form on the Port's website: https://www.portofpalmbeach.com/FormCenter/Community-OutreachPR-14/Port-PresentationTour-64

one month ago

Waterfront scrap metal pile should be removed or relocated due to health and environmental concerns

one month ago

Be a good neighbor. But the information provided does little to explain what the plans are to increase capacity.

one month ago

THIS SURVEY IS EXTREMELY POOR!!! HAS LITTLE TO DO WITH GENERATING A MASTER PLAN THAT CAN BE USED BY THE CITIZENS, PORT TENANTS AND PORT EMPLOYEES AND THE FIVE ELECTEDS WHEN THEY ARE ALLOCATING PORT FUNDS FOR LONG DELAYED IMPROVEMENTS AND PORT OPERATIONS. WE ARE 3/4 YEAR INTO THIS LATEST PROCESS WHAT HAS THE CONSULTANT PRODUCED?

one month ago

Comments: Port of Palm Beach Master Plan - Public Engagement Period #1 - June 1, 2022

Didn't really see anything specific to address community concerns regarding port expansion and what would be required for increasing depths for ships to navigate, pollution from the port into the water, etc. I think most agree the port is important but our biggest concern is safety and environment surrounding port operations into the future

one month ago

Any comments or questions - please provide prior to 1 PM EST so we can relay them to the project team. We thank you for your participation in today's session!

one month ago

All - we are coming back together to show the comments.

one month ago

Hi all - we will be coming back together in a few minutes. Please drag and drop any of your comments on the interactive map below.

one month ago

Virtual Participants - Please feel free to scroll down to the aerial map below where you can drag and drop pins to highlight concerns, opportunities, and/or improvement areas.

one month ago

Comment - Peanut Island could be an opportunity for expansion.

one month ago

Comment - slip 2 westward expansion.

one month ago

Comment - FPL's frontage and intercoastal could be an opportunity.

one month ago

Question about the annex - the FPL high lines - could there be an opportunity here. Storage has to be mobile and can' be permanent. The Port is leasing this from FPL to store some cargo.

one month ago

Comment about planning for the infrastructure.

one month ago

Comment about the intent of the current master plan - table form, comments, not a 250+ document.

one month ago

Comment came up about a ferry system versus cruise.

one month ago

Question came up about the agenda.

one month ago

Question came up about eminent domain.

one month ago

Virtual participants - feel free to add your comments here relating to these questions.

one month ago

Comment about the Singer Island / Riviera Beach costs - based on discussions with intergovernmental agencies.

one month ago

Comment about the demand. Most successful inland port would be in Savannah, GA. Volume of cargo being imported. Our port is primarily an export region. What is consumed in South Florida stays near the east coast. Inland port may have a future, but not now.

one month ago

Comment about rail access to inland port.

one month ago

Comment came up about the inland port notion.

one month ago

Third question related to environmental concern.

one month ago

Hi Amanda, it is very difficult to hear the speakers/audience when they are commenting or asking questions. We can hear Ronald Coddington clearly, but not the others

one month ago

Thank you for letting us know - it is due to each speaker's voice unfortunately but they are all using the same microphone.

one month ago

Second question related to Singer Island / Riviera Beach impact.

one month ago

First question related to Port growth and its limitation on the growth extents.

one month ago

Virtual participants - please feel free to leave comments here relating to the questions on the screen

one month ago

Thanks Amanda. I am listening with headphones, so I don't think it is with me. Everything they say is repeated 2-3 times in echo.

one month ago

Will this presentation be available on the website after the meeting?

one month ago

Hi Dana, yes it will be available on the project website.

one month ago

There is a lot of echo with the current person talking.

one month ago

Thank you for notifying us, we will adjust the microphones to help with audio. Please let us know if you have any other audio issues as we move through the presentation.

one month ago

What will be the costs to Singer Island / Riviera Beach residents, both financially and in disruption to our current lifestyle; and What financial and / or economic benefit(s) will this project bring to Singer Island / Riviera Beach residents? If so, when?

one month ago

Work on the attractiveness of the Port from President Barack Obama Highway

one month ago

Beautiful 710

one month ago

Please provide a truck stop!
Please sponsor a fly over

one month ago

from an environmental concern .....What testing has been done to assess pollution run off from the scrap metal areas into Lake Worth.
What were the results?
how often is the pollution testing done?
if there is contamination does the Port have recourse to remove the offending activity?

one month ago

I do not support improvements made to the land footprint of the Port for the purpose of compressing natural gas for the purpose of exporting LPG into vessels .
I do not support widening the Inlet nor deepening the Inlet nor Turning Basin.
I do not support modifications to south end shallow water of Peanut Island.
I do not support the dredging of a new channel north of Peanut Island across bonefish flats from Blue Heron Bridge.
I do not support cruise ships unless shore power is used instead of running generators while in port .
I do not support providing dockage for cruise ships that fail to comply with USCG Marapol diesel fuel requirements while in port.

one month ago

The Port is a massive asset to Riviera Beach, thanks for the invite, I'll definitely be there to protect our interest.

one month ago

I will be attending in person 11 AM Wednesday June 1st

one month ago

save the lagoon. HELP STOP HIT & RUN CARPETBAGGER BUILDERS TRASHING Natural Florida & historic buildings. tom davis TIDE ferrari racing, palm beach.

one month ago

Comments: Port of Palm Beach Master Plan - Public Engagement Period #1 - June 2, 2022

HI Any wordon when the design build for rail improvements will be advertised?
one month ago

what about Cheney Brothers lease?
one month ago

Comment - look into port properties out west.
one month ago

Comment - better marketing scheme for the port. Tours for children, adults, senior citizens, etc.
one month ago

Comment - can we market outreach efforts more? It affects all of our communities.
one month ago

Question - will the projects be looped into the plan?
one month ago

Question - are there any plans for out west that the Port will anticipate needing land?
one month ago

Question - does the port have responsibility for legitimacy of cars being shipped to Haiti? Can we have it as "show me the money"?
one month ago

Question - who are these stakeholders?
one month ago

Question - are there ecological rules in place for potential dredging?
one month ago

Will safety improvements be made to the channel?
one month ago

Question - will the expansion have dredging/widening of the intracoastal?
one month ago

Question - how many individuals are minorities on the board?
one month ago

Question - internships at the port - is this a possibility?
one month ago

Question - master plan and eminent domain. Where are people going to go if that is in the plan? What boundaries will be affected by this?
one month ago

How closely has the channel/slip constraints been looked at when balancing the correct vision with the uplands ??
one month ago

For those participating virtually, you are welcome to write your questions/comments in the chat and we can have Kerry respond.
one month ago

Question - expansion areas? How this expansion will be towards Riviera Beach neighborhoods?

one month ago

Will there be any training classes to prepare young persons for certain skills leading to employment?

one month ago

What are you doing to protect the Port for the Rising Sea Level ?

one month ago

PORT of Palm Beach MASTER PLAN

Appendix H:
Media Coverage

Appendix H includes:

- May 5, 2022 – The Press Release Engine.com
- May 24, 2022 – Town of Palm Beach News Release

ThePressReleaseEngine.com

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Port of Palm Beach latest press releases

Local news- Press Release



☷ Port of Palm Beach Florida - Port of Palm Beach launches Master Plan website 05 May 2022

Port of Palm Beach , state Florida (By Press Release office)

May 05,2022 | 9| 2

“How can the Port of Palm Beach rethink and set forth the new Port vision to ensure its commercial commitment by 2042?”

This is the central question posed by the Port of Palm Beach and its consultants

as it embarks on the strategic Master Plan Update for the Port .

The Port of Palm Beach , along with its consultants Moffatt & Nichol , are developing a new , strategic master plan that will pave the way for the future of the Port . Located in Riviera Beach , Florida , the Port of Palm Beach is a full - service , diversified landlord port with marine cargo and cruise passenger operations of significant impact on the local area and the State of Florida; it is the fourth - busiest container port of Florida's 14 deep - water ports and the 18th busiest in the continental United States .

The Port is embarking on a significant redevelopment and upgrading of intermodal facilities and other improvements funded in part through various government grant programs . As such , the Port seeks a forward - looking strategic Master Plan focusing on and coordinating of the following requirements: economic development; infrastructure development and improvement; intermodal transportation facilities; physical , environmental , and regulatory barriers; and intergovernmental coordination . Public engagement opportunities are woven into the strategic master planning process to inform , educate , and collaborate with senior staff , stakeholders , public , and intergovernmental agencies throughout the planning process .

The project kickoff began in late fall 2021 , with the entirety of 2022 focused on plan readiness . The draft plan will be available in August 2022 with the final strategic Master Plan complete by December 2022 . The effort will include two public engagement opportunities , the first of which starts May 23 and lasts through July 7 .

Through the project website –

www . planportofpalmbeach . com

– the community can learn more about the project , participate in a short survey on the Port's role in the community , attend the online livestreaming portion of the hybrid public meetings , and sign - up for project email blasts . Public meetings are scheduled for June 1

st

from 6 – 8 PM and June 2

nd

from 11 AM – 1 PM

Each public meeting session will provide the same presentation , offering several opportunities for the public to attend . The meetings will be recorded and available for viewing on the project website .

While this first public engagement period will focus on the community's desire the Port of Palm Beach , the second engagement period will encourage the community to weigh in on several initial master plan concepts for the Port . The second public engagement period will occur from August 29 until October 13 and include a second public survey and series of hybrid public meetings .

We invite you to be a part of this important conversation . Please visit our website at

www . planportofpalmbeach . com

to learn more and contact the Project Team with any questions or comments .

Port of Palm Beach Master Plan website

ⓘPress release information:

〉 **Direct link to press release:** Click here .

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Local news- Press Release

Port of Palm Beach Florida : Job openings

Port of Palm Beach , state Florida(By Press Release office)

Jun 06,2022

We are hiring a full time Port Security Officer and a Janitorial/ Maintenance Worker . Very seldom do we have job openings . Most of our employees have been working at the Port for more than a decade . [. . .]

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Local news- Press Release

Port of Palm Beach Florida : Job opening

Port of Palm Beach , state Florida(By Press Release office)

Jun 06,2022

We are hiring a full time a Janitorial/ Maintenance Worker . Very seldom do we have job openings . Most of our employees have been working at the Port for more than a decade . If you are interested in joining our team , you can view the job description and apply here: Jobs • Port of Palm Beach , FL • CivicEngage At this time , we are not filling the Port Security Officer position that was posted on June 6 , 2022 . [. . .]

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Local news- Press Release

Port of Palm Beach Florida : Master Plan Hybrid Public Meetings Start June 1

Port of Palm Beach , state Florida(By Press Release office)

May 31,2022

THE PORT OF PALM BEACH STRATEGIC MASTER PLAN HYBRID PUBLIC MEETINGS START TOMORROW! Please JOIN us for the initial Strategic Master Plan Hybrid Public Meeting , TOMORROW , June 1st from 11AM – 1 PM at One East 11th St . [. . .]

READ MORE



Local news- Press Release

Port of Palm Beach Florida : Global Entry new hours of operation

Port of Palm Beach , state Florida(By Press Release office)

May 13,2022

Effective Sunday , May 15 , 2022 , the Global Entry office at the Port of Palm Beach will be open seven days a week from 12:00 PM - 3:00 PM . Appointments: Daily from 12:00 PM - 2:00 PM (excluding federal holidays) Walk - ins: Daily from 2:00 PM - 3:00 PM (excluding federal holidays) The Global Entry Office is located on the third floor of the Maritime Office Complex at One East 11th St . [. . .]

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Local news- Press Release

Port of Palm Beach Florida : Margaritaville at Sea Paradise departs Port of Palm Beach on her maiden voyage

Port of Palm Beach , state Florida(By Press Release office)

May 13,2022

Margaritaville at Sea Paradise arrived at Port of Palm Beach two days before its inaugural sailing on May 12 . The cruise line provided invited guests with an unforgettable 24 - hour experience that included a christening ceremony in the Stars on the Water theater and a surprise performance from Jimmy Buffet . [. . .]

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Local news- Press Release

Port of Palm Beach Florida : Tropical Shipping to host job fair in Riviera Beach

Port of Palm Beach , state Florida(By Press Release office)

May 11,2022

Tropical Shipping is hosting a Job fair in City of Riviera Beach on May 17th , 2022 just to meet you! The company is looking to fill multiple opportunities for its Riviera Beach and Medley , Florida locations . [. . .]

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Local news- Press Release

Port of Palm Beach Florida : Tropical Shipping to host job fair in Riviera Beach

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May 11,2022

Tropical Shipping is hosting a Job fair in City of Riviera Beach on May 17th , 2022 just to meet you! The company is looking to fill multiple opportunities for its Riviera Beach and Medley , Florida locations . [. . .]

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Local news- Press Release

Port of Palm Beach Florida : Knot Refined s first arrival

Port of Palm Beach , state Florida(By Press Release office)

May 09,2022

Florida Sugar and Molasses Exchange ' s new sugar barge named Knot Refined made it ' s first trip to the Port of Palm Beach on May 4 , 2022 . The bulk barge was built in North Kingstown , Rhode Island . It holds approximately 18 , 000 short tons of raw sugar . [. . .]

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Local news- Press Release

Port of Palm Beach Florida : Knot Refined s first arrival

Port of Palm Beach , state Florida(By Press Release office)

May 09,2022

First New Oceangoing , Dry Cargo Barge of its Size Built in America in Nearly 20 Years Departed Port of Palm Beach on Maiden Delivery of Locally Grown and Milled Raw Sugar American Sugar Refining , Inc . [. . .]

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Local news- Press Release

Port of Palm Beach Florida : Port of Palm Beach launches Master Plan website

Port of Palm Beach , state Florida(By Press Release office)

May 05,2022

"How can the Port of Palm Beach rethink and set forth the new Port vision to ensure its commercial commitment by 2042?" This is the central question posed by the Port of Palm Beach and its consultants as it embarks on the strategic Master Plan Update for the Port . [. . .]

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Town of Palm Beach News Release

Posted on: May 24, 2022

The Port of Palm Beach Strategic Master Plan's Public Engagement Period is now LIVE

The Town of Palm Beach would like to share the opportunity for its residents to participate in the public engagement period of The Port of Palm Beach's Strategic Master Plan.

The Port of Palm Beach' first Public Engagement Period of the Strategic Mater Plan has officially launched today. Town residents are encouraged to visit www.planportofpalmbeach.com to learn more about the project as well as to provide input through the survey and pre-register for public meetings.

The survey is open until July 7, 2022, on the project website at www.planportofpalmbeach.com.

The public meetings scheduled for 11:00 AM on July 1 and 2, 2022 and will be offered for in-person and virtual participation. Please visit project website at www.planportofpalm.com to register.

June 1, 2022, 11:00 AM in-person location:

Port of Palm Beach, East 11th Street, Riviera Beach, FL 33404, USA

June 2, 2022 11:00 AM in-person location:

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Riviera Beach Event Center, 190 E. 13th Street, Riviera Beach, FL 33404

If you have any questions, please contact Port of Palm Beach Planning Team at PlanPortofPalmBeach@PublicInput.com.

⇐ **Previous**
Town of Palm Beach Annual Financial Report for Fiscal Year 2021-2022

Next ⇒
Summer Hours and Summer Special at Seaview Park & Phipps Ocean Park Tennis Centers

Other News in Town of Palm Beach News Release

Whitefly Infestation, Ficus Hedge Removal, and Violations

Posted on: June 10, 2022

ELECTRIC BIKES ARE PROHIBITED ON THE LAKE TRAIL

Posted on: June 10, 2022

Variation in Sanitation Service Schedule

Posted on: June 9, 2022

Town Council to Appoint Member(s) to the Code Enforcement Board

Posted on: June 8, 2022

Town Council to Appoint Member(s) to the Shore Protection Board

Posted on: June 7, 2022

Town Council to Appoint Member(s) to the Recreation Advisory Commission

Posted on: June 7, 2022

Palm Beach Officials - Closely Monitoring Increase of Positive Covid Cases

Posted on: June 1, 2022

POLICE REMIND RESIDENTS - LOCK YOUR VEHICLES

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Posted on: May 27, 2022

Par 3 Golf Course Aerification Notice

Posted on: May 27, 2022

SEASONAL FERTILIZER RESTRICTIONS

Posted on: May 25, 2022

Town of Palm Beach Annual Financial Report for Fiscal Year 2021-2022

Posted on: May 24, 2022

Summer Hours and Summer Special at Seaview Park & Phipps Ocean Park Tennis Centers

Posted on: May 24, 2022

AUSTRALIAN AVENUE WATERMAIN REPLACEMENT

Posted on: May 11, 2022

POLICE REMIND RESIDENTS - LOCK YOUR VEHICLES

Posted on: May 27, 2022

NOTICE TO RESIDENTS AUSTRALIAN AVENUE WATERMAIN REPLACEMENT (S. Lake Drive to S. Ocean Blvd.)

Posted on: April 22, 2022

SUMMER YARD TRASH COLLECTION SCHEDULE

Posted on: April 19, 2022

Camp Palm Beach Summer Registration Begins

Posted on: March 31, 2022

Lights Out for Sea Turtles

Posted on: February 25, 2022

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Port of Palm Beach Strategic Master Plan: Public Engagement Period 2 Public Outreach Summary Report

February 13, 2023

Table of Contents

1 Stakeholder and Public Outreach 4
1.1 Senior Port Staff Meetings 4
1.2 Port Stakeholder Meetings 4
1.3 Intergovernmental Agency Meetings 5
1.4 Public Engagement Periods 5
2 Outreach and Preparations 6
2.1 Development of Outreach Materials 6
2.2 Outreach Materials, Tools, and Techniques 6
3 Summary of Public Comments 9
3.1 Survey 2 Comments Summary 9
3.2 Hybrid Public Meeting Questions and Comments Summary 10
3.4 Additional Comments via Email 10
4 Media Coverage 11
4.1 Online News Outlets 11

Appendices

Appendix A: Port Stakeholder Meeting Summary

Appendix B: Intergovernmental Agency Comments

Appendix C: Public Outreach

Appendix D: Public Meeting Presentation

Appendix E: Public Meeting Minutes

Appendix F: Survey 2 Summary

Appendix G: Media Coverage

List of Tables

Table 1. Port Stakeholder Meetings – Meeting Information 4
Table 2. Public Meetings – Public Engagement Period 2 Meeting Information 8

1 Stakeholder and Public Outreach

The Port of Palm Beach (Port) is embarking on a significant redevelopment and upgrading of intermodal facilities and other improvements funded in part through various government grant programs. As such, the Port sought a forward-looking Strategic Master Plan focusing on and coordinating the following requirements: economic development; infrastructure development and improvement; intermodal transportation facilities; physical, environmental, and regulatory barriers; and stakeholder outreach.

Stakeholder and public outreach opportunities were woven into the strategic master planning process to inform, educate, and collaborate with senior staff, stakeholders, public, and intergovernmental agencies throughout the planning process.

Senior staff, Port stakeholders, the public, and intergovernmental agencies were able to stay informed via the Port's website that redirects to a dedicated Strategic Master Plan website, www.planportofpalmbeach.com, managed by Moffatt & Nichol (M&N). To obtain diverse input and achieve balance, targeted digital and in-person outreach included connecting with Port staff, nearby businesses and residents, intergovernmental agencies, and others with a vested interest in the Port's present and future operations.

Throughout the public engagement work, the Port Planning Outreach Team (led by Moffatt & Nichol and Dickey Consulting) continuously improved their understanding about the community and adapted the outreach strategy to maximize the volume and value of feedback received. This presented a dynamic outreach process, that evolved and was refined as the strategic master planning process advanced through various phases. The Port Planning Outreach Team created opportunities to obtain direct feedback from the various citizens and stakeholders with interest in the Port; these efforts are outlined below.

1.1 Senior Port Staff Meetings

No Senior Port Staff Meetings were held during Public Engagement Period 2.

1.2 Port Stakeholder Meetings

The Port Planning Outreach Team met with Port stakeholders during the Public Engagement Period 2, as indicated in Table 1. The Port identified stakeholders by their affiliation and connection to the Port and its future growth as it would be impacted by stakeholders' commercial operations. Please reference **Appendix A: Port Stakeholder Meeting Summary** for an aggregate table of responses.

TABLE 1. PORT STAKEHOLDER MEETINGS – MEETING INFORMATION

Date	Port Stakeholder	Location	Time	Statistics
October 20, 2022	Ozinga Cement, Inc.	Port of Palm Beach Administration / Teams	8:30 AM – 10:00 AM	7 attendees 39 comments and 15 questions
October 21, 2022	Cemex	Port of Palm Beach Administration / Teams	9:00 AM – 10:30 AM	11 attendees 17 comments and 11 questions
October 21, 2022	Stonerock	Port of Palm Beach Administration / Teams	10:30 AM – 12:00 PM	5 attendees 51 comments and 17 questions
October 27, 2022	Gulfstream Lines Heavy Lift	Port of Palm Beach Administration / Teams	9:00 AM – 10:30 AM	5 attendees 72 comments and 27 questions
October 28, 2022	Florida Sugar and Molasses Exchange	Port of Palm Beach Administration / Teams	10:00 AM – 11:15 AM	5 attendees 43 comments and 15 questions

October 28, 2022	Port Pilots	Port of Palm Beach Administration / Teams	11:15 AM – 12:15 PM	7 attendees 61 comments and 9 questions

1.3 Intergovernmental Agency Meetings

No Intergovernmental Agency Meetings were held during Public Engagement Period 2. However, Palm Beach Transportation Planning Agency submitted comments regarding the draft Master Plan on October 17, 2022. Those comments can be found in **Appendix B: Intergovernmental Agency Comments**.

1.4 Public Engagement Periods

Public engagement is critical to the success of this planning effort. The Port Planning Outreach Team designed several ways for the public to get engaged. The Strategic Master Plan provided two (2) public engagement periods: **Public Engagement Period 1** (May 23 to July 7, 2022) and **Public Engagement Period 2** (September 30 to November 13, 2022). During both engagement periods, the project website provided several ways for the public to stay engaged during the Port of Palm Beach strategic master planning process. Additionally, the public was able to email the Project Team and subscribe through the project website to receive the latest project updates.

Both Public Engagement Period 1 and Public Engagement Period 2 consisted of online surveys, hybrid interactive public meetings, in-person outreach, and information presented on the project website.

2 Outreach and Preparations

The Port Planning Outreach Team prepared a Public Involvement Plan (PIP), which included roles and responsibilities; the outreach process; anticipated strategic master plan outreach project schedule; and outreach tools, techniques, and strategies. The PIP served to:

- Engage senior port staff, port stakeholders, the public, and intergovernmental agencies to help develop the Strategic Master Plan.
- Collaborate with senior port staff and stakeholders to find synergy in the Port's strategic goals and objectives by seeking alignment amongst all relevant parties for the Port's future.
- Collaborate with senior port staff, stakeholder, intergovernmental agencies, and the public to tailor a strategy unique to the Port.

The PIP relied on coordinated communication by all represented parties, each supporting the other, to ensure a successful project implementation. The following information represents excerpts of the PIP and how they were implemented as part of the outreach effort.

2.1 Development of Outreach Materials

The Port Planning Outreach Team used outreach and communication tools to inform the public about the survey, virtual public meeting, and to provide background information about the Strategic Master Plan. Outreach methods included:

- Developing a dedicated project website.
- Announcing the project launch through an email blast on May 23, 2022.
- Providing meeting announcement flyers, posters, and surveys via project website, Facebook ads, and the Port's various outreach channels.
- Meeting with key stakeholder groups.
- Newspapers and press releases to advertise the project, public meetings, and help build survey awareness by providing links, as well as locations where the public can obtain more information on the project website, public meeting, and other printed material.
- A communications calendar which listed out email campaigns and social media blasts to support the project efforts. These worked in tandem with information presented on the project website and the Port's main website.

2.2 Outreach Materials, Tools, and Techniques

The following is a series of outreach materials, tools, techniques, and strategies that were implemented during the outreach portion of the strategic master planning process.

2.2.1 Community Outreach Materials

The Port Planning Outreach Team developed outreach materials that aligned with the Port's branding efforts. This cohesive branding ensured all materials produced identified the Project and further strengthened the visual reference of the Project in the public realm, both in-person and virtually. Outreach materials produced included:

- Public Engagement Period 2 Postcard
- Public Meeting Announcement Flyer
- Email and Social Media Campaign

The outreach materials are provided in **Appendix C: Public Outreach**.

2.2.2 Outbound Communications

The Port Planning Outreach Team deployed outbound communications, via a Facebook ad, and email and social media campaigns, at key communication milestones to continually engage the public and subscribers during the strategic master planning process. Communications aligned with key project milestones as well as weekly communication during the active 45-day survey period to promote the project and survey effort:

- Targeted Facebook Ad
- Project Email Blasts
- Port Email Blasts
- Port Social Media Posts

The outbound communications are provided in **Appendix C: Public Outreach**.

Additionally, the Port of Palm Beach conducted the following outreach efforts:

- Promoted public meetings on the home page of the port website
- Sent meeting notifications through port and project websites
- Posted public engagement period details on port social media platforms
- Posted meeting flyer on port property
- Provided four (4) in-person tours to citizens
- Created a social media campaign to respond to questions/concerns addressed during Public Engagement Period 2
- Featured public engagement opportunities in local newsletters, including port newsletter, City of Riviera Beach newsletter, and TPA newsletter
- Disseminated public meeting information to local media outlets

2.2.3 Social Media

The Port relayed information pertaining to their social media followers on LinkedIn, Facebook, Twitter, and Instagram during Public Engagement Period 2.

- LinkedIn – 10 posts
- Facebook – 12 posts
- Twitter – 21 tweets
- Instagram – 7 posts

All posts are included in **Appendix C: Public Outreach**.

2.2.4 Project Website

The project website served as a storing house of all relevant and latest project information. The website launched May 2, 2022. The project website was developed, maintained, and was intended on being updated on four (4) occasions, including:

- Formal public kick-off of the project *(launched May 2, 2022)*
- Public Engagement Period 1, and related Public Survey 1 *(launched May 23, 2022)*
- Public Engagement Period 2, and related Public Survey 2 *(launched September 30, 2022)*
- The final plan and achievement of the planning process. *(TBD on launch date)*

Overall, the project website was well received, garnering 5,294 views; 41 subscribers; and 22,8222 social views for Public Engagement Period 2.

2.2.5 Public Meetings

A series of hybrid public meetings occurred over the two (2) Public Engagement Periods. Engagement periods are planned to have one hybrid meeting during the day, and the other in the evening. The public meetings were designed to allow attendees to interact with the Port Master Plan Team to begin the process of highlighting and outlining early solutions to address the Strategic Master Plan.

The Port Planning Outreach Team held two hybrid public meetings for **Public Engagement Period 2** on October 11, 2022, from 6:00 PM – 8:00 PM and October 12, 2022, from 11:00 AM – 1:00 PM, as indicated in Table 2. The hybrid meeting format allowed both in-person and virtual attendees the opportunity to participate in a live information session, question and answer (Q&A), and next steps. Both public meeting sessions presented the same information. The public meetings were broadcasted, recorded, and available for viewing on the project website, www.planportofpalmbeach.com.

For copies of both presentations, please reference **Appendix D: Public Meeting Presentation.** Virtual attendees were allowed the opportunity to ask questions during the meeting through the chat feature. Both in-person and virtual attendees were able to email any additional questions to the project email, PlanPortofPalmBeach@PublicInput.com, during the planning process. Responses to the questions are in **Appendix E: Public Meeting Minutes**.

TABLE 2. PUBLIC MEETINGS – PUBLIC ENGAGEMENT PERIOD 2 MEETING INFORMATION

Date	Location	Time	Statistics
October 11, 2022	Riviera Beach Event Center, 190 E. 13th Street, Riviera Beach, FL 33404	6:00 PM – 8:00 PM	20 pre-registered
			13 attendees (2 virtual* and 11 in-person)
			20 comments and 4 questions
October 12, 2022	Port of Palm Beach, One East 11th Street, Suite 600, Riviera Beach, FL 33404	11:00 AM – 1:00 PM	27 pre-registered
			16 attendees (4 virtual* and 12 in-person)
			10 comments and 17 questions

** Not all virtual participants registered with their name. As such, the remaining participants are considered "Anonymous."*

There was a total of 29 attendees from both public meeting sessions for **Public Engagement Period 2**. The Port Planning Outreach Team encouraged meeting participants to pre-register for their preferred session. The public meetings allowed the public and community members to engage with the Port Master Plan Team by attending the hybrid public meeting presentations, relaying their concerns, asking insightful questions, and contributing to the strategic master planning process.

2.2.6 Online Public Surveys

Public Engagement Period 2 issued the second public survey during the planning process to obtain feedback, concerns, and other targeted responses from the community. The public survey was made available on the project website and was open for 45 days to allow ample time for community members to share their thoughts. The Port Planning Outreach Team tailored the survey to appeal to the public and key stakeholders. The survey asked a series of baseline questions to gauge the respondent's thoughts and concerns and preferences regarding the current context and future planning of the Port. For further information, please reference **Section 3.1 Survey 2 Comments Summary** and **Appendix F: Survey 2 Summary**.

2.2.7 In-Person Outreach

Dickey Consulting conducted the in-person outreach component for the Strategic Master Plan. Leading up to the launch of the Public Engagement Period 2, Dickey Consulting worked alongside the Project Team to prepare, review, and make recommendations for communications and deliverables, attended both in-person and hybrid meetings on behalf of the project, and distributed postcards to residents and stakeholders.

During the Public Engagement Period, Dickey Consulting assisted with meeting venue coordination and readiness, organized and created a contact list for stakeholder meetings, staffed the public meetings, coordinated and scheduled meetings, and handled the logistics for in-person coordination of deliveries.

3 Summary of Public Comments

The public had several opportunities to provide the Port Planning Outreach Team with comments, concerns, and feedback throughout Public Engagement Period 2. The second formal solicitation of public feedback on the Strategic Master Plan commenced with Survey 2, which was offered from September 30, 2022 – November 13, 2022. As part of Public Engagement Period 2, the public could also email the Port Planning Outreach Team, place opportunity, concern, and/or improvement pins on the interactive map, and attend a hybrid public meeting.

3.1 Survey 2 Comments Summary

The public had the opportunity to share their thoughts and provide comments through Survey 2, whose purpose was to solicit public input to gauge their thoughts and concerns on the initial, interim, and final phases of the draft Strategic Master Plan.

Survey 2 received a total of 91 participants, 65 responses, and 21 comments. General themes amongst the survey comments included the following:

- Survey participants are strongly supportive of the proposed initial improvements to the Port.
- From the initial layout primary drivers, survey participants are most supportive of:
    - Improving rail connection and reducing road congestion at the Port by developing the PIDP grant rail and truck gate infrastructure, and
    - Increasing berth occupancy and operational safety by implementing initial channel improvement Areas C, D, and E.
- Concerns relating to proposed channel improvements
    - One channel is very close to Peanut Island and unsure if this impacts the island's leisure activities
- Survey participants are strongly supportive of the interim improvements to the Port.
- From the interim layout primary drivers, survey participants are most supportive of:
    - Improving rail connection and reducing road congestion at the Port by expanding the on-terminal working and storage track capacity and developing a new south gate,
    - Improving effective cargo storage area west of Skypass by a northern expansion of the Port and relocating select Tropical facilities and demolishing existing buildings 11 and 12, and relocating Gulfstream and the north molasses tank farm, and
    - Maximizing the unconstrained active operational area east of Skypass by relocating CEMEX and developing a two-story storage facility.
- Concerns relating to proposed interim port plan layout
    - The Port is land locked and expansion is limited. Consider building a taller building and minimizing the administrative services building.
- 67% of survey participants strongly support the final plan improvements; 33% are unsupportive.
- From the final layout primary drivers, survey participants are most supportive of:
    - Improving rail connection and reducing road congestion at the Port by relocating and expanding the on-terminal working track and improving the main Tropical truck gate.

- From the final layout primary drivers, survey participants are least supportive of:
    - Maximizing the unconstrained active operational area east of Skypass by relocating eastern Tropical facilities.
- Concerns relating to final port plan layout
    - We don't need an expanded port or any modern cruise ship, leave that for Miami
    - Port expansion north into residential property
    - Consider the impact
- 50% of survey participants believe the Draft Strategic Master Plan does address current concerns, whereas 50% believe the Draft Strategic Master Plan addresses the traffic and congestion, but not consideration of an inland port
- Survey participants believe the Draft Strategic Master Plan improves the present-day conditions at the Port of Palm Beach.
- 100% of survey participants believe the Draft Strategic Master Plan does address:
    - The Port will continue to be a leading economic engine in our community, growing operations offsite to satisfy growth demand while minimizing impact to the Port's surrounding community.
    - Improving efficiencies at the gate will reduce congestion on surrounding roads.
    - Reducing traffic and providing quieter, cleaner vehicles will mitigate noise, environmental and other public safety concerns.
    - The Port will provide an understanding of its operations to the community to better position the workforce for employment opportunities.
- 50% of survey participants believe the Draft Strategic Master Plan does not address:
    - Enhancing the Port's entryways and beautifying or buffering the edges will reduce physical and visual blight for the surrounding community.
- Survey participants had filled out Survey 1 but did not participate in Public Engagement Period 1's public meetings.
- Survey participants are aware of benefits and opportunities that the Port provides.
- Survey participants range from 40 years old and older, with households ranging from 1-4 people.
- Survey participants live in the West Palm Beach area.
- Other thoughts or concerns regarding the Draft Strategic Master Plan:
    - Create job opportunities, especially for Riviera Beach
    - Great master plan
    - Will benefit Palm Beach County
    - Too many technical terms
    - Port will be sustainable for years to come

The final survey results are provided in **Appendix F: Survey 1 Summary**.

3.2 Hybrid Public Meeting Questions and Comments Summary

This section summarizes written comments received in the chat function of the Zoom platform during the October 11, 2022, and October 12, 2022, hybrid public meetings. The comments and questions received at the virtual public meetings ranged from a variety of topics. Summaries of the questions and responses from the public meetings are provided in **Appendix E: Public Meeting Minutes.**

3.4 Additional Comments via Email

Meeting attendees, survey participants, and subscribers were encouraged to submit their questions and comments to the Port Planning Outreach Team during Public Engagement Period 2. The Port Planning Outreach Team responded to questions and comments on a rolling basis. Email comments and their responses are provided in **Appendix C: Public Outreach** (Inbound Communications & Responses).

4 Media Coverage

In addition to the Port and Port Planning Outreach Team's outreach methods, media coverage provided another opportunity to inform the public about the strategic master planning process, advertise the public meeting and survey, and generate interest in the Strategic Master Plan. The Port's Public Information Officer (PIO) shared news releases.

4.1 Online News Outlets

The online news outlets listed below covered information pertaining to the Port of Palm Beach Strategic Master Plan:

- Palm Beach Post – July 20, 2022
- WPTV stories – October 13, 2022

All articles described the launch of the project website and Public Engagement Period 1. Copies of each article is included in **Appendix G: Media Coverage**.

PORT of Palm Beach MASTER PLAN

Appendix A:
Port Stakeholder Meeting Summary

Appendix A includes:

- Port Stakeholder Meeting Summary

Attribute	Location	Specifics
Traffic Pattern		• The southern roadway will provide the access to the wharf. • Bike lanes are proposed on Broadway without widening the road. 45th would be the main concern. • Spread equally to North and South; that will help the congestion. • With the traffic at the Port, we do not have the ability to move that much tonnage that quickly. • A single ship that would be 1,000 truckloads. • Main concern is if our trucks still get in and out. • Height clearance goes all the way from Bent 1 to Bent 12 for truck clearance. We have room for the RTG in the dead center, but not over the rail. The straddle carriers can go under where the rail is located. • We have trucks with 53' trailers. They are almost 90' with the cab. The trucks need to back into the building. From this exhibit, this seems hard to do. • Broadway needs to be widened if you're bringing in significant amount of cargo trucks. • The Port has minimized major thoroughfare blockages • Ozinga has already built their secondary silo. It can still be a one-way access road, so you have the height restriction lifted. • As we expand Tropical, Avenue E is completely gone. All your access is through the south gate facility.
South Gate		• Current traffic plan will be out of the South Gate. • Planning on moving the South Gate to the annex will occur in the 5–10-year plan. • Mostly have our trucks go through the Main Gate. The South Gate causes clunky issues for the trucks. • RPMs at the South Gate.
Rail Operation		• Tenants have requested the rail extension of the northern spur into the scrap operation. • PIDP rail spur will take up a lot of area. • Rail component will be done long before 5–10-year plan. • Location 22 is the rail yard working track. • Bent 5 to Bent 8 (Bent 5-6 is the rail yard, Bent 7-8 is Tropical's access, and then the molasses tank) will accommodate. • Rail congestion is concerning.

Attribute	Location	Specifics
Tenant Relocation		• Strongly advise tenant relocation so the Port can use current occupied location for cargo revenue. • We do not have any indication to move as it would cripple our operation. We have a 30-year lease. • We are not looking to move from this location. We do not have the infrastructure to support it. • We've considered using some of your footprint to the west of the silos. • Area E is not beneficial to us, we can sacrifice that area. • Switch our location and CEMEX's location. Have CEMEX up against FPL. • Key element being the key pier off PFL. Sugar and Molasses can move there for more laydown area. That is the quickest design that will alleviate space. L • Length of the vessel you can put at location 18 • About 300' but depends on the angle. • Accounts for the intercoastal waterway channel. • If the sugar gantry can move, we can have more boats in there and have a laydown yard. • PIDP gate will be two lanes. • We should be considering the 60' trailer with the turning radius for the exit of the main gate.

Attribute	Location	Specifics
Tenant Operation		• There's also an opportunity for ships to tie up to barges. • Need an area to have a storm lock for hurricanes • 65% is a maximum berth utilization number • We are still working on the green boundary coming down. • takes 5 days on berth max for total clean out on a 24-hour shift for 30,000 metric tons of cement. • Location 27 improvement. • Molassess, sugar, diesel at lay berth • Faster ships should have priority. • Easiest/cheapest way to grow the port is build a big dock on the south. • Our two biggest concerns: our ships take 2-3 days to unload. • Can the trucks still get in to offload? • Can a ship get in and out to unload? • Concerns regarding discharge and scrap pile. • Concerned with the fuel allocation. • We can convert the tanks to fuel to have them for our reserve. • This would be a long term solution. We produce over $1 billion of sugar; we need a way to get it out of the fields • Tanks all 32' with four 8' sections. That's a typical tank. 40' x 132' but they handle up to 800,000 more. • Tank 1 is nice to keep because it's close to the port and it allows the flow pump rate to work better. It's the shortest distance underground to the ship. • The pumps we have allow us to load in 15-17 minutes. • Operate a fleet of 220 rail cars, and I can unload anywhere. • 45-50% currently, planning max is 65%. Containers can grow and capture more containers from the Caribbean.
Terminal		• Only seeing the minimum volume coming through the terminal and its prime land. • Need to be clear for us to build a new terminal someplace on the Port, the financials won't work. Our desire to stay is where we are located. We are not considering building a new terminal somewhere else on the Port as a viable option.

Attribute	Location	Specifics
Slips		• Increasing size of slip 2, we've been looking at 30,000-ton ship being the max. • Slips are not designed for larger slips; we are working at the max ship size without significant operations. • Maintaining the depth at 33' • No plans whatsoever to deepen the channel or extend the harbor. • Area D would mainly benefit the cruise ship as it comes out of Slip 1. • Along the slip, there currently is not a rail where we put the pipeline. • Trying to keep the unloader close to the slip as it moves at 8 mph. 45 minutes to an hour to get it from its current location to the slip. • A lot of desire for groups to work in Slip 2. • Tenant is interested in Slips 2 and 3. • Slip 3 is still wide open without TWIC access. • Yacht ship can go out there and the sugar barges, and this would open Slip 3. • Looking at expanding Slip 2 to the North. • Widening Slip 2 to the North by 10' you gain 0', you then must add the manatee fender protectors. If you widen it 15', you only gain 5'. • Do not see a benefit to widen Slip 2. • We will need to expand Slip 2 to the North. • Manatee fenders are 10' • If you're trying to ease up space at the dock, location P is a good location.
Berths		• Berth occupancy is a challenge. • Expanding slip takes away Berth 7's ability to have big ships. • Maintain Berth 7's length. It's a berth that's constantly used because it's deeper. • South slips are underutilized, especially Berth 14. • Can Berth 18 be placed on an angle? There's talk if that's designed right to load molasses from there. • Biggest way to growth the port from the south lay berth. If you can relocate the ICW, you can build a finger pier there. • Area D is great for cruise ships. • Area C will get the most ships in.
Electrical		• If need to get more clearance, there are fiber optic cables that run through the Port • Electrical transmission lines on the east side of the bridge are now underground

PORT of Palm Beach MASTER PLAN

Appendix B:
Intergovernmental Agency Comments

Appendix B includes:

- Intergovernmental Agency Comments on Draft Master Plan

moffatt & nichol

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Team Members:
PSA Management
HDR
Dickey Consulting
Columbia Strategic Consulting Group LLC
AEGIR

Stakeholder Communication

Client:	Port of Palm Beach District
Project:	Port of Palm Beach Strategic Master Plan
Comments:	Draft Master Plan
Date:	October 17, 2022
M&N Project No.:	211060

A. Communication Details

Format: Email
Date and Time: October 17, 2022, 8:41 AM

B. Comments

I. Draft Master Plan

- Pg 20 - Change our name from "Palm Beach County Metropolitan Planning Organization" to Palm Beach Transportation Planning Agency.
- Provide clear list of past, present and future projects (listed by priority or timeline) be provided in Section 4. Planning, Studies & Analysis. It is recommended to add "Projects" to the title of Section 4 to clearly indicate where to find projects related to the Port. It is important to include past project so they can be referenced as completed. In the past, FDOT has listed projects that have been completed in the FDOT work program. It is recommended to coordinate with FDOT staff to establish this list of projects so there is awareness by both parties what projects are being listed. In addition to a project list, a discussion on potential revenue/funding sources is recommended to illustrate a means of financing the projects. Not all projects must have a funding source and could be treated as a "funded" and "unfunded" list (similar to LRTP project list).
- It looks like Section 6 "Plan Alternatives" has the maps and lists of projects. It would be helpful to better link the write-ups with the map and list. The projects are mentioned in the "Key Notes" but they don't have any descriptions linked specifically to a Key Note.
- As noted in the comment above, it would be helpful to provide a description of funding sources to help you better align with TPA, FDOT, and federal discretionary funding.

II. Additional Notes

- The Master Plan mentions that FDOT is doing a 2nd inland port study. Do you have a status update on this or can you let us know who you are working with on the study?

- The TPA is about to start on the update of the Long Range Transportation (LRTP) and we would like to work with you to put in the Port's projects. Our plan does need to be able to show the cost feasibility of projects and which are funded and unfunded.

PORT of Palm Beach MASTER PLAN

Appendix C:
Public Outreach

Appendix C includes:

- Public Engagement Period 2 - Community Outreach Materials
- Public Engagement Period 2 - Outbound Communications
- Public Engagement Period 2 – Inbound Communications

PORT of Palm Beach MASTER PLAN

Appendix C:
Public Outreach

Public Engagement Period 2 - Community Outreach Materials

- Postcard
- Meeting Announcement Flyer
- Communications Calendar



PORT of Palm Beach
MASTER PLAN

Scan here to learn more...

planportofpalmbeach.com

Shape the future of the Port of Palm Beach

The Port of Palm Beach is seeking a forward-looking Strategic Master Plan through a significant redevelopment and upgrading of intermodal facilities and other improvements. **We invite you to hear from the master planning team, review the phasing options, and share your feedback!**

Visit **www.planportofpalmbeach.com** to:

1. Complete our project survey from **September 30 to November 13, 2022**

2. Subscribe to our project newsletter to stay informed on the latest updates.

3. Participate in the second round of hybrid public meetings:

   October 11, 2022 @ RBEC*: 6:00 PM - 8:00 PM

   October 12, 2022 @ Port: 11:00 AM -1:00 PM**

For more information, use the QR code to visit the project website.

***October 11, 2022 in-person meeting location:**
Riviera Beach Event Center
190 E. 13th Street
Riviera Beach, FL 33404

****October 12, 2022 in-person meeting location:**
Port of Palm Beach
One East 11th Street, Suite 600
Riviera Beach, FL 33404

October 11 & 12 virtual public meeting location:
www.planportofpalmbeach.com

Have questions or comments? Please email:
planportofpalmbeach@publicinput.com



Shape the future of the Port of Palm Beach

We invite you to share your feedback on the Draft Strategic Master Plan!

THREE WAYS TO PROVIDE INPUT:

1 Review the Draft Strategic Master Plan

Learn more about the design process and review the Draft Strategic Master Plan. Visit planportofpalmbeach.com for more information. Any questions or comments can be sent to: planportofpalmbeach@publicinput.com.

2 Take the Second Project Survey

Take our project survey to record your preferences on the Draft Strategic Master Plan.

Visit planportofpalmbeach.com

- OR - scan the QR code below to access the survey. **The survey will be open from September 30, 2022, until November 13, 2022.**

3 Join our Hybrid Public Meeting

Visit planportofpalmbeach.com to participate in either public meeting session. You can also register in advance:

- **Tuesday, October 11, 2022***
  6:00 PM - 8:00 PM
- **Wednesday, October 12, 2022****
  11:00 AM - 1:00 PM

**October 11, 2022: in-person public meeting location:* *Riviera Beach Event Center, 190 E. 13th Street, Riviera Beach, FL 33404*

***October 12, 2022: in-person public meeting location:* *Port of Palm Beach, One East 11th Street, Suite 600, Riviera Beach, FL 33404*

Virtual public meeting location: *www.planportofpalmbeach.com*

PORT of Palm Beach MASTER PLAN

planportofpalmbeach.com

Communications Calendar

Public Engagement Period 2

The following table outlines the various post topics, dates, content and supporting visual aid to accompany the outbound communications advertising the Port of Palm Beach Master Plan – Public Engagement Period 2 outreach efforts. It is M&N's intent that the following communications calendar provides a suggested framework. Additional content through email and/or social media posts may be included during the study duration to increase frequency and attract more participation. This will be addressed by the Project Team – comprised of the Port, M&N, and Dickey – once outreach efforts commence and are able to be monitored for engagement.

Communications Calendar – Public Engagement Period 2				
Post Day	**Sender**	**Communications Outlet / Post Topic**	**Supporting Content**	**Supporting Visual**
Week of 09/19/22	Port PIO	Press Release	Port of Palm Beach Draft Strategic Master Plan	Website banner at top of press release
09/14/22 – 09/21/22	M&N / Dickey	PEP2 Outreach Meeting Availability Request: Port Senior Staff, Tenants, and Intergovernmental Agencies	(M&N and Dickey will send email inquiries for Port senior staff, tenants, and intergovernmental agencies to schedule their meetings to review the Draft Strategic Master Plan. Preference for meetings to occur after the public meeting and some agencies can be combined together.)	N/A

Communications Calendar – Public Engagement Period 2				
09/19/22	Port PIO	Social Media: Did You Know? Campaign	As part of our Master Plan Public Engagement Period 2, the Port of Palm Beach is offering four in-person tours for citizens who are interested in learning about port operations. The tours will be held Wednesday, Sept. 28 and Thursday, Sept. 29th at 9 AM and 5:30 PM. We currently have spots available for the Sept. 29 5:30 PM tour. You can request to join here: Form Center • Port of Palm Beach, FL • CivicEngage	Photo of a previous tour
09/21/22	Dickey	Riviera Beach City Council Meeting	Announcement of upcoming Draft Master Plan release and PEP2 effort Distribution of Postcards / Flyers	Postcards/Flyers (M&N to create and print)
	Port PIO	Social Media: Did You Know? Campaign	You can take a virtual tour of the Port of Palm Beach. The 10-minute video is available on our website (Port Tours/Presentations | Port of Palm Beach, FL - Official Website) and on our YouTube channel: https://www.youtube.com/watch?v=DVOlsDrUDUk&feature=emb_title	Clip of youtube video
09/23/22	Port PIO	Social Media: Did You Know? Campaign	One of the Port's top goals is to increase revenue. One way of doing this is by securing new business. The Port is constantly searching for new shipping lines and markets that fit in our 165-acre footprint. Businesses interested in leasing space at the Port should contact our Director of Business Development Michael Meekins at mmeekins@portofpalmbeach.com.	Port aerial photo

Communications Calendar – Public Engagement Period 2				
09/26/22	Port PIO	Social Media: Did You Know? Campaign	For more than three decades now, the Port of Palm Beach has provided Port tours to organizations, business members and school groups across Palm Beach County. A few groups that have visited the Port in the past are Leadership Palm Beach County, the Palm Beach County Legislative Delegation and students in the Palm Beach Gardens High School International Business class. You can request a tour here: Form Center • Port of Palm Beach, FL • CivicEngage	Photo from previous tour
09/28/22	Port PIO	Social Media: Did You Know? Campaign	Business Revenue infographic	Yaremi to make an animated graphic
09/30/22 – 10/11/22	Dickey	TBD	Distribution of Postcards / Flyers	Postcards/Flyers (M&N to create)
09/30/22	M&N	Targeted Facebook Ad	**What thoughts or considerations do you have on the Port of Palm Beach Draft Strategic Master Plan?** Please visit www.planportofpalmbeach.com to learn more about the master planning process and how YOU can provide input on the Draft Plan, take our survey, and pre-register for one of our upcoming hybrid public meetings scheduled for October 11 and 12!	Image of Port (front of postcard)

09/30/22	M&N / Port PIO to forward project branded email	Email: Port of Palm Beach Public Engagement Period 2 is Now LIVE	**The Port of Palm Beach Strategic Master Plan's Public Engagement Period 2 is now LIVE!** The Port of Palm Beach is pleased to announce the second Public Engagement Period of the Strategic Mater Plan has officially launched today! There are three ways for you to provide input: 1. Please visit www.planportofpalmbeach.com to review the Draft Strategic Master Plan and provide input. 2. Take our second survey, now open until November 13, 2022, available on the project website. 3. Pre-register for one of our upcoming hybrid public meetings scheduled for October 11 & 12, 2022. Click on the link below for either session - you can then register directly on the project website and indicate if you will participate in-person or virtually. [survey link] Tuesday, October 11, 2022 in-person location: Riviera Beach Event Center, 190 E. 13th Street, Riviera Beach, FL 33404 [public meeting link] Wednesday, October 12, 2022 in-person location: Port of Palm Beach, East 11th Street, Riviera Beach, FL 33404, USA [public meeting link] If, at any time, you have any questions or comments, please contact the Port Planning Team: PlanPortofPalmBeach@PublicInput.com Thank you for your input in this important master planning process. We look forward to	Meeting Flyer (M&N to create)

Communications Calendar – Public Engagement Period 2				
			your participation in our survey and public meetings! Sincerely, Port of Palm Beach Planning Team	
	Port PIO	Social Media: Website Launch	**The Port of Palm Beach Draft Strategic Master Plan and accompanying public survey are now live!** Visit www.planportofpalmbeach.com to participate in our draft strategic master plan survey, now open until November 13, 2022. While you are there, please pre-register for one of our upcoming hybrid public meetings on October 11 and 12, 2022! This is YOUR opportunity to review the draft strategic master plan and play an integral role in the master planning process!	Postcard (M&N to create)
10/4/22	M&N / Port PIO to forward project branded email	Email: Hybrid Public Meeting	**Save the Date!** JOIN US NEXT WEEK for the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings. Tuesday 10/11, 6 PM – 8 PM Riviera Beach Event Center Wednesday 10/12, 11 AM – 1 PM Port of Palm Beach Ask questions and share your thoughts on the Draft Strategic Master Plan. PRE-REGISTER HERE Want to learn more? Visit our project website.	Meeting Flyer (M&N to create)
	Port PIO	Social Media: Hybrid Public Meeting (Morning post)		

Communications Calendar – Public Engagement Period 2				
		Social Media: Did You Know? Campaign (Afternoon Post)	The Port of Palm Beach is working with the Palm Beach County School District to explore ways we can provide our youth job opportunity education. Today Palm Beach County Schools Chief of Staff Jay Boggess presented at our quarterly Tenant Coffee meeting to begin conversations with the businesses operating at the Port.	Photos from tenant coffee
10/5/22	M&N / Dickey	City of Riviera Beach Council Meeting, 6:00 PM	M&N to present the Draft Master Plan. No public comment response period.	Postcards and Surveys to be distributed
	Port PIO	Social Media: Did You Know? Campaign	The Port of Palm Beach supports the local communities through numerous community projects including: • Annual Holiday Toy Drive • Beach clean-ups • Participating in educational and hiring events • Attending municipal parades • COVID-19 food drive and PPE distribution • Donating School Supplies You can learn more about the Port's community outreach projects here: Community Outreach | Port of Palm Beach, FL - Official Website	Yaremi will make a collage with photos from different events or an ad focused on community projects

Communications Calendar – Public Engagement Period 2				
10/07/22	Port PIO	Social Media: Did You Know? Campaign	The Port of Palm Beach makes the port more visible to citizens through our Tenant Spotlight video stories highlighting businesses at the Port. If you watch the "Tenant Spotlight" videos on our website and YouTube channel, you can learn: • the primary use of liquid asphalt shipped and stored at the Port • how locally grown and milled raw sugar moves through the Port and where its refined into table sugar • why a large part of the equestrian community in Palm Beach County depends on supplies imported through the Port • how a local third generation stevedore company supports people living in the Caribbean Watch Port of Palm Beach Tenant Spotlight videos here: Tenant Spotlight | Port of Palm Beach, FL - Official Website	Yaremi will make a collage with the four tenant spotlight segments the Port has online and/or make a short video if she have time.
10/10/22	M&N / Port PIO to forward project branded email	Email: Hybrid Public Meeting	**THE PORT OF PALM BEACH STRATEGIC MASTER PLAN HYBRID PUBLIC MEETINGS START TOMORROW!** Please JOIN the Port of Palm Beach for the initial Strategic Master Plan Hybrid Public Meeting, TOMORROW, October 11 from 6 PM – 8 PM at	Meeting Flyer (M&N to create)

Communications Calendar – Public Engagement Period 2				
	Port PIO	Social Media: Hybrid Public Meeting	the Riviera Beach Event Center. Can't attend? We also have a midday session at the Port on October 12 from 11 AM – 1 PM. This is your opportunity to ask any questions and share your thoughts on the Draft Strategic Master Plan. PRE-REGISTER HERE Want to learn more? Visit our project website.	
10/11/22	M&N / Port PIO to forward project branded email	Email: Hybrid Public Meeting	**JOIN US TODAY AND TOMORROW FOR THE PORT OF PALM BEACH STRATEGIC MASTER PLAN PUBLIC MEETINGS!** The Port of Palm Beach invites YOU to join the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings! The Hybrid Public Meetings are scheduled for TODAY from 6 PM – 8 PM at the Riviera Beach Event Center and TOMORROW from 11 AM – 1 PM at the Port of Palm Beach. This is your opportunity to ask any questions and share your thoughts on the Strategic Master Plan. REGISTER HERE Want to learn more? Visit our project website.	Meeting Flyer (M&N to create)
	Port PIO	Social Media: Hybrid Public Meeting		
10/12/22	M&N / Port PIO to forward project branded email	Email: Hybrid Public Meeting	**JOIN US TODAY TO LEARN MORE ABOUT THE PORT OF PALM BEACH STRATEGIC MASTER PLAN!** Please join the Port of Palm Beach for the FINAL Port of Palm Beach Strategic Master Plan Hybrid Public Meeting TODAY from 11 AM – 1 PM.	Meeting Flyer (M&N to create)

Communications Calendar – Public Engagement Period 2				
	Port PIO	Social Media: Hybrid Public Meeting	This is your opportunity to ask any questions and share your thoughts on the Draft Strategic Master Plan. REGISTER HERE Want to learn more? Visit our project website.	
		Social Media: Did You Know? Campaign	In Fiscal Year 2022, the Port of Palm Beach Board of Commissioners supported 20 nonprofit organizations through the Commissioners Community Outreach Program. The program assist Commissioners in disseminating Port information to and with the general local public, local organizations and groups in an effort to publicize the Port within our community and Port District. You can apply for a sponsorship here: Commissioners Community Outreach Program | Port of Palm Beach, FL - Official Website	Photos of Commissioners
10/14/22	Port PIO	Social Media: Did You Know? Campaign	You can view port cargo and cruise activity in real-time through a webcam produced by PTZtv. Visit our website homepage and click on the button "Port webcam." The button links you to the PTZtv website: Palm Beach Inlet Webcam at Port of Palm Beach	Snipped image from Port webcam
10/17/22	M&N / Port PIO to forward project branded email	Email: Missed the Meeting?	**Missed the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings?** Missed last week's Port of Palm Beach Strategic Master Plan Hybrid Public Meetings? Don't worry!	Image capture of meeting recording

Communications Calendar – Public Engagement Period 2				
	Port PIO	Social Media: Missed the Meeting?	The meetings are recorded and available for viewing. Click here to learn more. Want to provide feedback? We'd love to hear from YOU! Take our survey to share your thoughts on the Draft Strategic Master Plan! The survey closes on November 13.	
10/19/22	Port PIO	Social Media: Did You Know? Campaign	The Port of Palm Beach currently leases the President John F Kennedy bunker and the old United States Coast Guard station and boathouse on Peanut Island to Palm Beach County. Port Commissioners supported this partnership in an effort to increase recreational, historical, and cultural opportunities for citizens and visitors.	Yaremi has photos of historical properties
10/21/22	Port PIO	Social Media: Did You Know? Campaign	The Port of Palm Beach processes approximately $14 billion in commodities every year, with 80% of the cargo exported to the Caribbean basin.	Tropical Shipping photo
10/24/22	M&N / Port PIO to forward project branded email	Email: Survey	**Take Our Survey! Share Your Thoughts on the Port of Palm Beach Draft Strategic Master Plan!** We want to hear your thoughts on the Draft Strategic Master Plan! Missed the Hybrid Public Meetings? Visit here for recordings to learn more about the Draft Strategic Master Plan. Then take our survey to share your thoughts! The survey closes on November 13!	Visual Graphic
	Port PIO	Social Media: Survey		
10/26/22	Port PIO	Social Media: Did You Know? Campaign	There are more than 25 companies and/or agencies provide a service at the Port of Palm Beach. Together, we support more than _____ (need new data if possible) direct jobs.	Photo of people working at the Port

Communications Calendar – Public Engagement Period 2				
10/28/22	Port PIO	Social Media: Did You Know? Campaign	In the past 13 years, the Port of Palm Beach has awarded the City of Riviera Beach Police Department more than $750,000 to help the department fund the following: • Gunfire detection system called "Shot Spotter" • Police equipment including ballistic vests • Command Bridge Monitoring System • License Plate Readers • Mass Notification System The funding was part of several FEMA Port Security Grants awarded to the Port.	Graphic
10/31/22	M&N / Port PIO to forward project branded email	Email: Survey	**Don't Forget! Share Your Thoughts!** There's two weeks left to review the Port of Palm Beach Draft Strategic Master Plan and provide your input! Visit www.planportofpalmbeach.com to: 1. Review the Draft Strategic Master Plan. 2. Take our survey! The survey closes on November 13, 2022. Missed the Hybrid Public Meetings? Visit here for the meeting recordings and hear directly from the Master Plan Team on how they developed the Draft Strategic Master Plan. Then take our survey to provide your feedback!	Visual Graphic
	Port PIO	Social Media: Survey		
11/02/22	Port PIO	Social Media: Did You Know? Campaign	The Port of Palm Beach supports local and regional first response agencies by providing them with the opportunity to conduct full-scale security exercises on Port property. Here is a video of a recent training exercise: (tag PBCF, PBCSO, RBP, RBF, WBPP, WBPF)	Video story

Communications Calendar – Public Engagement Period 2				
11/04/22	Port PIO	Social Media: Did You Know? Campaign	Over the past 15 years, the Palm Beach County Sheriff's Office has received more than $2M from the Port of Palm Beach to help fund security projects such as: • Firearm supplies for training exercises • Safe boat repairs • Dive team gear and equipment • Vessel radar • Command Bridge Monitoring System • Tactical Boating training course • Two 35 ft. contender dive boats • Remote control vehicle • Waterborne mobile command post vessel The projects were supported through federal grant funding awarded to the Port.	Graphic of photos from PBCSO
11/7/22	M&N / Port PIO to forward project branded email	Email: Survey	**Don't Forget! Share Your Thoughts!** We still want to hear your feedback on what was presented during the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings. Take our survey! The survey closes on November 13! Missed the Hybrid Public Meetings? Visit here for the meeting recordings and hear directly from the Master Plan Team on how they developed the Draft Strategic Master Plan. Then take our survey to provide your feedback!	Visual Graphic
	Port PIO	Social Media: Survey		

Communications Calendar – Public Engagement Period 2				
11/09/22	Port PIO	Social Media: Did You Know? Campaign	The Port of Palm Beach is a landlord Port, meaning the Port owns the land, buildings, and water. We provide the tools our tenants need to operate the Port. Our tenants are the ones who handle the cargo and employ a majority of the workforce at the Port of Palm Beach. Many of the companies operating at the Port participate and host job fairs throughout the year. Take for example; Tropical Shipping recently participated in a Supply Chain Expo and Job Fair at Palm Beach State College. Merchants Market attended a job fair at the Riviera Beach Marina and earlier this year, the Port hosted a job fair for all of our tenants.	Yaremi can do a video where she is talking and use some broll in house
11/11/22	M&N / Port PIO to forward project branded email	Email: Survey Closing	**Last Chance! Share Your Thoughts!** Don't miss the opportunity to share your thoughts! There is still TWO DAYS left to provide feedback on what was presented during the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings. Take our survey! The survey closes on November 13! Missed the Hybrid Public Meetings? Visit here for the meeting recordings and hear directly from the Master Plan Team on how they developed the Draft Strategic Master Plan. Then take our survey to provide your feedback!	Visual Graphic
	Port PIO	Social Media: Survey Closing		

Communications Calendar – Public Engagement Period 2				
		Social Media: Did You Know? Campaign	The Port of Palm Beach publishes a monthly e-newsletter every month. The newsletter provides useful updates about current projects, port activity, staff achievements, community outreach projects and other interesting port news articles. You can subscribe to our monthly e-newsletter here: Notify Me • Port of Palm Beach, FL • CivicEngage	Yaremi will create an animation
11/13/22	M&N / Port PIO to forward project branded email	Email: Survey Closes Today	**Survey Closes Today! Share Your Thoughts on the Port of Palm Beach Draft Strategic Master Plan!** TODAY is the LAST DAY! Take our survey NOW! This is YOUR final opportunity to provide feedback on the Draft Strategic Master Plan. Visit here for the meeting recordings and hear directly from the Master Plan Team on how they developed the Draft Strategic Master Plan. Then take our survey to provide your feedback!	Visual Graphic
	Port PIO	Social Media: Survey Closes Today		Visual Graphic

PORT of Palm Beach MASTER PLAN

Appendix C:
Public Outreach

Public Engagement Period 2 – Outbound Communications

- Targeted Facebook Ad
- Project Email Blasts
- Port Email Blasts
- Port Social Media Posts

Targeted Facebook Outreach

Campaign Settings

Name

Port of Palm Beach Draft Strategic Master Plan – Public Engagement Period #2

Associated Project or Topic (optional)

Port of Palm Beach Master Plan - Public Engagement Period #2

☑ Sync Facebook Comments with an existing question

10. What other thoughts, concerns questions or suggestions do you have regarding the *Final Po

View Project Comments (/ProjectAdmin/l6682#admin-content-comments)

Campaign Schedule & Budget

From

09/22/2022 6:50 PM

Until

11/07/2022 5:00 PM

Budget

$ 200.00

Potential Views

10000

Demography

Min Age

18

Max Age

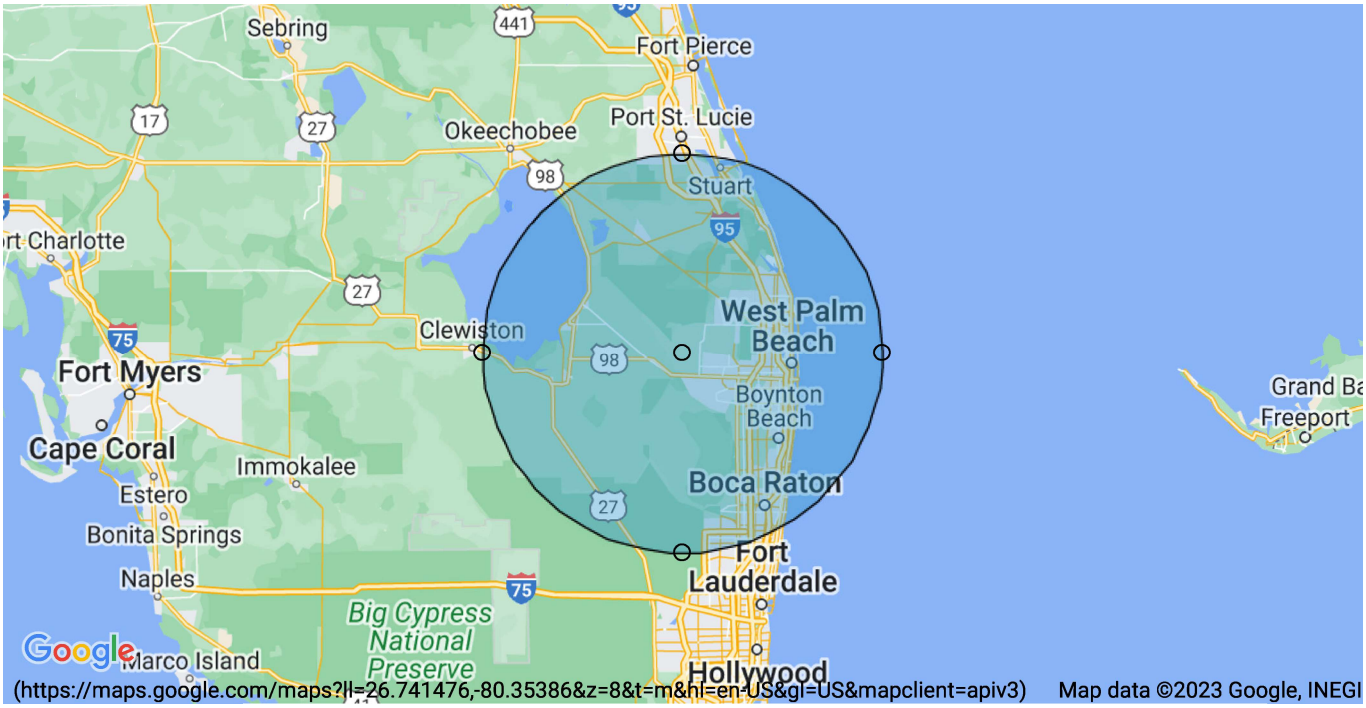
70

Other Targeting Criteria

business owners, residents, port tenants, Riviera Beach, Port of Palm Beach

Geographic Targeting

Using the circle button, click a point and drag to expand to the desired coverage area.



Design your content

What thoughts or considerations do you have on the Port of Palm Beach Draft Strategic Master Plan?
Please visit www.planportofpalmbeach.com to learn more about the master planning process and how YOU can provide input on the Draft Plan, take our survey, and pre-register for one of our upcoming hybrid public meetings scheduled for October 11 and 12!

Facebook page

PublicInput.com

Featured Image

Select Post Image

Target URL

https://publicinput.com/I6682

This campaign is setup to utilize the PublicInput.com Facebook and Instagram accounts. Final copy and graphic assets are subject to review - **Please allow two business days for campaign review.**

Public Input
(https://www.facebook.com/publicinput)
(https://www.facebook.com/publicinput)Sponsored

What thoughts or considerations do you have on the Port of Palm Beach Draft Strategic Master Plan?
Please visit www.planportofpalmbeach.com to learn more about the master planning process and how YOU can provide input on the Draft Plan, take our survey, and pre-register for one of our upcoming hybrid public meetings scheduled for October 11 and 12!



Port of Palm Beach Master Plan - Public Engagement Period #2

For the project in **Spanish,** please click here (https://publicinput.com/planportofpalmbeachspanishpep2) // Para el proyecto en **español**, haga clic aquí...

Preview

Save

Sent Email Results | Settings | Text Messaging | Recipients | Sharing

Copy to new draft email (/Emails/CreateDraftFromSent?eId=49708) •••

Email & SMS (/Emails/Home/2902) / Sent Campaign

Port of Palm Beach Public Engagement Period 2 is Now LIVE

RECIPIENTS

137
133 Delivered 97.08%

OPENS

368 268.61%
82 Unique 59.85%

CLICKS

209 152.55%
15 Unique 10.95%

UNSUBSCRIBES

0

BOUNCES

4

Click Destinations | Click Summary | Bounce Summary | Unsubscribes | Dropped

Show 10 entries Filter:

Url	Clicks
http://www.planportofpalmbeach.com (http://www.planportofpalmbeach.com)	209

Showing 1 to 1 of 1 entries

Previous 1 Next



If, at any time, you have any questions or comments, please contact the Port Planning Team: PlanPortofPalmBeach@PublicInput.com

Thank you for your input in this important master planning process. We look forward to your participation in our survey and public meetings!

Sincerely,

Port of Palm Beach Master Planning Team

Sent Email Results | Settings | Text Messaging | Recipients | Sharing

Copy to new draft email (/Emails/CreateDraftFromSent?eId=49709) •••

Email & SMS (/Emails/Home/2902) / Sent Campaign

Save the Date for the Port of Palm Beach Draft Strategic Master Plan Hybrid Public Meetings!

RECIPIENTS

141
136 Delivered 96.45%

OPENS

536 380.14%
82 Unique 58.16%

CLICKS

53 37.59%
8 Unique 5.67%

UNSUBSCRIBES

1

BOUNCES

4

Click Destinations | Click Summary | Bounce Summary | Unsubscribes | Dropped

Show 10 entries Filter:

Url	Clicks
http://planportofpalmbeach.com (http://planportofpalmbeach.com)	20
https://planportofpalmbeach.com/ (https://planportofpalmbeach.com/)	33

Showing 1 to 2 of 2 entries

Previous 1 Next



Save the Date for the Port of Palm Beach Draft Strategic Master Plan Hybrid Public Meetings!

JOIN US NEXT WEEK for the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings.

Tuesday 10/11, 6 PM – 8 PM
Riviera Beach Event Center

Wednesday 10/12, 11 AM – 1 PM
Port of Palm Beach

Ask questions and share your thoughts on the Draft Strategic Master Plan.



Sent Email Results | Settings | Text Messaging | Recipients | Sharing

Copy to new draft email (/Emails/CreateDraftFromSent?eId=51270) •••

Email & SMS (/Emails/Home/2902) / Sent Campaign

You Are Invited to Next Week's Port of Palm Beach Draft Strategic Master Plan Hybrid Public Meetings!

RECIPIENTS

143
139 Delivered 97.2%

OPENS

199 139.16%
89 Unique 62.24%

CLICKS

5 3.5%
3 Unique 2.1%

UNSUBSCRIBES

0

BOUNCES

4

Click Destinations | Click Summary | Bounce Summary | Unsubscribes | Dropped

Show 10 entries Filter:

Url	Clicks
http://www.planportofpalmbeach.com (http://www.planportofpalmbeach.com)	5

Showing 1 to 1 of 1 entries

Previous 1 Next



You are Invited to Next Week's Port of Palm Beach Draft Strategic Master Plan Hybrid Public Meetings!

Good morning,

This is a friendly reminder to JOIN US NEXT WEEK for the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings. There are two meeting dates, both offering virtual and in-person meeting opportunities:

Tuesday 10/11, 6 PM – 8 PM
Riviera Beach Marina Village Event Center, 190 East 13th Street, Riviera Beach, FL 33404, USA

Wednesday 10/12, 11 AM – 1 PM
Port of Palm Beach, East 11th Street, Riviera Beach, FL, USA



Sent Email Results | Settings | Text Messaging | Recipients | Sharing

Copy to new draft email (/Emails/CreateDraftFromSent?eId=51300) •••

Email & SMS (/Emails/Home/2902) / Sent Campaign

The Port of Palm Beach Draft Strategic Master Plan Hybrid Public Meetings Start TOMORROW!

RECIPIENTS

144
140 Delivered 97.22%

OPENS

594 412.5%
77 Unique 53.47%

CLICKS

7 4.86%
3 Unique 2.08%

UNSUBSCRIBES

1

BOUNCES

4

Click Destinations | Click Summary | Bounce Summary | Unsubscribes | Dropped

Show 10 entries Filter:

Url	Clicks
http://www.planportofpalmbeach.com (http://www.planportofpalmbeach.com)	5
https://publicinput.com (https://publicinput.com)	1
https://PublicInput.com/Manage/ (https://PublicInput.com/Manage/)	1

Showing 1 to 3 of 3 entries



The Port of Palm Beach Strategic Master Plan Hybrid Public Meetings Start TOMORROW!

Good morning,

Please JOIN the Port of Palm Beach for the initial Strategic Master Plan Hybrid Public Meeting, TOMORROW, **October 11 from 6 PM – 8 PM at the Riviera Beach Event Center.** Can't attend? We also have a midday session at the **Port on October 12 from 11 AM – 1 PM**.

This is your opportunity to ask any questions and share your thoughts on the Draft Strategic Master Plan.

Tuesday 10/11, 6 PM – 8 PM
Riviera Beach Marina Village Event Center, 190 East 13th Street, Riviera Beach, FL 33404, USA

Wednesday 10/12, 11 AM – 1 PM
Port of Palm Beach, East 11th Street, Riviera Beach, FL, USA



Sent Email Results | Settings | Text Messaging | Recipients | Sharing

Copy to new draft email (/Emails/CreateDraftFromSent?eId=51314) •••

Email & SMS (/Emails/Home/2902) / Sent Campaign

Join Us TODAY and TOMORROW for the Port of Palm Beach Draft Strategic Master Plan Public Meetings!

RECIPIENTS

146
142 Delivered 97.26%

OPENS

138 94.52%
68 Unique 46.58%

CLICKS

8 5.48%
4 Unique 2.74%

UNSUBSCRIBES

0

BOUNCES

4

Click Destinations | Click Summary | Bounce Summary | Unsubscribes | Dropped

Show 10 entries Filter:

Url	Clicks
http://www.planportofpalmbeach.com (http://www.planportofpalmbeach.com)	8

Showing 1 to 1 of 1 entries

Previous 1 Next



Join Us TODAY and TOMORROW for the Port of Palm Beach Draft Strategic Master Plan Public Meetings!

Good morning,

The Port of Palm Beach invites YOU to join the Port of Palm Beach Draft Strategic Master Plan Hybrid Public Meetings! The Hybrid Public Meetings are scheduled for **TODAY from 6 PM – 8 PM** at the Riviera Beach Event Center and **TOMORROW from 11 AM – 1 PM** at the Port of Palm Beach.

This is your opportunity to ask any questions and share your thoughts on the Draft Strategic Master Plan.

Today: 10/11, 6 PM – 8 PM
Riviera Beach Marina Village Event Center, 190 East 13th Street, Riviera Beach, FL 33404, USA

Tomorrow: 10/12, 11 AM – 1 PM
Port of Palm Beach, East 11th Street, Riviera Beach, FL, 33404, USA



Sent Email Results | Settings | Text Messaging | Recipients | Sharing

Copy to new draft email (/Emails/CreateDraftFromSent?eId=51315) •••

Email & SMS (/Emails/Home/2902) / Sent Campaign

Last Chance! Join us TODAY to Learn More About the Port of Palm Beach Draft Strategic Master Plan!

RECIPIENTS

148
144 Delivered 97.3%

OPENS

153 103.38%
81 Unique 54.73%

CLICKS

13 8.78%
9 Unique 6.08%

UNSUBSCRIBES

0

BOUNCES

4

Click Destinations | Click Summary | Bounce Summary | Unsubscribes | Dropped

Show 10 entries Filter:

Url	Clicks
http://www.planportofpalmbeach.com (http://www.planportofpalmbeach.com)	13

Showing 1 to 1 of 1 entries

Previous 1 Next



Last Chance! Join us TODAY to Learn More About the Port of Palm Beach Draft Strategic Master Plan!

Good morning,

Today is the **last chance** to hear directly from the Port of Palm Beach Master Planning Team on the Draft Strategic Master Plan! The hybrid public meeting will be held on the project website, www.planportofpalmbeach.com, and at the Port of Palm Beach from 11 AM to 1 PM. Please plan to attend if you can as this is your opportunity to ask any questions and share your thoughts on the Draft Strategic Master Plan.

Can't attend? The meeting will be recorded and available for viewing on the project website by Friday.

Lastly, please make sure to **TAKE OUR SURVEY** to share your feedback on the Draft Plan! The survey will be available on the project website until November 13, 2022.



Sent Email Results | Settings | Text Messaging | Recipients | Sharing

Copy to new draft email (/Emails/CreateDraftFromSent?eId=52334) •••

Email & SMS (/Emails/Home/2902) / Sent Campaign

Port of Palm Beach Draft Strategic Master Plan - Public Engagement Period #2 Update

RECIPIENTS

153
149 Delivered 97.39%

OPENS

169 110.46%
79 Unique 51.63%

CLICKS

0 0%
0 Unique 0%

UNSUBSCRIBES

0

BOUNCES

4

Click Destinations | Click Summary | Bounce Summary | Unsubscribes | Dropped

Show 10 entries Filter:

Url	Clicks
No data available in table	

Showing 0 to 0 of 0 entries

Previous Next



Port of Palm Beach Draft Strategic Master Plan - Public Engagement Period #2 Update

Good afternoon subscribers,

Thank you everyone who attended our public meetings, participated in our online survey, emailed the project team, and provided additional comments. The project team is working through input received from the port and stakeholders and making edits to the draft plan. We will close Public Engagement Period 2 to give the team time to address these comments and will plan to hold another Public Engagement Period at a later date. Please stay tuned as we will provide further details when they become available.

Sincerely,
Port of Palm Beach Master Planning Team

Sent on behalf of Port of Palm Beach (Riviera Beach, FL) by PublicInput.com
2409 Crabtree Blvd, Suite 107, Raleigh, NC 27604

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View this email in a browser

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Copy to new draft email (/Emails/CreateDraftFromSent?eId=52334) •••

Email & SMS (/Emails/Home/2902) / Sent Campaign

Port of Palm Beach Draft Strategic Master Plan - Public Engagement Period #2 Update

RECIPIENTS

153
149 Delivered 97.39%

OPENS

169 110.46%
79 Unique 51.63%

CLICKS

0 0%
0 Unique 0%

UNSUBSCRIBES

0

BOUNCES

4

Click Destinations | Click Summary | Bounce Summary | Unsubscribes | Dropped

Show 10 entries Filter:

Url	Clicks
No data available in table	

Showing 0 to 0 of 0 entries

Previous Next



Port of Palm Beach Draft Strategic Master Plan - Public Engagement Period #2 Update

Good afternoon subscribers,

Thank you everyone who attended our public meetings, participated in our online survey, emailed the project team, and provided additional comments. The project team is working through input received from the port and stakeholders and making edits to the draft plan. We will close Public Engagement Period 2 to give the team time to address these comments and will plan to hold another Public Engagement Period at a later date. Please stay tuned as we will provide further details when they become available.

Sincerely,
Port of Palm Beach Master Planning Team

Sent on behalf of Port of Palm Beach (Riviera Beach, FL) by PublicInput.com
2409 Crabtree Blvd, Suite 107, Raleigh, NC 27604

Unsubscribe | My Subscriptions

View this email in a browser

From: General Port Emails <info@portofpalmbeach.com>
Sent: Wednesday, September 21, 2022 3:12 PM
To:
Subject: Port of Palm Beach Draft Strategic Master Plan Open Comment Period

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the organization.

View this in your browser

Port of Palm Beach Draft Strategic Master Plan Open Comment Period

"How can the Port of Palm set forth a new vision to ensure the commercial success of its tenants and to ensure greater economic and social benefits to the local region?" This is the central question posed by the Port of Palm Beach and its consultants as they worked to create the Draft Strategic Master Plan.

The Port of Palm Beach, along with its consultants Moffatt & Nichol, have developed the Draft Strategic Master Plan that will pave the way for the future of the Port. Located in Riviera Beach, Florida, the Port of Palm Beach is a full-service, diversified, landlord port, offering cruise and cargo services to more than 30 onsite tenants and users. At 165 acres, the Port's efficiency is unparalleled and is an economic engine for the Palm Beach County and surrounding region. To continue to carry out the Port's mission and operations into the future, the Port has prepared a complete update of its Strategic Master Plan. The purpose of the Plan is to:

- Evaluate future growth and economic development within the Port's current footprint and explore opportunities to expand its boundaries.
- Implement a Capital Improvement Plan.
- Support inland intermodal logistics centers.
- Create the planning envelop consistent with the 2020 PIDP GRANT.
- Upgrade Intermodal and gate components.
- Expand general, container, bulk, and ro-ro cargo goods and cruise markets post-COVID.
- Engage with adjacent communities and project stakeholders.
- Continue awareness of sensitive natural resources.
- Maximize the Port's partnership with FDOT and USDOT for additional state and federal funding.

- Comply with Florida Statutes and be consistent with the Palm Beach County Comprehensive Plan, Florida Department of Transportation Plan, and other local government goals and plans.

Five main tasks have guided the objectives for the Draft Strategic Master Plan, including: economic development; infrastructure development and improvement; intermodal transportation facilities; physical, environmental, and regulatory barriers; and intergovernmental coordination. Public engagement opportunities are woven into the strategic master planning process to inform, educate, and collaborate with senior staff, stakeholders, public, and intergovernmental agencies throughout the planning process.

The project kickoff began in late fall 2021, with the entirety of 2022 focused on plan readiness. The draft plan will be available on the project website – www.planportofpalmbeach.com – for public viewing when the website relaunches on September 30, 2022. The community can learn more about the project, participate in an interactive and informative survey on the Draft plan to provide feedback on the initial master plan concepts, attend the online livestreaming portion of the hybrid public meetings, and sign-up for project email blasts. The open comment period on the draft plan will close November 13, 2022. Public meetings are scheduled for:

- October 11th from 6 PM – 8 PM, Riviera Beach Event Center
- October 12th from 11 AM – 1 PM, Port of Palm Beach

Pre-registration meeting links will be available on the website on September 30, 2022. Each public meeting session will provide the same presentation, offering several opportunities for the public to attend. The meetings will be recorded and available for viewing on the project website.

The Final Strategic Master Plan will be submitted by December 2022.

We invite you to be a part of this important conversation. Please visit our website at www.planportofpalmbeach.com to learn more and contact the Project Team with any questions or comments.

You are receiving this message because you are subscribed to General Port Emails on www.portofpalmbeach.com. To unsubscribe, click the following link:
Unsubscribe

From: General Port Emails <info@portofpalmbeach.com>
Sent: Friday, September 30, 2022 10:05 AM
To:
Subject: Port of Palm Beach Strategic Master Plan's Public Engagement Period 2 is now LIVE!

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the organization.

View this in your browser





The Port of Palm Beach Strategic Master Plan's Public Engagement Period 2 is now LIVE!

The Port of Palm Beach is pleased to announce the second Public Engagement Period of the Strategic Mater Plan has officially launched today!

There are three ways for you to provide input:

1. Please visit www.planportofpalmbeach.com to **review the Draft Strategic Master Plan** and provide input.
2. **Take our second survey**, now open until November 13, 2022, available on the project website.
3. **Pre-register for one of our upcoming hybrid public meetings** scheduled for October 11 & 12, 2022. You can register directly on the project website, www.planportofpalmbeach.com, and indicate if you will participate in-person or virtually. If you plan to participate online, simply go to www.planportofpalmbeach.com at the start of the meeting to watch and engage via the chat.

    1. **Tuesday, October 11, 2022** in-person location:
    Riviera Beach Event Center, 190 E. 13th Street, Riviera Beach, FL 33404

2. **Wednesday, October 12, 2022** in-person location:
   Port of Palm Beach, East 11th Street, Riviera Beach, FL 33404, USA



Shape the future of the Port of Palm Beach

We invite you to share your feedback on the Draft Strategic Master Plan!

THREE WAYS TO PROVIDE INPUT:

1 Review the Draft Strategic Master Plan

Learn more about the design process and review the Draft Strategic Master Plan. Visit planportofpalmbeach.com for more information. Any questions or comments can be sent to: planportofpalmbeach@publicinput.com.

2 Take the Second Project Survey

Take our project survey to record your preferences on the Draft Strategic Master Plan.

Visit planportofpalmbeach.com

- OR - scan the QR code below to access the survey. The survey will be open from September 30, 2022, until November 13, 2022.

3 Join our Hybrid Public Meeting

Visit planportofpalmbeach.com to participate in either public meeting session. You can also register in advance:

- **Tuesday, October 11, 2022***
  6:00 PM - 8:00 PM
- **Wednesday, October 12, 2022****
  11:00 AM - 1:00 PM

**October 11, 2022: In-person public meeting location: Riviera Beach Event Center, 190 E. 13th Street, Riviera Beach, FL 33404*

***October 12, 2022: In-person public meeting location: Port of Palm Beach, One East 11th Street, Suite 600, Riviera Beach, FL 33404*

Virtual public meeting location: www.planportofpalmbeach.com

PORT of Palm Beach
MASTER PLAN

planportofpalmbeach.com

If, at any time, you have any questions or comments, please contact the Port Planning Team: PlanPortofPalmBeach@PublicInput.com

Thank you for your input in this important master planning process. We look forward to your participation in our survey and public meetings!

Sincerely,

Port of Palm Beach Master Planning Team

You are receiving this message because you are subscribed to General Port Emails on www.portofpalmbeach.com. To unsubscribe, click the following link:
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From: General Port Emails <info@portofpalmbeach.com>
Sent: Tuesday, October 4, 2022 10:50 AM
To:
Subject: Save the Date for the Port of Palm Beach Draft Strategic Master Plan Hybrid Public Meetings!

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Save the Date for the Port of Palm Beach Draft Strategic Master Plan Hybrid Public Meetings!

JOIN US NEXT WEEK for the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings.

Tuesday 10/11, 6 PM – 8 PM

Riviera Beach Event Center

Wednesday 10/12, 11 AM – 1 PM

Port of Palm Beach

Ask questions and share your thoughts on the Draft Strategic Master Plan.



Shape the future of the Port of Palm Beach

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- **Tuesday, October 11, 2022***
  6:00 PM - 8:00 PM
- **Wednesday, October 12, 2022****
  11:00 AM - 1:00 PM

**October 11, 2022: In-person public meeting location: Riviera Beach Event Center, 190 E. 13th Street, Riviera Beach, FL 33404*

***October 12, 2022: In-person public meeting location: Port of Palm Beach, One East 11th Street, Suite 600, Riviera Beach, FL 33404*

Virtual public meeting location: www.planportofpalmbeach.com

PORT of Palm Beach MASTER PLAN

planportofpalmbeach.com

PRE-REGISTER HERE for either meeting.

You are receiving this message because you are subscribed to General Port Emails on www.portofpalmbeach.com. To unsubscribe, click the following link:
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From: General Port Emails <info@portofpalmbeach.com>
Sent: Monday, October 10, 2022 3:00 PM
To:
Subject: Master Plan Hybrid Public Meetings

CAUTION: This email originated from outside of the organization.

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THE PORT OF PALM BEACH STRATEGIC MASTER PLAN HYBRID PUBLIC MEETINGS START TOMORROW!

Please JOIN the Port of Palm Beach for the initial Strategic Master Plan Hybrid Public Meeting, TOMORROW, October 11 from 6 PM – 8 PM at the Riviera Beach Event Center.

Can't attend? We also have a midday session at the Port on October 12 from 11 AM – 1 PM.

This is your opportunity to ask any questions and share your thoughts on the Draft Strategic Master Plan.

PRE-REGISTER HERE

Want to learn more? Visit our project website.


MARGARITAVILLE

You are receiving this message because you are subscribed to General Port Emails on www.portofpalmbeach.com. To unsubscribe, click the following link:
Unsubscribe

From: General Port Emails <info@portofpalmbeach.com>
Sent: Tuesday, October 11, 2022 10:00 AM
To:
Subject: Master Plan Hybrid Public Meetings Start TODAY!

CAUTION: This email originated from outside of the organization.

View this in your browser



JOIN US TODAY AND TOMORROW FOR THE PORT OF PALM BEACH STRATEGIC MASTER PLAN PUBLIC MEETINGS!

The Port of Palm Beach invites YOU to join the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings! The Hybrid Public Meetings are scheduled for TODAY from 6 PM – 8 PM at the Riviera Beach Event Center and TOMORROW from 11 AM – 1 PM at the Port of Palm Beach.

This is your opportunity to ask any questions and share your thoughts on the Strategic Master Plan.

REGISTER HERE

Want to learn more? Visit our project website.


MARGARITAVILLE

You are receiving this message because you are subscribed to General Port Emails on www.portofpalmbeach.com. To unsubscribe, click the following link:
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From: General Port Emails <info@portofpalmbeach.com>
Sent: Monday, October 17, 2022 10:00 AM
To:
Subject: Missed the Port of Palm Beach Draft Strategic Master Plan Hybrid Public Meetings?

CAUTION: This email originated from outside of the organization.

View this in your browser

Thank you to everyone who participated both in-person and virtually during last week's Draft Strategic Master Plan hybrid public meetings. The Master Plan Team presented the draft planning concepts and obtained feedback from approximately 50 meeting participants.

Did you miss the meetings? They are recorded and available for viewing at the bottom of the project website, www.planportofpalmbeach.com.

What are the next steps and how can you provide feedback?

1. **REVIEW THE DRAFT PLAN.** The Draft Strategic Master Plan is available for download and review on the project website under "Available Presentations and Downloads". You may also click here to access the PDF.

2. TAKE OUR SURVEY to share your feedback on the Draft Strategic Master Plan! The survey will be available on the project website until November 13, 2022. ***This is the most helpful way you can provide input on the Draft Strategic Master Plan***. Click here to start the survey!

3. EMAIL THE TEAM any additional questions and comments: PlanPortofPalmBeach@PublicInput.com.

We appreciate your input and look forward to your survey responses!

Sincerely,

Port of Palm Beach Master Planning Team

You are receiving this message because you are subscribed to General Port Emails on www.portofpalmbeach.com. To unsubscribe, click the following link:
Unsubscribe

PORT of Palm Beach
MASTER PLAN

Appendix D:
Public Outreach

Port Social Media Posts

- Facebook
- Instagram
- LinkedIn
- Twitter

Port of Palm Beach
May 6 ·

GET INFORMED AND GET INVOLVED!

In case you haven't heard, the Port of Palm Beach along with its consultants Moffatt & Nichol, are developing a new strategic master plan that will pave the way for the future of the Port.

This week we launched the Master Plan Project website that will allow you to learn about the project, participate in surveys, live stream public meetings, and sign-up for project notifications.

CLICK HERE TO LEARN MORE: https://publicinput.com/U2576





10 2 Shares

Port of Palm Beach
May 23 at 2:18 PM ·

We are pleased to announce the first Public Engagement Period of the Strategic Mater Plan has officially launched today!

Please visit the project website to learn more about the master planning process and how YOU can participate and play an integral role!

Take our survey, now open until July 7, 2022, and pre-register for one of our upcoming hybrid public meetings scheduled for June 1 and 2, 2022, by visiting the project website planportofpalmbeach.com.



PUBLICINPUT.COM

Port of Palm Beach Master Plan - Public Engagement Period #1 - PublicInput.com

7 4 Shares

Port of Palm Beach
May 27 at 2:40 PM ·

Save the Date!

JOIN US for the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings.

Wednesday 6/1 11 AM – 1 PM
Thursday 6/2 6 PM – 8 PM

Ask questions and share your thoughts on the Strategic Master Plan.

PRE-REGISTER HERE: https://publicinput.com/C5282#2



PUBLICINPUT.COM

Port of Palm Beach Master Plan - Public Engagement Period #1 - PublicInput.com

6 2 Shares

Port of Palm Beach
May 31 at 11:56 AM ·

📣THE PORT OF PALM BEACH STRATEGIC MASTER PLAN HYBRID PUBLIC MEETINGS START TOMORROW!

🚢Please JOIN the Port of Palm Beach for the initial Strategic Master Plan Hybrid Public Meeting, TOMORROW, June 1st from 11AM – 1 PM at One East 11th St. Suite 600, Riviera Beach, FL. 33404

Can't attend? We also have an evening session on June 2nd from 6PM – 8 PM at the City of Riviera Beach Marina Event Center.

Ask questions and share your thoughts on the Strategic Master Plan.

PRE-REGISTER HERE: https://lnkd.in/dTNMn_zw

Want to learn more? Visit: https://lnkd.in/d7TaKHmq



Shape the future of the Port of Palm Beach

Be part of the strategic master planning process and let your voice be heard!

THREE WAYS TO GET INVOLVED!

1 Take the First Community Survey

Take our community survey to record your preferences.
Visit planportofpalmbeach.com
- OR - scan the QR code below to access the survey. The survey will be open from May 23, 2022 until July 7, 2022.

2 Join our Hybrid Public Meeting

Visit planportofpalmbeach.com to participate in either public meeting session. You can also register in advance:
- **Wednesday, June 1, 2022***
  11:00 AM - 1:00 PM
- **Thursday, June 2, 2022****
  6:00 PM - 8:00 PM

3 View the Poster Gallery Series

View a summary of project issues and opportunities online.
Visit planportofpalmbeach.com for full gallery and presentation graphics.
Posters will be available prior to the Public Meeting and available throughout the project process.

**June 1, 2022: in-person public meeting location: Port of Palm Beach, One East 11th Street, Suite 600, Riviera Beach, FL 33404*
***June 2, 2022: in-person public meeting location: Riviera Beach Event Center, 190 E. 13th Street, Riviera Beach, FL 33404*
Virtual public meeting location: www.planportofpalmbeach.com

PORT of Palm Beach
MASTER PLAN

16 4 Shares

Port of Palm Beach
June 1 at 10:17 AM ·

📣JOIN US TODAY AND TOMORROW FOR THE PORT OF PALM BEACH STRATEGIC MASTER PLAN PUBLIC MEETINGS!

🚢You're Invited! JOIN US for the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings!

TODAY from 11 AM – 1 PM
and
TOMORROW from 6 PM – 8 PM.

Ask questions and share your thoughts on the Strategic Master Plan.

REGISTER HERE: https://publicinput.com/C5282



10 1 Share

Port of Palm Beach
June 2 at 9:23 AM ·

JOIN US TODAY TO LEARN MORE ABOUT THE PORT OF PALM BEACH STRATEGIC MASTER PLAN!

Today's Strategic Master Plan Hybrid Public Meeting is from 6 PM – 8 PM Riviera Beach Marina Village located at 190 E 13TH St.

This is your opportunity to ask any questions and share your thoughts on the Strategic Master Plan.

Thank you WPBF 25 News for helping us spread the word.

You can REGISTER on the project website: https://publicinput.com/C5282



13 4 Shares

Port of Palm Beach
June 6 at 10:57 AM ·

🚢Missed the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings?

Don't worry! You can view the meetings here: https://lnkd.in/dTNMn_zw

📝Want to provide feedback?

We'd love to hear from YOU!

Take our survey (https://lnkd.in/eUA7jeYa) to share your thoughts on what was presented during the meetings. The survey closes on July 7th.



8 2 Shares

Port of Palm Beach
June 10 at 12:06 PM

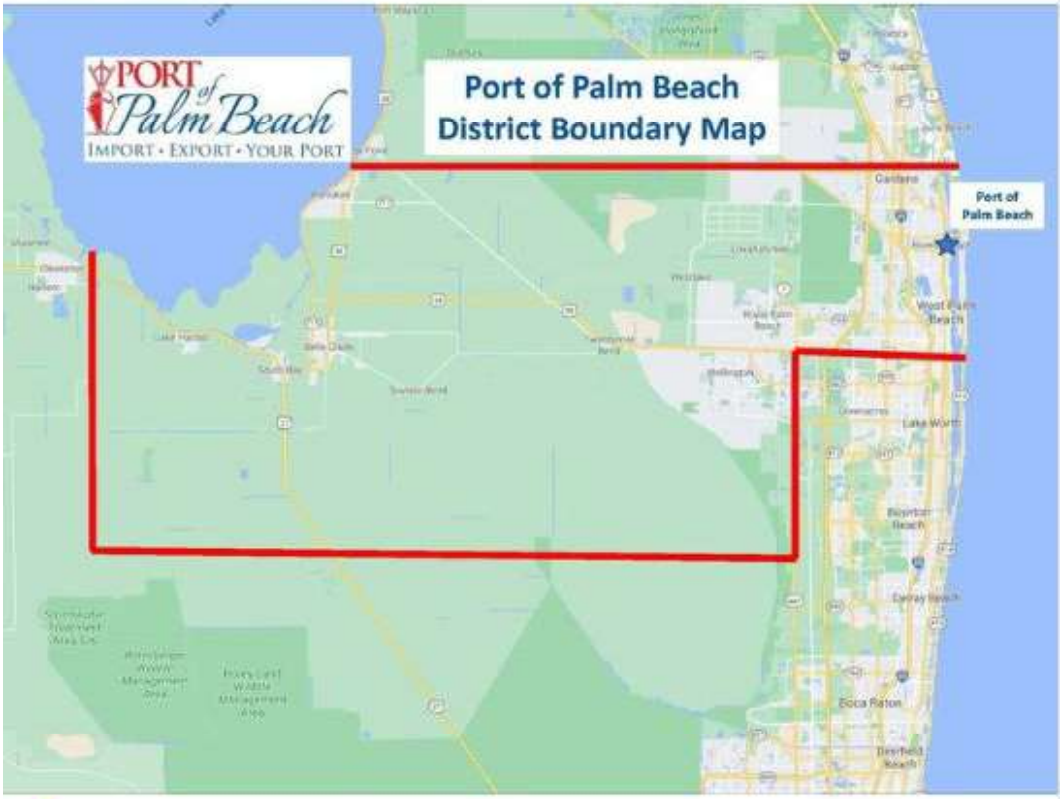
Fun Fact Friday!

The Port of Palm Beach District covers approximately the northern half of Palm Beach County FL, from the Atlantic Ocean to Lake Okeechobee, a land area of 971 square miles or approximately 50% of the county area.

If you live in the Port District, please consider getting involved in our Master Plan project.

City of Riviera Beach The City of West Palm Beach Town of Palm Beach Village of Royal Palm Beach, Florida Village of Wellington Florida City of Belle Glade City of Pahokee Town of Loxahatchee Groves Town of Lake Park Town of Mangonia Park City of South Bay Village of North Palm Beach Palm Beach Gardens Palm Beach Shores

You can fill out a survey, watch the public meetings and learn more about the project here: https://publicinput.com/C5282#0



6 5 Shares

Port of Palm Beach
June 13 at 11:21 AM ·

We want to hear from YOU!

Take our survey and provide feedback on what was presented during the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings.

You have until July 7th to fill out the survey on the project website: https://lnkd.in/eUA7jeYa



4 1 Share

Port of Palm Beach
June 27 at 8:32 PM ·

We want to hear from you!



Palm Beach TPA
June 27 at 4:17 PM ·

It's not too late to share your thoughts on the vision for the Port of Palm Beach! Head to planportofpalmbeach.com before July 7th to give input on the Strategi... **See more**

17 1 Comment

Like Comment Share

Most relevant

Andreea Ruxandra Stefanita
This photo breaks my heart when i see GC ...

Like Reply 1w

Port of Palm Beach
Yesterday at 1:53 PM ·

⏰Last Chance! Share Your Thoughts!

Don't miss out!

TWO DAYS left to take our survey before it closes!

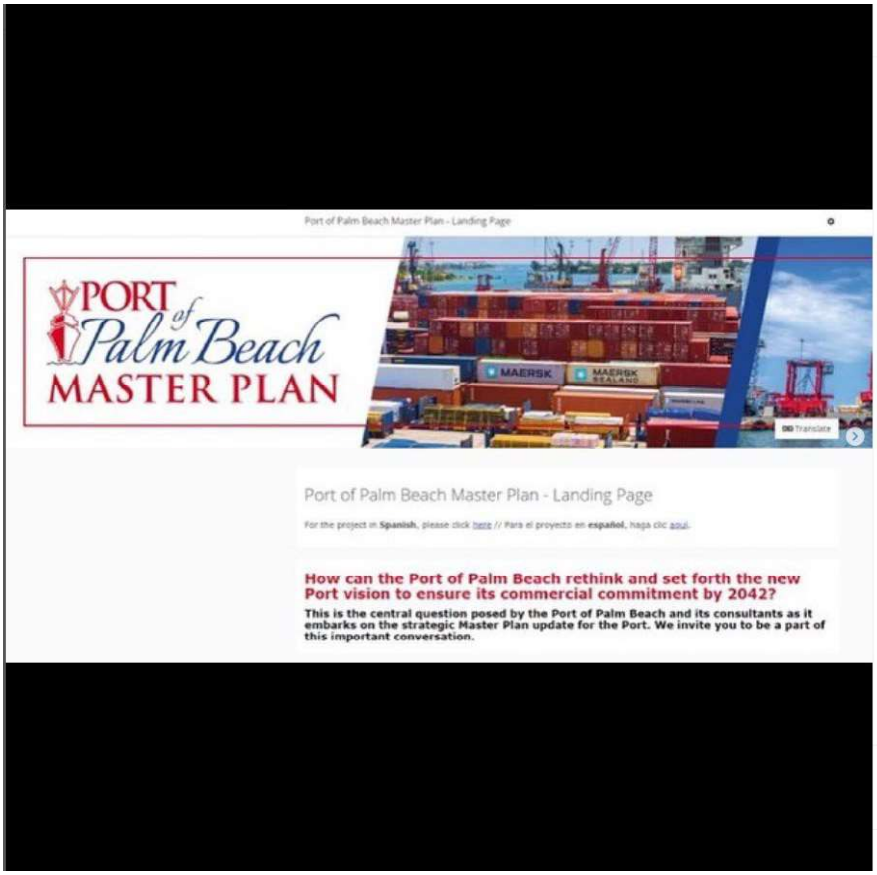
Take survey here: https://publicinput.com/C5282#4

We'd love to hear YOUR feedback on what was presented during the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings.

Missed the Hybrid Public Meetings? Visit planportofpalmbeach.com for recordings to learn more about the Port's process of developing a Strategic Master Plan. Then take our survey to share your thoughts!



4



portofpalmbeach • Follow
Port of Palm Beach

portofpalmbeach GET INFORMED AND GET INVOLVED!

In case you haven't heard, the Port of Palm Beach along with its consultants Moffatt & Nichol, are developing a new strategic master plan that will pave the way for the future of the Port.

This week we launched the Master Plan Project website that will allow you to learn about the project, participate in surveys, live stream public meetings, and sign up for project notifications.

Click link in bio to visit the project website.

5w

6 likes

MAY 6

Add a comment... Post



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Virtual public meeting location: www.planportofpalmbeach.com

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Port of Palm Beach

portofpalmbeach 📣THE PORT OF PALM BEACH STRATEGIC MASTER PLAN HYBRID PUBLIC MEETINGS START TOMORROW!

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Can't attend? We also have an evening session on June 2nd from 6PM – 8 PM at the City of Riviera Beach Marina Event Center.

Ask questions and share your thoughts on the Strategic Master Plan.

PRE-REGISTER at planportofpalmbeach.com

1w

6 likes

MAY 31

Add a comment... Post



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portofpalmbeach JOIN US TODAY TO LEARN MORE ABOUT THE PORT OF PALM BEACH STRATEGIC MASTER PLAN!

Today's Strategic Master Plan Hybrid Public Meeting is from 6 PM – 0 PM Riviera Beach Marina Village located at 190 E 13TH St.

This is your opportunity to ask any questions and share your thoughts on the Strategic Master Plan.

Thank you @wpbf25news for helping us spread the word.

You can REGISTER on the project website planportofpalmbeach.com

1w

110 views

JUNE 2

Add a comment... Post



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Port of Palm Beach

portofpalmbeach Fun Fact Friday!

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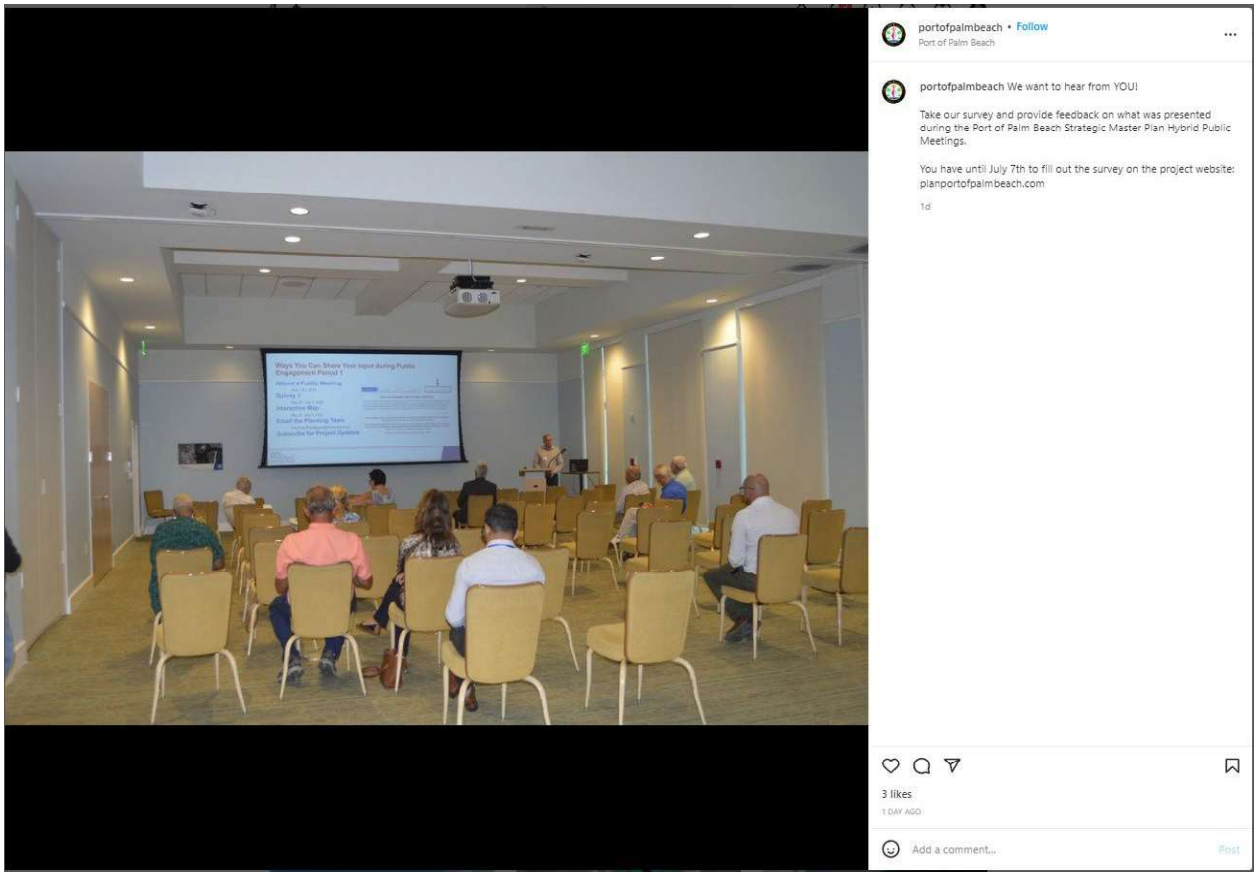
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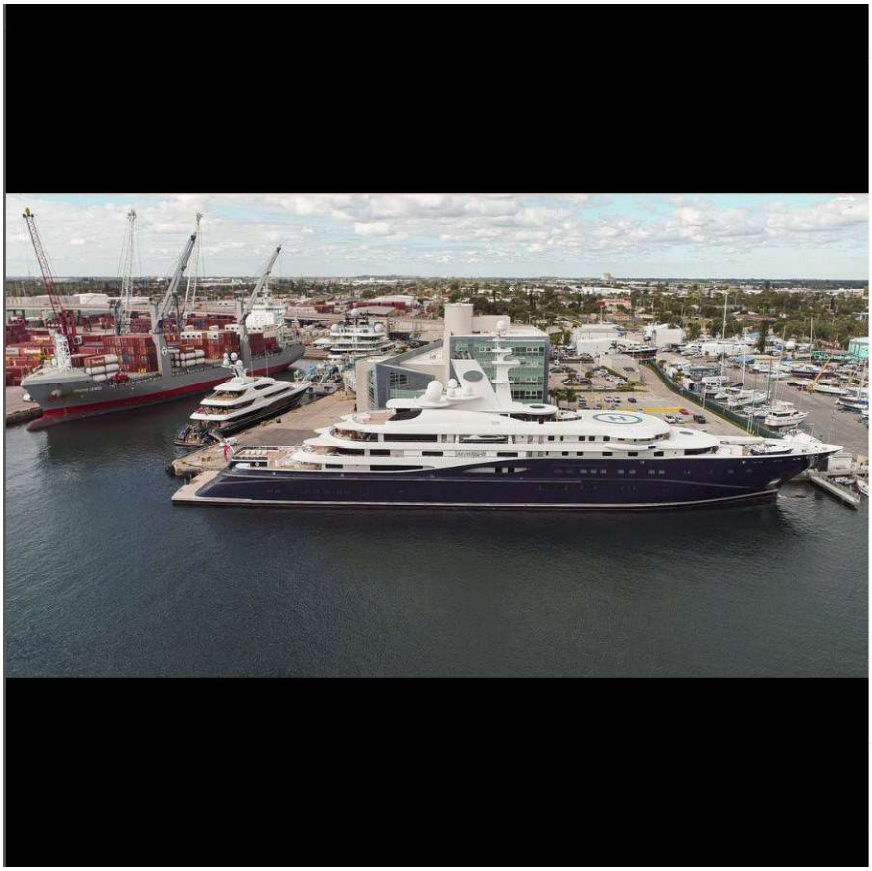
4d

6 likes

4 DAYS AGO

Add a comment... Post


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You have until July 7th to fill out the survey on the project website: planportofpalmbeach.com
1d
3 likes
1 DAY AGO
Add a comment...
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portofpalmbeach ⏰Last Chance!

Don't miss out!

TWO DAYS left to take our survey before it closes!

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1d

4 likes
1 DAY AGO

Add a comment... Post

Port of Palm Beach
1,047 followers
1mo •

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GET INFORMED AND GET INVOLVED!

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CLICK HERE TO LEARN MORE: **https://lnkd.in/e5tTgPPq**
#future #project #masterplan #seaport



Port of Palm Beach Master Plan - Landing Page

publicinput.com • 1 min read

8

3 shares

Port of Palm Beach
1,047 followers
3w •

+ Follow ...

The Port of Palm Beach is pleased to announce the first Public Engagement Period of the Strategic Mater Plan has officially launched today!

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Port of Palm Beach Master Plan - Landing Page

publicinput.com • 1 min read

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Port of Palm Beach
1,047 followers
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Save the Date!

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Thursday 6/2 6 PM – 8 PM

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PRE-REGISTER HERE: https://lnkd.in/gJVRAAKM



Port of Palm Beach Master Plan - Public Engagement Period #1

publicinput.com • 1 min read

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Port of Palm Beach
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REGISTER HERE: https://lnkd.in/dTNMn_zw



Port of Palm Beach Master Plan - Public Engagement Period #1

publicinput.com • 1 min read

2

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PRE-REGISTER HERE: https://lnkd.in/dTNMn_zw

Want to learn more? Visit: https://lnkd.in/d7TaKHmq



9

Port of Palm Beach
1,047 followers
1w • Edited •

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1

Port of Palm Beach
1,047 followers
1w •

+ Follow •••

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Thank you WPBF for helping us spread the word.

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#project #opportunity #masterplan #seaport #florida #palmbeachcounty #rivierabeach



1

Port of Palm Beach
1,047 followers
4d •

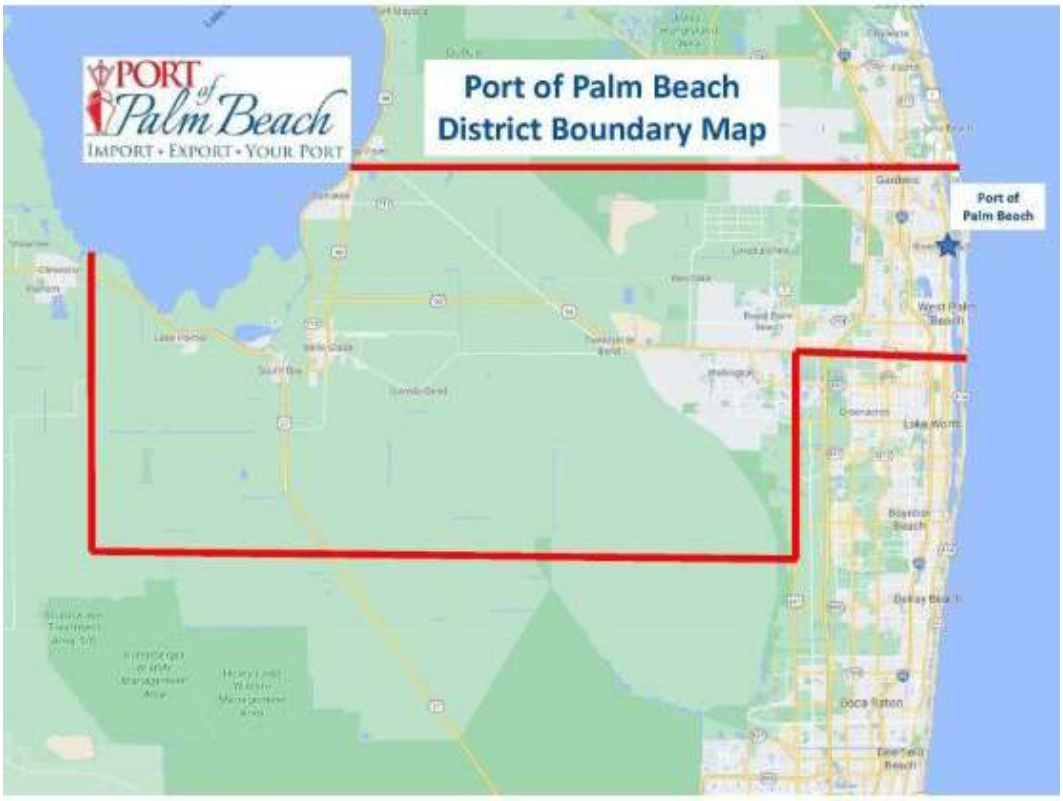
+ Follow ...

Fun Fact Friday!

The Port of Palm Beach District covers approximately the northern half of Palm Beach County FL, from the Atlantic Ocean to Lake Okeechobee, a land area of 971 square miles or approximately 50% of the county area.

If you live in the Port District, please consider getting involved in our Master Plan project.

You can fill out a survey, watch the public meetings and learn more about the project here: https://lnkd.in/d7TaKHmq



5

Port of Palm Beach
1,047 followers
1d •

+ Follow ···

We want to hear from YOU!

Take our survey and provide feedback on what was presented during the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings.

You have until July 7th to fill out the survey on the project website:
https://lnkd.in/eUA7jeYa



Port of Palm Beach
1,058 followers
1d •

+ Follow ···

Don't miss out!

TWO DAYS left to take our survey before it closes!

Take survey here: https://lnkd.in/eUA7jeYa

We'd love to hear YOUR feedback on what was presented during the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings.
Missed the Hybrid Public Meetings?

Visit planportofpalmbeach.com for recordings to learn more about the Port's process of developing a Strategic Master Plan. Then take our survey to share your thoughts!

#masterplan #community #seaport #jobs #projects



1

Port of Palm Beach @PortofPalmBeach · May 6

This week we launched the Master Plan Project website that will allow you to learn about the project, participate in surveys, live stream public meetings, and sign-up for project notifications.

CLICK HERE TO LEARN MORE: publicinput.com/U2576



1 3

Port of Palm Beach @PortofPalmBeach · May 6

GET INFORMED AND GET INVOLVED!

In case you haven't heard, the Port of Palm Beach along with its consultants Moffatt & Nichol, are developing a new strategic master plan that will pave the way for the future of the Port.



1 1 3

Port of Palm Beach Retweeted

City of Riviera Beach, FL. @Rivierabch · May 9

Our neighbor in Riviera Beach, The Port of Palm Beach has launched its Master Plan project website.

Through the project website – planportofpalmbeach.com – the community can learn more about the project.



1 1 1

Port of Palm Beach Retweeted

Palm Beach TPA @PalmBeachTPA · May 16

The @PortofPalmBeach wants to hear from you about how it can rethink and achieve its vision for commercial commitment by 2042! Be a part of the conversation by heading to planportofpalmbeach.com to view the plan, complete surveys and participate in upcoming public meetings.

1 3

Port of Palm Beach @PortofPalmBeach · May 23

Visit the project website to pre-register for one of our upcoming hybrid public meetings scheduled for June 1 and 2, 2022. #masterplan



1

Port of Palm Beach @PortofPalmBeach · May 23

You can take a survey, now until July 7, 2022, available on the project website.
#masterplan

1

Port of Palm Beach @PortofPalmBeach · May 23

We are pleased to announce the first Public Engagement Period of the @PortofPalmBeach Strategic Mater Plan has officially launched today! Please visit planportofpalmbeach.com to learn more about the master planning process and how YOU can participate and play an integral role!



1 1 1

Port of Palm Beach @PortofPalmBeach · May 27

📅 Save the Date!

🚢JOIN US for the @portofpalmbeach Strategic Master Plan Hybrid Public Meetings.

Wed. 6/1 11 AM – 1 PM
Thurs. 6/2 6 PM – 8 PM

Ask questions and share your thoughts on the Strategic Master Plan.

PRE-REGISTER HERE: publicinput.com/C5282#2



1

Port of Palm Beach @PortofPalmBeach · May 31

Can't attend? We also have an evening session on June 2nd from 6PM – 8 PM at the City of Riviera Beach Marina Event Center.

Ask questions and share your thoughts on the Strategic Master Plan.

PRE-REGISTER HERE: publicinput.com/C5282



Port of Palm Beach @PortofPalmBeach · May 31

📣THE PORT OF PALM BEACH STRATEGIC MASTER PLAN HYBRID PUBLIC MEETINGS START TOMORROW!

🛳️Please JOIN the Port of Palm Beach for the initial Strategic Master Plan Hybrid Public Meeting, TOMORROW, June 1st from 11AM – 1 PM at One East 11th St. Suite 600, Riviera Beach, FL. 33404



1 4 2

Port of Palm Beach @PortofPalmBeach · Jun 1

TODAY from 11 AM – 1 PM and TOMORROW from 6 PM – 8 PM.

Ask questions and share your thoughts on the Strategic Master Plan.

REGISTER HERE: publicinput.com/C5282

1

Port of Palm Beach @PortofPalmBeach · Jun 1

📣JOIN US TODAY AND TOMORROW FOR THE PORT OF PALM BEACH STRATEGIC MASTER PLAN PUBLIC MEETINGS!

🚢You're Invited! JOIN US for the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings!



1 1

Port of Palm Beach @PortofPalmBeach · Jun 2

This is your opportunity to ask any questions and share your thoughts on the Strategic Master Plan.

Thank you @WPBF25News for helping us spread the word.

You can REGISTER on the project website: publicinput.com/C5282



3 2

Port of Palm Beach @PortofPalmBeach · Jun 2

JOIN US TODAY TO LEARN MORE ABOUT THE PORT OF PALM BEACH STRATEGIC MASTER PLAN!

Today's Strategic Master Plan Hybrid Public Meeting is from 6 PM – 8 PM Riviera Beach Marina Village located at 190 E 13TH St. @Rivierabch



1 3

Port of Palm Beach @PortofPalmBeach · Jun 6

📝Want to provide feedback?

We'd love to hear from YOU!

Take our survey to share your thoughts on what was presented during the meetings. The survey closes on July 7th.

FIll out survey here: publicinput.com/C5282#4



1

Port of Palm Beach @PortofPalmBeach · Jun 6

🚢 Missed the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings?

Don't worry! You can view the meetings on the project website: lnkd.in/dTNMn_zw



1 3 3

Port of Palm Beach @PortofPalmBeach · Jun 10

If you live in the Port District, please consider getting involved in our Master Plan project. @Rivierabch @westpalmbch @townpalmbeach @PalmBeachShores @TownOfLakePark @Wellingtonflgov @_RoyalPalmBeach Belle Glade Pahokee Loxahatchee Groves Mangonia Park South Bay PBGardens

1 1

Port of Palm Beach @PortofPalmBeach · Jun 10

Village of North Palm Beach.
You can fill out a survey, watch the public meetings and learn more about the Port Master Plan project here: publicinput.com/C5282#0

1

Port of Palm Beach @PortofPalmBeach · Jun 10

Fun Fact Friday!

The Port of Palm Beach District covers approximately the northern half of @pbcgov from the Atlantic Ocean to Lake Okeechobee, a land area of 971 square miles or approximately 50% of the county area.



1 1

Port of Palm Beach @PortofPalmBeach · Jun 13

We want to hear from YOU!

Take our survey and provide feedback on what was presented during the Port of Palm Beach Strategic Master Plan Hybrid Public Meetings.

You have until July 7th to fill out the survey on the project website: lnkd.in/eUA7jeYa



1 1

Port of Palm Beach @PortofPalmBeach · Jul 5

⏰Last Chance! Share Your Thoughts!

Don't miss out!

TWO DAYS left to take our survey before it closes!

Take survey here: publicinput.com/C5282#4

We'd love to hear YOUR feedback on what was presented during the POPB Strategic Master Plan Hybrid Public Meetings.
#masterplan



1 1

Port of Palm Beach @PortofPalmBeach · Jul 5

Missed the Hybrid Public Meetings? Visit planportofpalmbeach.com for recordings to learn more about the Port's process of developing a Strategic Master Plan. Then take our survey to share your thoughts! #masterplan

1

Port of Palm Beach Retweeted

Riviera Beach CDC @RivieraBeachCDC · 9h

Attention: Riviera Beach Businesses and Residents
Your input is needed for the Port of Palm Beach Master Plan!
Please take a few minutes to provide your input and feedback on the Public Input Survey.
publicinput.com/C5282#4



1 1

PORT of Palm Beach MASTER PLAN

Appendix C:
Public Outreach

Public Engagement Period 2 – Inbound Communications & Responses

- October 6, 2022
- October 27, 2022

moffatt & nichol

100 W. Cypress Creek Rd., Ste. 960
Fort Lauderdale, FL 33309 USA

(954) 622-8100
www.moffattnichol.com

Team Members:
PSA Management
HDR
Dickey Consulting
Columbia Strategic Consulting Group LLC
AEGIR

Inbound Communication

Client:	Port of Palm Beach District
Project:	Port of Palm Beach Strategic Master Plan
Comments:	Draft Master Plan
Date:	October 6, 2022
M&N Project No.:	211060

A. Communication Details

Format:	Email
Date and Time:	October 6, 2022, 4:44 PM

B. Comments

I. Draft Master Plan

- Thank you for your response below. However, I would like a copy of the "commercial commitment the port must ensure by 2042." These are very specific words that were publicly provided. Kindly provide any and all public records regarding this. It is imperative that the public is informed in order to offer input.
    - *The Ports commercial commitment relates to their Port of Palm Beach District Mission that is to "Provide quality deepwater facilities to serve the diverse maritime shipping, rail, intermodal, and cruise markets; and facilitate economic development within Palm Beach County, the region, and the state of Florida". The commercial commitment indicated in the Master Plan is qualitative. As the Port functions as a landlord port and its revenue is highly tied to their tenants business practices, it is difficult for the Port to provide a quantitative measure of its future commercial commitment. Please refer to the Ports financial reports on their website for historical values.*
        - *Answered by Kerry Simpson of Moffatt Nichol on 9/30/2022*
- What "commercial commitment" are you talking about in the yellow hi-lighted area below? Please provide a copy of the "commercial commitment" that the Port must ensure by 2042.
    - *The Ports commercial commitment relates to their Port of Palm Beach District Mission that is to "Provide quality deepwater facilities to serve the diverse maritime shipping, rail, intermodal, and cruise markets; and facilitate economic development within Palm Beach County, the region, and the state of Florida". The commercial commitment indicated in the Master Plan is qualitative. As the Port functions as a landlord port and its revenue is highly tied to their tenants business practices, it is difficult for the Port to provide a quantitative measure of its future commercial commitment. Please refer to the Ports financial reports on their website for historical values.*

        - Answered by Kerry Simpson of Moffatt Nichol on 9/30/2022
- Please provide a complete list of grants that relate to the Master Plan as was presented online today, September 30, 2022. Projects such as this must be budgeted for and funded. Plans are made with specific funding sources lined up. Would you kindly provide them all in writing with the specific amounts tied to them?
    - *"The current 2022 strategic master plan update process is currently being paid for by a $600,000 Public Transportation Grant Agreement (PTGA) between the Florida Department of Transportation (FDOT) and the Port of Palm Beach. It is a 50/50 grant, meaning the FDOT supplies $300,000 and the Port supplies $300,000. There is no other grant money that is being used to pay for the Master Plan 2022. Your questions about funding projects discussed in the DRAFT Master Plan 2022 does not recognize how these projects are actually funded. The future Capital Projects list as presented to the Board of Commissioners as part of the budget process each year is dependent on competitive grants provided by the Florida Department of Transportation and Federal grants, such a CRISI or a Port Infrastructure Development Program grant. The amount of funds available from FDOT via the Florida Ports Council/FSTED Committee varies from year to year and we do not know more than six months in advance how much is available. These are competitive grants, submitted against other Florida ports and for obvious reasons, ports such a Miami and Ft. Everglades get the lion's share of commitments. For FY22, the Port of Palm Beach's grant availability was approximately a million dollars less than it was in FY21. The odds of being notified that we were selected for a Federal grant seem to be similar to buying a winning Lotto ticket. Due to their complexity, it is almost mandatory to hire an outside engineering consulting firm to write the Federal grant requests. While we were successful in our $13 million grant request for the PIDP grant in 2020, it took almost 18 months to get a signed grant contract from MARAD. Prior to that we submitted a CRISI and a INFRA grant request, and did not get a grant from either. Total outside consulting firm writing costs were approximately $65,000. The issue is not budgeting for a project. The trick is scheduling the project, when you do not know how much money you might receive or what year you might receive it. Once again, most all grants that are available to us are 50/50 grants. While we received a $13 million grant from MARAD for the PIDP grant, that means we have to cover it with our own $13 million. Based on the size of the Port's annual budget and our ability to have "excess" cash, beyond expenses, to pay for our 50% of the match, limits our ability to even apply for grants as we may not have the money to pay for our 50% of the match even if we were to be awarded a grant".*
        - Carl S. Baker, Director of Planning & Development Port of Palm Beach
    - *The current 2022 strategic master plan update process is currently being paid for by a $600,000 Public Transportation Grant Agreement (PTGA) between the Florida Department of Transportation (FDOT) and the Port of Palm Beach. It is a 50/50 grant, meaning the FDOT supplies $300,000 and the Port supplies $300,000.*
    - *One primary goal of the master plan is to position the Port to received various port development state and federal grants (i.e. FDOT and Marad PIDP) for future MP*

implementation. Portions of the initial master plan implementation is funded by their current PIDP grant.

- Answered by Kerry Simpson of Moffatt Nichol on 9/30/2022

- Amanda's response below indicates that there would be a Public Engagement Period in mid-August. Would you kindly share with me the specific day and time those meetings took place.
  - *There was no public engagement period in mid-august. It was pushed back to September 30th.*
    - Yaremi Farinas, Public Information Officer & Communications Specialist Port of Palm Beach District
- Would you kindly share with me the specific day and time the September Public Engagement meetings took place?
  - *There were no public meetings in September. The Public Engagement Period 2 commenced Sept 30th and public meetings are scheduled for Tuesday, Oct. 11th 6-8 PM Riviera Beach Marina and Wednesday, October 12th 11 AM-1 PM.*
    - Yaremi Farinas, Public Information Officer & Communications Specialist Port of Palm Beach District
- Would you kindly provide me with a list of all meeting dates, public and private that have taken place and will take place regarding the Master Plan?
  - *Please see attached the Port of Palm Beach- Draft Outreach Summary Report which contains the information you are looking for as follows:*
  - *TABLE 1. SENIOR PORT STAFF MEETINGS – MEETING INFORMATION*
  - *TABLE 2. PORT STAKEHOLDER MEETINGS – MEETING INFORMATION*
  - *TABLE 3. INTERGOVERNMENTAL AGENCY MEETINGS – MEETING INFORMATION*
  - *TABLE 4. PUBLIC MEETINGS – PUBLIC ENGAGEMENT PERIOD 1 MEETING INFORMATION*
    - Provided by Moffatt Nichol
- Please explain what “interactive map feature” is being offered to the public on your website.
  - *The interactive map feature is on the landing page: planportofpalmbeach.com It is right above "Available Presentations and Downloads". Please note the first Public Engagement Period ended this past Friday. We will open the second Public Engagement Period mid-August.*
    - *Answered by Amanda Zullo of Moffatt Nichol on 7/11/2022*

moffatt & nichol

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Team Members:
PSA Management
HDR
Dickey Consulting
Columbia Strategic Consulting Group LLC
AEGIR

Inbound Communication

Client:	Port of Palm Beach District
Project:	Port of Palm Beach Strategic Master Plan
Comments:	Draft Master Plan
Date:	October 27, 2022
M&N Project No.:	211060

A. Communication Details

Format:	Email
Date and Time:	October 27, 2022, 4:40 PM

B. Comments

I. Draft Master Plan

- I am a Riviera Beach resident and I attended the in person meeting at the Riviera Beach's event center on October 11. During that meeting the presenter produced slides #13 in particular that was very concerning. The slide had information stating that the port is a leading anchor in the community; I'm curious to what does that mean for the citizens of Riviera Beach when the port has little to no involvement in the actual city.
    - *City of Riviera Beach Council has to approve Port projects that require zoning and permitting. Take for example the new cement silo owned by Ozinga. The City had to approve the height restrictions. The name of the city will also be displayed at the top of the silo.*
    - *For more than three decades now, the Port of Palm Beach has provided Port tours to organizations, business members and school groups across Palm Beach County*
    - *Recent port tours were provided as part of the PEP2 outreach in response to the public's request for port tours in PEP1. This information is also available on the project website and in the PEP2 public meeting presentation (available for download on the project website).*





- *Port and its tenants hosts job fairs in the city.*
    - *Link to job fairs:*
        - *https://app.criticalmention.com/app/#clip/view/9106aa85-c090-446e-8b15-49639ffbbc39?token=d844acb4-c29a-4375-9cbd-8e4d1dbeb565*
        - *https://app.criticalmention.com/app/#clip/view/23f48928-d9a2-4d97-9369-5f57c641b672?token=d844acb4-c29a-4375-9cbd-8e4d1dbeb565*
- *The Port of Palm Beach District has not levied ad valorem taxes for more than four decades. Since 1975, the Port of Palm Beach District has strategically managed to maintain the port's facilities and invest in capital projects, without using taxes from residents in the district, which consists of approximately 50% of Palm Beach County.*
    - *Answered by Project Team on 10/27/2022*

- The next bullet point indicated that the port is a integral part of the urban fabric. Again other than making a deposit for the shot spotter technology I'm not sure or haven't heard what the port actually does for the city and it's surrounding areas?
    - *The Port of Palm Beach supports local and regional first response agencies by providing them with the opportunity to conduct full-scale security exercises on Port property.*
    - *In the past 13 years, the Port of Palm Beach has awarded the City of Riviera Beach Police Department more than $750,000 to help the department fund the following:*

    - *Gunfire detection system called "Shot Spotter"*
    - *Police equipment including ballistic vests*

- *Command Bridge Monitoring System*
- *License Plate Readers*
- *Mass Notification System*

- *The funding was part of several FEMA Port Security Grants awarded to the Port.*

- *Over the past 15 years, the Palm Beach County Sheriff's Office has received more than $2M from the Port of Palm Beach to help fund security projects such as:*

- *Firearm supplies for training exercises*
- *Safe boat repairs*
- *Dive team gear and equipment*
- *Vessel radar*
- *Command Bridge Monitoring System*
- *Tactical Boating training course*
- *Two 35 ft.contender dive boats*
- *Remote control vehicle*
- *Waterborne mobile command post vessel*

- *In Fiscal Year 2022, the Port of Palm Beach Board of Commissioners supported 20 nonprofit organizations through the Commissioners Community Outreach Program.*
    - *Please click this link to learn more about the Commissioners Community Outreach: Commissioners Community Outreach Program | Port of Palm Beach, FL - Official Website*
- *The program assist Commissioners in disseminating Port information to and with the general local public, local organizations and groups in an effort to publicize the Port within our community and Port District.*
- *The Port of Palm Beach currently leases the President John F Kennedy bunker and the old United States Coast Guard station and boathouse on Peanut Island to Palm Beach County. Port Commissioners supported this partnership in an effort to increase recreational, historical and cultural opportunities for citizens and visitors.*
- *The Port of Palm Beach supports the local communities through numerous community projects including:*
    - *Annual Holiday Toy Drive benefiting children in the City of Riviera Beach*
    - *Beach clean-ups*
    - *Participating in educational and hiring events*
    - *Attending municipal parades*
    - *Providing community partners with parking ad storage space for events such as Manatee Fest, COVID-19 food drive and PPE distribution, hurricane relief efforts.*
    - *Donating School Supplies to Urban Youth Impact*
    - *Easter baskets for Kids Cancer Foundation*

- *The Port's largest tenant, Tropical Shipping, has donated thousands of dollars to local organizations including the local Boys and Girls Club and Urban Youth Impact.*



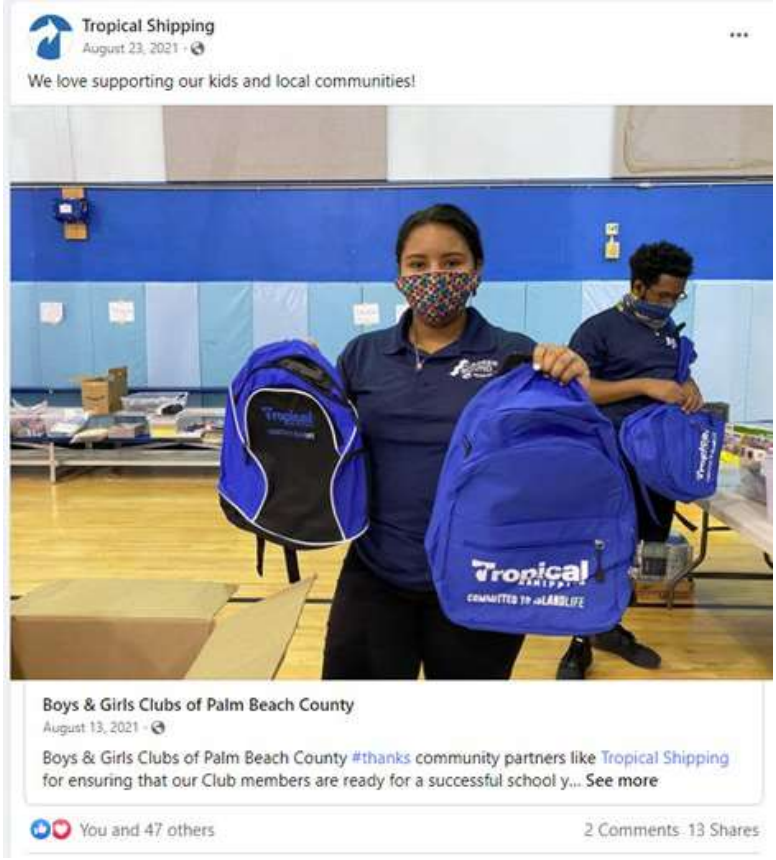
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- 

  Boys & Girls Clubs of Palm Beach County
  August 5, 2016 ·

  Thank you #tropicalshipping #aquafina #pepsi for coming to our Max Fisher Club in Riviera Beach


Tropical Shipping
August 14, 2017
Boys & Girls Clubs of Palm Beach County
August 11, 2017
Our long-time friends at Tropical Shipping gifted the youth at Max M. Fisher Boys & Girls Club of Riviera Beach backpacks and insulated lunchboxes for #Back2Sch... See more



- Answered by Kerry Simpson of Moffatt Nichol on 9/30/2022

- Please provide a complete list of grants that relate to the Master Plan as was presented online today, September 30, 2022. Projects such as this must be budgeted for and funded. Plans are made with specific funding sources lined up. Would you kindly provide them all in writing with the specific amounts tied to them?
  - *"The current 2022 strategic master plan update process is currently being paid for by a $600,000 Public Transportation Grant Agreement (PTGA) between the Florida Department of Transportation (FDOT) and the Port of Palm Beach. It is a 50/50 grant, meaning the FDOT supplies $300,000 and the Port supplies $300,000. There is no other grant money that is being used to pay for the Master Plan 2022. Your questions about funding projects discussed in the DRAFT Master Plan 2022 does not recognize how these projects are actually funded. The future Capital Projects list as presented to the Board of Commissioners as part of the budget process each year is dependent on competitive grants provided by the Florida Department of Transportation and Federal grants, such a CRISI or a Port Infrastructure Development Program grant. The amount of funds available from FDOT via the Florida Ports Council/FSTED Committee varies from year to year and we do not know more than six months in advance how much is available. These are competitive grants, submitted against other Florida ports and for obvious reasons, ports such a Miami and Ft. Everglades get the lion's share of commitments. For FY22, the Port of Palm Beach's grant availability was approximately a million dollars less*

than it was in FY21. The odds of being notified that we were selected for a Federal grant seem to be similar to buying a winning Lotto ticket. Due to their complexity, it is almost mandatory to hire an outside engineering consulting firm to write the Federal grant requests. While we were successful in our $13 million grant request for the PIDP grant in 2020, it took almost 18 months to get a signed grant contract from MARAD. Prior to that we submitted a CRISI and a INFRA grant request, and did not get a grant from either. Total outside consulting firm writing costs were approximately $65,000. The issue is not budgeting for a project. The trick is scheduling the project, when you do not know how much money you might receive or what year you might receive it. Once again, most all grants that are available to us are 50/50 grants. While we received a $13 million grant from MARAD for the PIDP grant, that means we have to cover it with our own $13 million. Based on the size of the Port's annual budget and our ability to have "excess" cash, beyond expenses, to pay for our 50% of the match, limits our ability to even apply for grants as we may not have the money to pay for our 50% of the match even if we were to be awarded a grant".

        - Carl S. Baker, Director of Planning & Development Port of Palm Beach

    - *The current 2022 strategic master plan update process is currently being paid for by a $600,000 Public Transportation Grant Agreement (PTGA) between the Florida Department of Transportation (FDOT) and the Port of Palm Beach. It is a 50/50 grant, meaning the FDOT supplies $300,000 and the Port supplies $300,000.*
    - *One primary goal of the master plan is to position the Port to received various port development state and federal grants (i.e. FDOT and Marad PIDP) for future MP implementation. Portions of the initial master plan implementation is funded by their current PIDP grant.*
        - Answered by Project Team on 10/27/2022
- The 3rd bullet stated that it was a key player in community investment and revitalization?? I am not saying that it's not true I will just like some examples please.
    - *Skypass Bridge- The $28.7 million dollar project connected the cities of Riviera Beach and West Palm Beach. It's provided a smoother commute for citizens and motorists traveling on US-1.*
    - *The Port partially funded the development of 13th street from Broadway to President Barrack Obama Highway.*
        - Answered by Project Team on 10/27/2022
- It also stated that, the port is an economic engine to spur development and bringing lasting social benefit. Now that is a point that I do believe. The port is definitely an economic engine judging by the numbers of 15 billion annually however, none of that money comes to the city of Riviera Beach.
    - *More than 25 companies and/or agencies provide a service at the Port of Palm Beach. Together, we support more than 6,000 direct and indirect jobs, many of those jobs are held by city residents.*
- Lastly I'm curious to the timing of the meetings as none of the city council was present. It seemed that you had a team of port personnel there for the few citizens that showed up.

- *There The Port Planning Outreach Team advertised the public meetings on:*

- *Project website*
- *Port's website*
- *Port's monthly newsletter*
- *City's Blue Heron newsletter on May 17, 2022 and October 4, 2022,*
- *All social media platforms*
- *Local news station*
- *City of Riviera Beach Council meeting held on 9/21 where Dickey Consulting distributed postcards and flyers*

- *In addition, Dickey Consulting mailed postcards, distributed copies of the survey to local business, attended the City of Riviera Beach Commission meeting to make the announcement about the upcoming Public Engagement period, including announcing the two public meetings and the Port provided in-person tours to citizens.*

- *Two presentations were made by Dickey Consultants, Inc. at City of Riviera Beach council meetings. The most recent was September 21, 2022. These presentation were made to City Council for purposes of informing them, as well as citizens and other stakeholders, the three ways (website, survey, and hybrid public meetings) to provide input and feedback to the plan. In addition, postcards were distributed and flyers were provided for posting at City administration offices and the library. Also two hard copies of the Draft Strategic Master Plan were provided to City Manager Jonathan Evans for staff review and to be made available for any public requests for review at the city library. In addition, the Port consultants team (Moffatt & Nichol, Dickey Consulting Inc. and Port staff) met with the City manager, Assistant City Manager and various City/CRA department personnel as part of the outreach to intergovernmental stakeholders. This meeting reviewed the overall purpose and tasks of the Port Strategic Master Plan, the process and timelines.*

- *The September 21, 2022 Presentation to the City of Riviera Beach regarding the PEP2 (second outreach effort) was also broadcast on Riviera Beach TV and can be accessed through their channel on YouTube. Please click this link for the presentation: https://youtu.be/2oUJMdXLoYk*

- *Additionally, you may learn more about the Port's community outreach on the Port's website: Community Outreach | Port of Palm Beach, FL - Official Website*
    - Answered by Project Team on 10/27/2022

- In addition to answering the above questions and concerns, I hope you guys really take to heart the rest of the information on slide 13.
    - *Yes, the Team is doing this as part of our master plan effort.*
        - Answered by Project Team on 10/27/2022

- The public surveys indicate that: You make some concessions with the train, partner with cities schools and agencies to develop courses to prepare the youth for jobs But mainly assist in system building up the local community.
    - *The Port of Palm Beach closely monitors the train activity in the area to help lessen traffic for citizens. However, the Port does not own or operate the trains. The trains and the scheduled are run by FEC.*

    - *The Port is always looking for ways to make a positive impact on our youth. We achieve that by providing students with port tours and presentations, attending local school events such as Career Day at Park Vista, and participating in the BDB Claim Your Future Showcase. Schools interested in a port tour or presentation should submit a form on the Port's website under the community tab.*

    - 

        - Answered by Project Team on 10/27/2022
- As that would be Phenomenal...
- Thanks for reading and I would appreciate a response.
    - *We hope the information presented addresses your questions and comments. We kindly request, if you have not done so already, to please take our quick survey on the project website. Click here to access the survey.*

PORT of Palm Beach
MASTER PLAN

Appendix D:
Public Meeting Presentation

Appendix D includes:

- October 11 and 12, 2022 – Public Meeting Presentation

Public Engagement Period 2: Hybrid Public Meeting



PORT of Palm Beach
MASTER PLAN

Team Members:

- Moffatt & Nichol
- PSA Management
- HDR
- Dickey Consulting
- Columbia Strategic Consulting Group
- AEGIR

October 11 & 12, 2022

October 11 & 12, 2022 Agenda

Welcome to Public Engagement Period 2

1. Meeting Etiquette & Ways to Engage
2. DRAFT Strategic Master Plan Context
   - Interaction/Questions
3. DRAFT Strategic Master Plan Timing & Improvements
   - Interaction/Questions
4. Next Steps
   - Interaction/Questions

Meeting Etiquette and Ways to Engage

1

Interacting During the Meeting

In-Person Participants

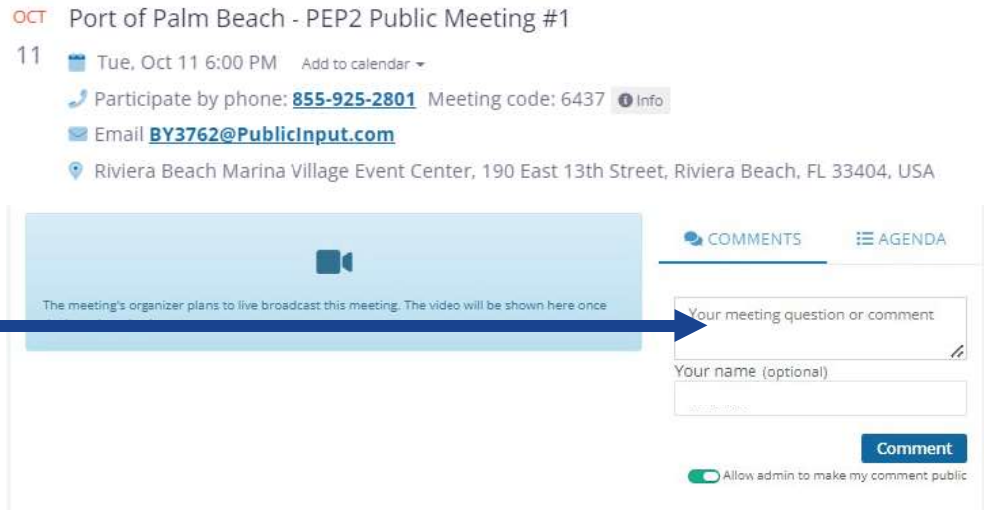
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Online Participants

1. Comments and Questions (via chat)
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855-925-2801, Meeting code: 6437.
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*Closed captioning is provided, and the meeting will be recorded and posted on the project website.



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Ways You Can Share Your Input during Public Engagement Period 2

Attend a Public Meeting

October 11 & 12, 2022

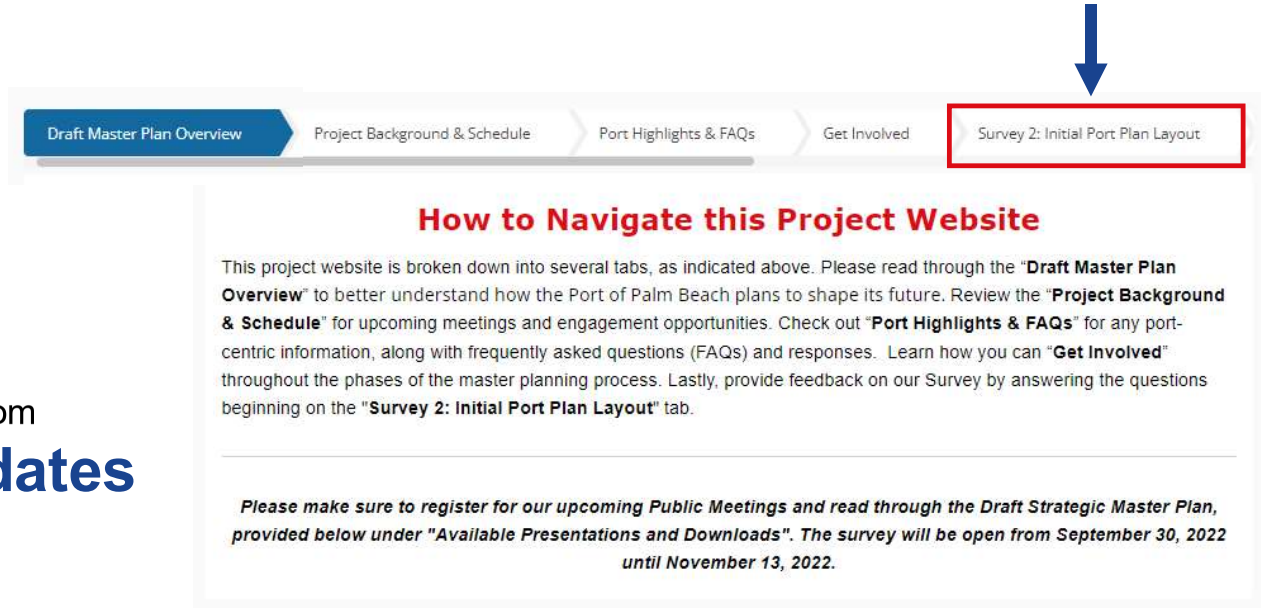
Survey 2

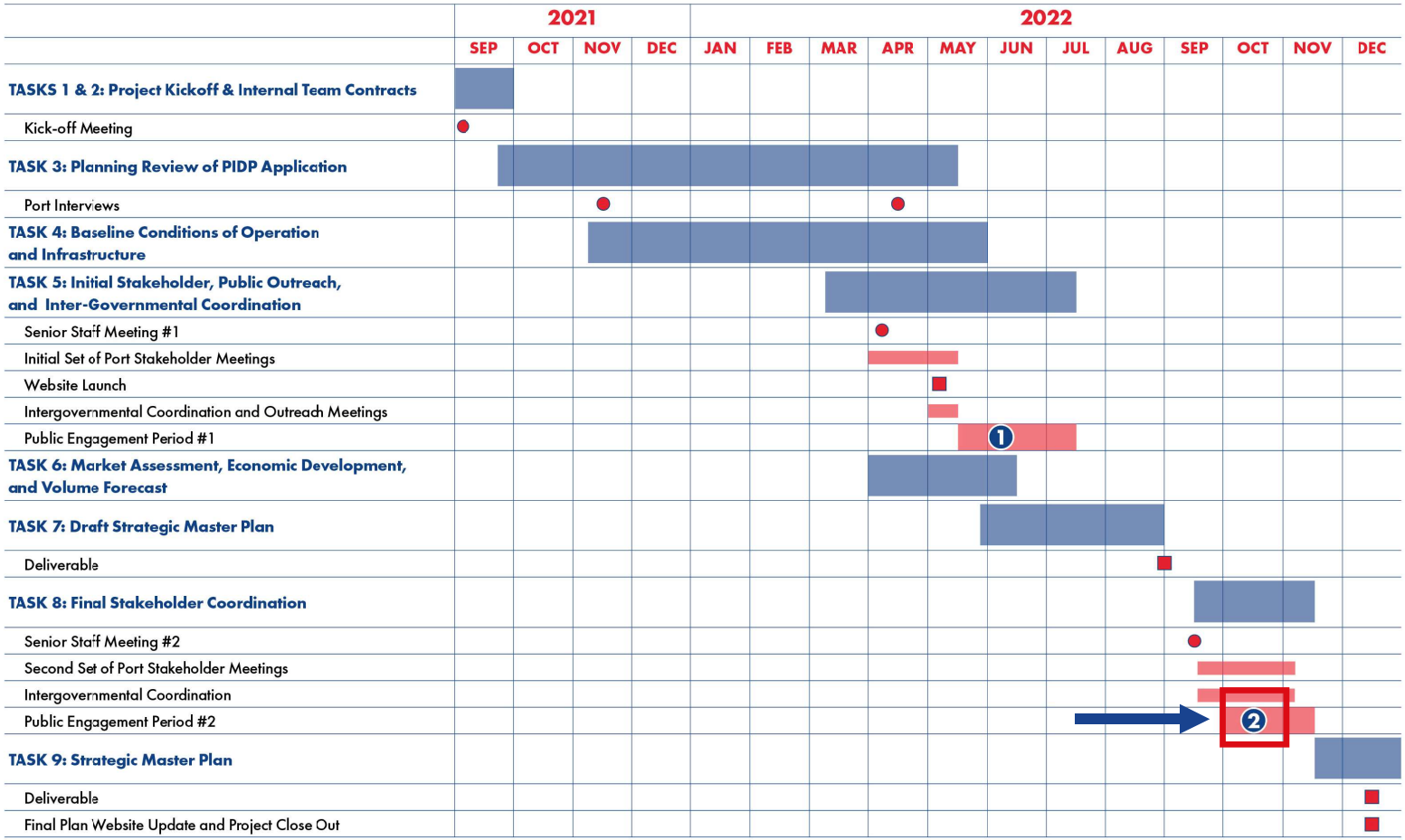
September 30 – November 13, 2022

Email the Planning Team

PlanPortofPalmBeach@PublicInput.com

Subscribe for Project Updates





Hybrid Public Meetings #
*Dates subject to change

Community Outreach Materials



PORT of Palm Beach MASTER PLAN

Scan here to learn more...

planportofpalmbeach.com

Shape the future of the Port of Palm Beach

The Port of Palm Beach is seeking a forward-looking Strategic Master Plan through a significant redevelopment and upgrading of intermodal facilities and other improvements. **We invite you to hear from the master planning team, review the phasing options, and share your feedback!**

Visit **www.planportofpalmbeach.com** to:

1. Complete our project survey from **September 30 to November 13, 2022**
2. Subscribe to our project newsletter to stay informed on the latest updates.
3. Participate in the second round of hybrid public meetings:
   October 11, 2022 @ RBEC*: 6:00 PM - 8:00 PM
   October 12, 2022 @ Port: 11:00 AM -1:00 PM**

For more information, use the QR code to visitthe project website.

***October 11, 2022 in-person meeting location:**
Riviera Beach Event Center
190 E. 13th Street
Riviera Beach, FL 33404

****October 12, 2022 in-person meeting location:**
Port of Palm Beach
One East 11th Street, Suite 600
Riviera Beach, FL 33404

October 11 & 12 virtual public meeting location:
www.planportofpalmbeach.com

Have questions or comments? Please email:
planportofpalmbeach@publicinput.com



Shape the future of the Port of Palm Beach

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THREE WAYS TO PROVIDE INPUT:

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2 Take the Second Project Survey

Take our project survey to record your preferences on the Draft Strategic Master Plan.

Visit planportofpalmbeach.com

- OR - scan the QR code below to accessthe survey. The survey will be open from September 30, 2022, until November 13, 2022.

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Visit planportofpalmbeach.com to participate in either public meeting session. You can aso register in advance:

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  6:00 PM - 8:00 PM
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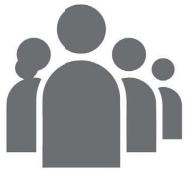
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Virtual public meeting location: www.planportofpalmbeach.com

PORT of Palm Beach MASTER PLAN

planportofpalmbeach.com

Community Outreach

- Two Public Engagement Periods
  - In-person and virtual outreach presence
  - Hybrid Public Meetings
  - Surveys
  - Interactive Map Activity
- Continual online project presence through project website www.planportofpalmbeach.com



MEETING ATTENDEES



WEBSITE VIEWS



SURVEY PARTICIPANTS



RESPONSES



COMMENTS



SUBSCRIBERS

Port Outbound Outreach

- Promoted public meetings on home page of port website
- Sent meeting notifications through port and project websites
- Posted public engagement period details on port social media platforms
- Posted meeting flyer on port property
- Provided four in-person tours to citizens
- Created a social media campaign to respond to questions/ concerns addressed during PEP1
- Featured public engagement opportunities in local newsletters, including port newsletter, City of Riviera Beach newsletter, and TPA newsletter
- Disseminated public meetings information to local media outlets

Photos taken from the September 28 and 29, 2022 in-person tours.







DRAFT Strategic Master Plan Context

2

Considerations for this section

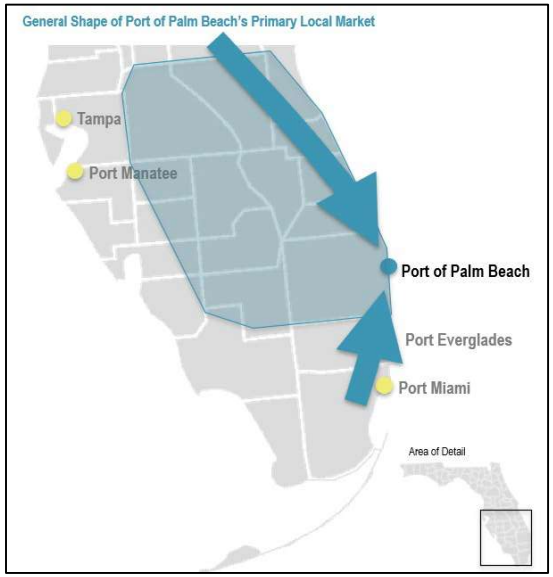
Do the Master Plan objectives address your desired Master Plan outcomes?

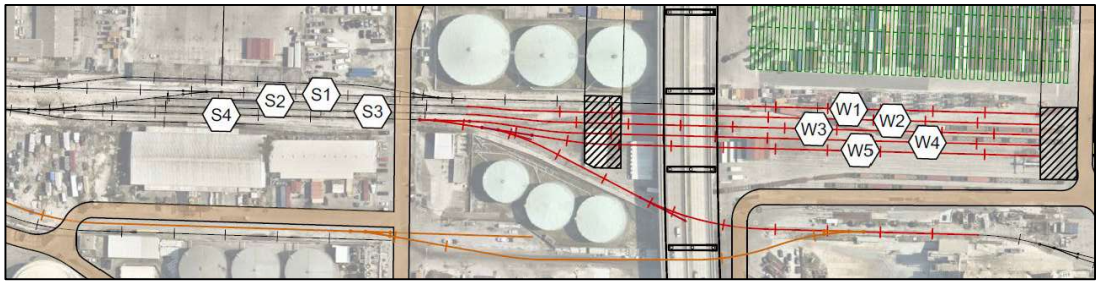
In a few words, how do the insights gained from the public and stakeholder outreach align with your vision?

DRAFT Strategic Master Plan
Approach

The strategic master plan objectives were guided by five main tasks:

1. Economic Development Analysis
2. Infrastructure Development and Improvement
3. Intermodal Transportation Facility Improvement
4. Physical, Environmental, & Regulatory Barriers Identification
5. Intergovernmental and Stakeholder Coordination





Strategic Master Plan
Progress to Date

- Evaluated existing operations opportunities and constraints
- Performed
  - Economic Baseline Study
  - Cruise Market Study
- Assessed existing infrastructure functionality
- Intermodal and on-terminal traffic assessments
- Stakeholder Outreach and Engagement
  - Public Meetings
  - Website surveys
  - Intragovernmental agencies interviews
  - POPB tenants and senior staff workshops



- Checked Governmental Reqs and Compliance Boxes
- Prepared MP alternatives

Strategic Master Plan
Objectives

1. Evaluate future growth and economic development within the Port's current footprint and explore opportunities to expand its boundaries
2. Address a capital improvement plan
3. Support inland intermodal logistics centers
4. Create the planning envelop consistent the 2020 PIDP GRANT intermodal and gate improvement components
5. Further general, container, bulk, and RoRo cargo and cruise markets in the post-COVID goods movement landscape
6. Engage with adjacent communities and project stakeholders
7. Continue awareness of sensitive natural resources
8. Maximize the Port's partnership with FDOT and USDOT for additional state and federal funding
9. Comply with Florida Statutes and be consistent with Palm Beach County Comprehensive Plan, FDOT Plan and other local government goals and plans

Strategic Master Plan
Insights

Stakeholder outreach reveal the following perceptions of the Port:

- a leading anchor in the community,
- an integral part of the urban fabric,
- a key player in community investment and revitalization,
- an economic engine to spur development and bring lasting social benefit.
- not an eyesore
- not a safety concern

Public surveys indicate that:

- most are concerned that freight trains are blocking the roads and causing traffic and congestion
- Port can partner with cities, schools, and agencies to develop courses to prepare youth for jobs and careers in all areas of Port operations
- Port can open an inland port facility, providing higher paying jobs and building up the local economy

Strategic Master Plan
Insights

Tenant interviews identify the following challenges:

- Open and covered cargo storage area is limiting
- Increased rail throughput capacity and improved rail connections are warranted
- Congestion and constrained site circulation impedes truck access
- Channel restrictions and berth availability constrain cargo throughput

Project studies concluded:

- Port is positioned for cargo growth in one of the Fastest Growing Markets in the US and with a traditional gateway to Caribbean
- Port needs to provide capacity to the market for new entrants with containerized and non-containerized capacity in South Florida and where new logistics routes can emerge
- Growing cruise activities to the Port is challenging
- Existing Port infrastructure is suitable for purpose and will need future improvement
- Improving site efficiency will only go so far, and future Port expansion will be warranted to accommodate growth

Interacting During the Meeting

In-Person Participants

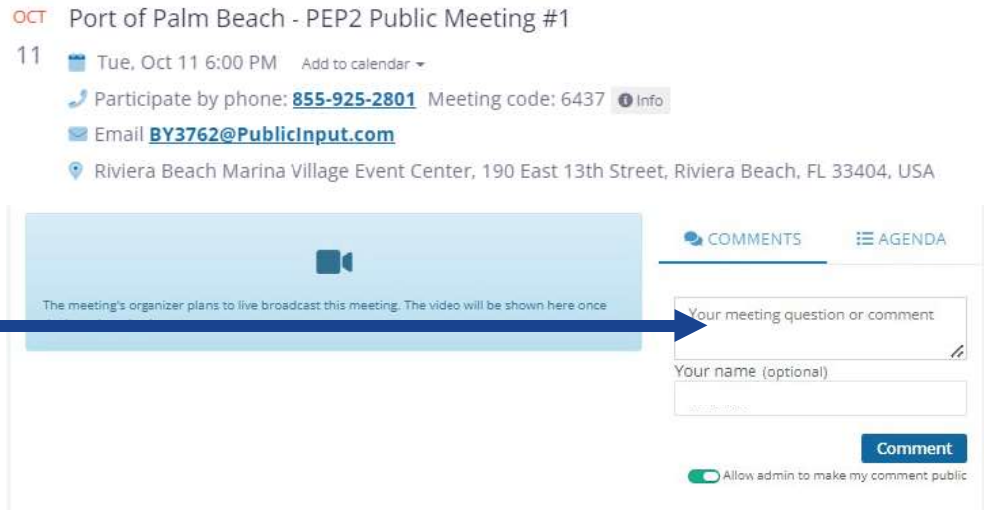
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DRAFT Strategic Master Plan Timing & Improvements

3

Considerations for this section

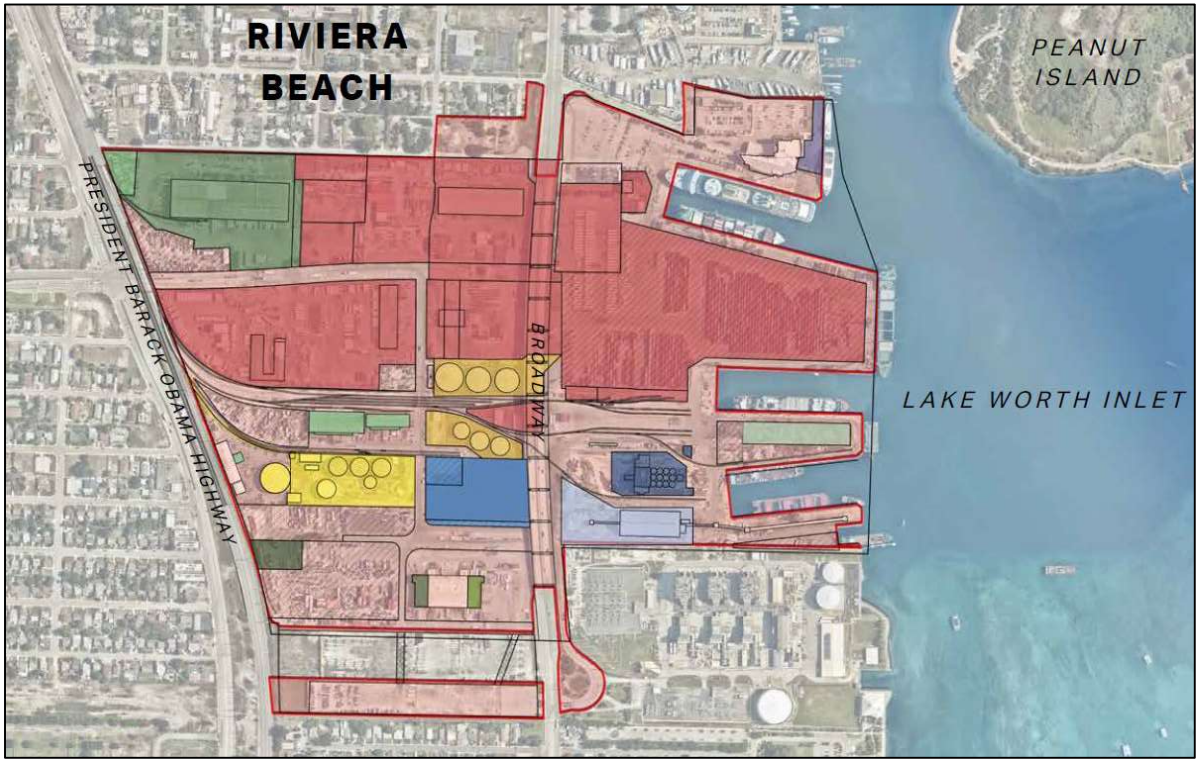
Do the Master Plan primary goals for Port improvements fully address the Master Plan objectives?

Is the timing of the improvements under-achieving or too aggressive?

What key areas need additional focus as part of the Strategic Master Plan?

Strategic Master Plan
Timing

- Implementation Horizons
  - Initial: 0 to 5 years
  - Interim: 5 to 10 years
  - Final: 10 to 20 years



Strategic Master Plan
Primary Goals

- Primary Goals
  1. Improve rail connection
     - Increase throughput capacity of the rail yard by increasing the quantity of working and storage track lengths
     - Improve switching capability between working and storage tracks
     - Increase efficiency of arriving and departing rail cars to the Port to reduce rail crossing blockages at local roads
     - Improve rail spur connections to on-site facilities
  2. Improve area located west of Skypass to support waterside cargo operations
     - Remove constraints in west Port area to provide contiguous cargo storage area and operations
     - Increase Straddle Carrier Crane (STRAD) height clearance accessways under Skypass

- Primary Goals
  3. Maximize active operational area east of Skypass
     - Provide more storage staging and operational space for active cargo loading and unloading operations
     - Improve cargo loading and unloading infrastructure and circulation area at berths
  4. Increase berth occupancy
     - Widen Slip 2 to allow simultaneous Slip 2 berth occupancy of larger ships
     - Develop offshore mooring berth and Berth 18
     - Perform channel safety improvements to accommodate existing fleet and reduce ship transit time

DRAFT Strategic Master Plan

Initial 0 to 5 years

FIGURE 6-1. PHASE 1 – INITIAL LAYOUT WITH TROPICAL STRAD OPERATION

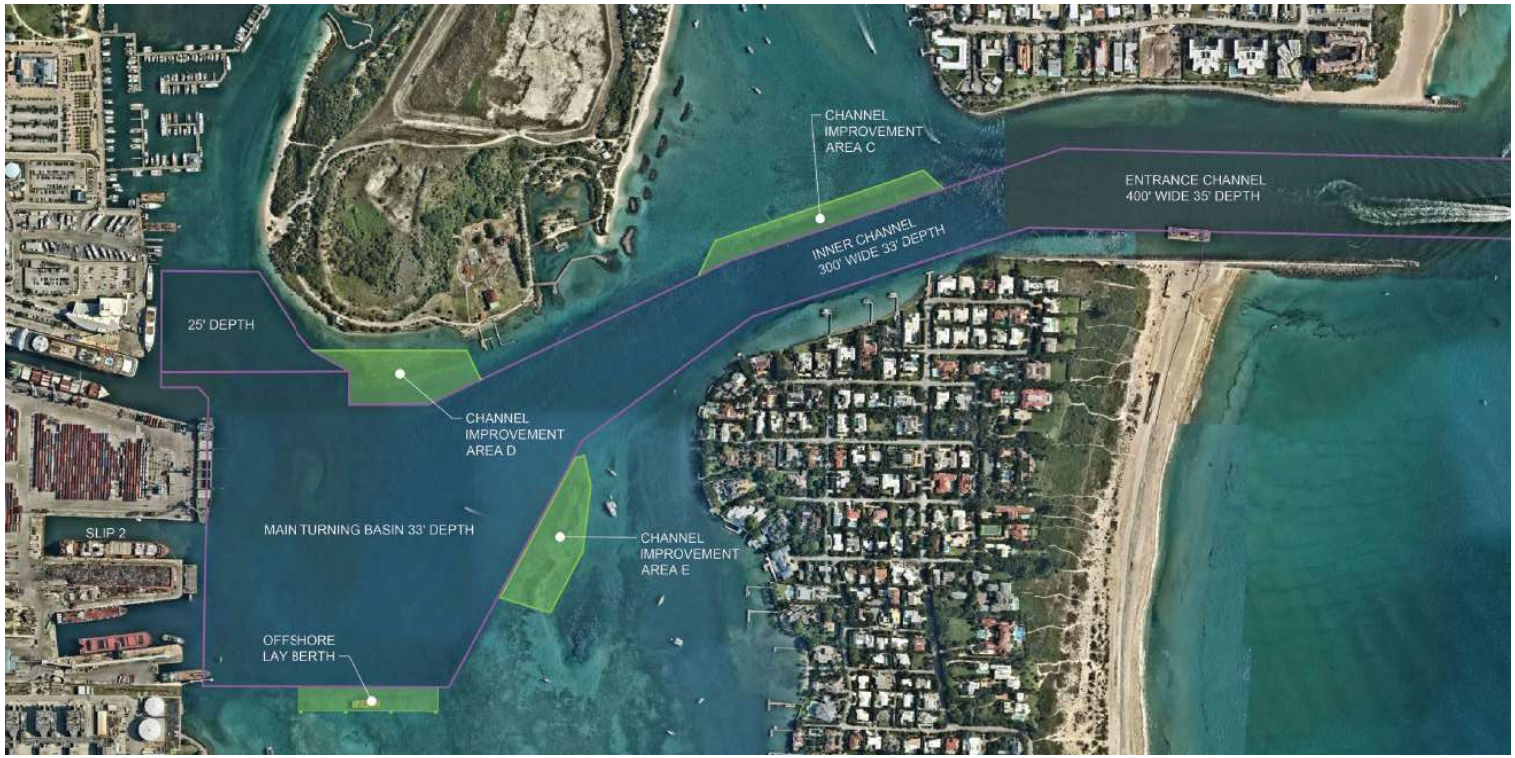


Legend

- Port Limits (+/- 165 AC)
- Port Extension (+/- 2.6 AC)
- Wharf
- Relocated / New Facilities
- Port Road
- TWIC Access Control Boundary
- STRAD Grounded Dry Container Storage (1298 TGS)
- STAD Grounded Reefer Storage (104 FGS)

DRAFT Strategic Master Plan

Channel Improvements



DRAFT Strategic Master Plan

Initial 0 to 5 years Primary Goal Improvements

1. Improve Rail Connection
   - Increase quantity of on-dock working track and throughput capacity
   - Provide rail spur to new Ozinga Cement facility
2. Improve area located west of Skypass to support waterside cargo operations
   - Main container and general cargo truck gate improvements
   - Relocate existing Tropical Gate and Avenue E Security Booth
   - Relocation of Port Maintenance facility
3. Maximize active operational area east of Skypass
   - Expansion of container yard west of Skypass
4. Increase berth occupancy
   - Channel improvements in Areas C, D, and E

DRAFT Strategic Master Plan

Interim 5 to 10 years

Legend

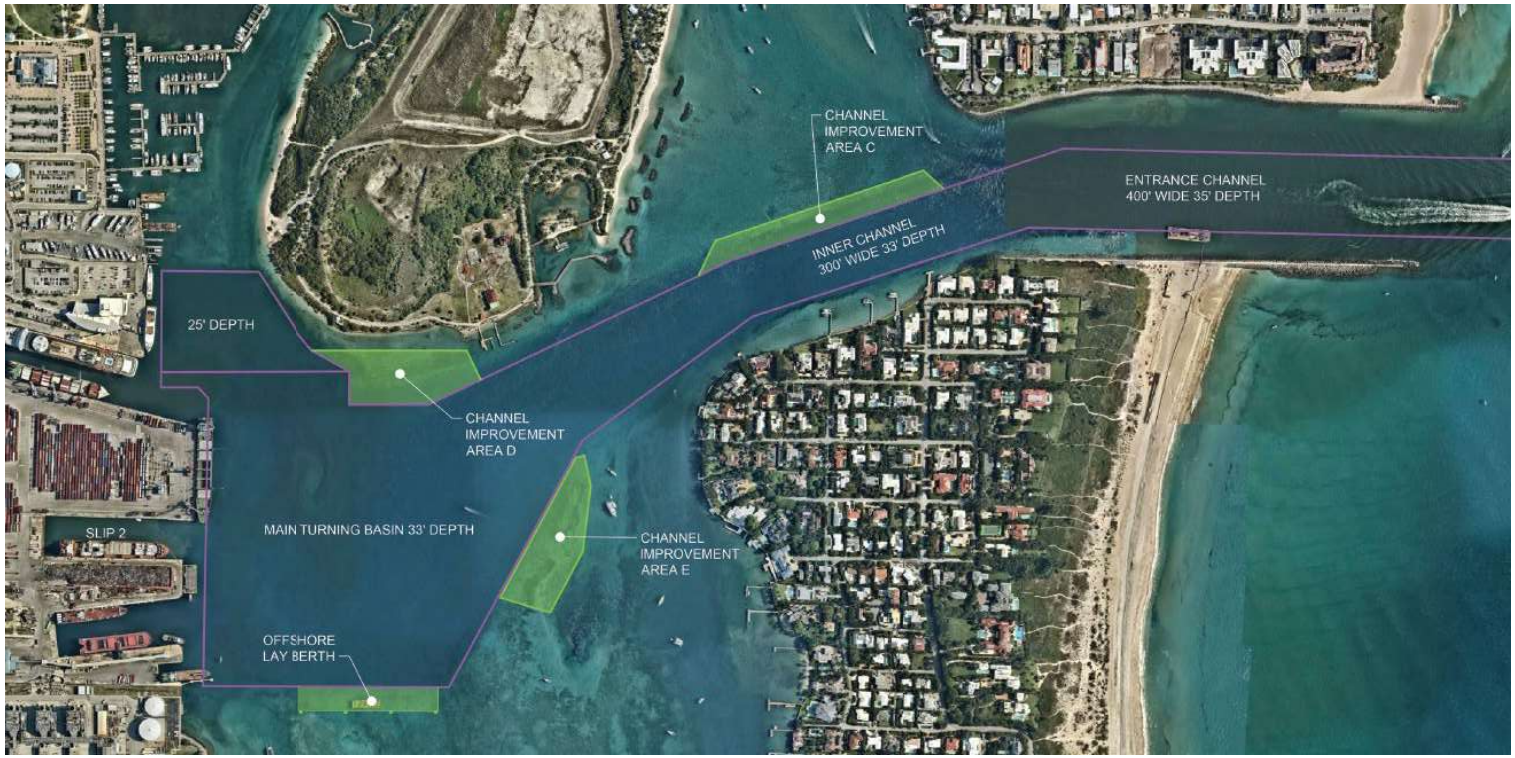
- Port Limits (+/- 165 AC)
- Port Extension (+/- 11.3 AC)
- Wharf
- Slip Expansion
- Relocated / New Facilities
- Port Road
- TWIC Access Control Boundary
- STRAD Grounded Dry Container Storage (1516 TGS)
- STAD Grounded Reefer Storage (104 FGS)
- Side Pick Grounded Empty Container Storage (240 TGS)

FIGURE 6-6. PHASE 2 – INTERIM LAYOUT WITH TROPICAL STRAD OPERATION



DRAFT Strategic Master Plan

Channel Improvements



DRAFT Strategic Master Plan

Interim 5 to 10 years Primary Goal Improvements

1. Improve Rail Connection
   - Increase quantity of on-dock working and new storage track, and throughput capacity
   - Provide new rail spur to relocated Tropical Rum Dock and Cemex Cement facility
2. Improve area located west of Skypass to support waterside cargo operations
   - Relocation of Tropical Customs Examination Station and Rum Dock facility
   - Relocation of Gulf Stream facilities and Florida Sugar & Molasses northern molasses tanks
   - Expansion of container yard west of Skypass
   - New distribution warehouse in NW corner of terminal
3. Maximize active operational area east of Skypass
   - Relocate CEMEX Cement facility
   - Development of a two-story cargo storage structure
   - Relocate South Gate
4. Increase berth occupancy
   - Slip 2 Widening
   - Berth 18 and Offshore Lay Berth

DRAFT Strategic Master Plan

Final 10 to 20 years

Legend

- Port Limits (+/- 165 AC)
- Port Extension (+/- 18.4 AC)
- Wharf
- Slip Expansion
- Relocated / New Facilities
- Port Road
- TWIC Access Control Boundary
- STRAD Grounded Dry Container Storage (2234 TGS)
- STAD Grounded Reefer Storage (139 FGS)
- Side Pick Grounded Empty Container Storage (240 TGS)

FIGURE 6-13. PHASE 3 – FINAL LAYOUT WITH TROPICAL STRAD OPERATION



DRAFT Strategic Master Plan

Final 10 to 20 years Primary Goal Improvements

1. Improve Rail Connection
   - Increase quantity of on-dock new working and storage track, and throughput capacity
     - Relocation of South Florida Materials Diesel Tank
2. Improve area located west of Skypass to support waterside cargo operations
   - Relocation of Merchants facilities
   - Relocation of Tropical genset/reefer repair, power shop, reefer wash facilities, container and chassis repair, and purchasing
   - Conversion of Main Gate exclusively for Tropical cargo
   - Expansion of container yard west of Skypass
3. Maximize active operational area east of Skypass
   - Relocate Tropical high bay STRAD repair and e-house

DRAFT Strategic Master Plan

Improvement Benefits

- The master plan facility improvements provide the following benefits

- Increased containerized cargo throughput 2 ½ times and on-dock railyard throughput by over 4 times existing volumes
- Increased overall cargo throughput potential
  a. Provide more contiguous storage areas
  b. Remove infrastructure constraints
  c. Improve cargo access under Skypass
  d. Higher berth occupancy
- Improved operational safety
  a. Channel improvements,
  b. Improve site circulation at the Port and berths,
  c. Reduce the number of vehicles on-terminal,
  d. Separate containerized cargo operations from other tenant operations.
- Reduce off-terminal traffic congestion
  a. Increase rail car movement efficiency
  b. Reduce rail crossing blockages
  c. Increase truck movement efficiency at the gates

Interacting During the Meeting

In-Person Participants

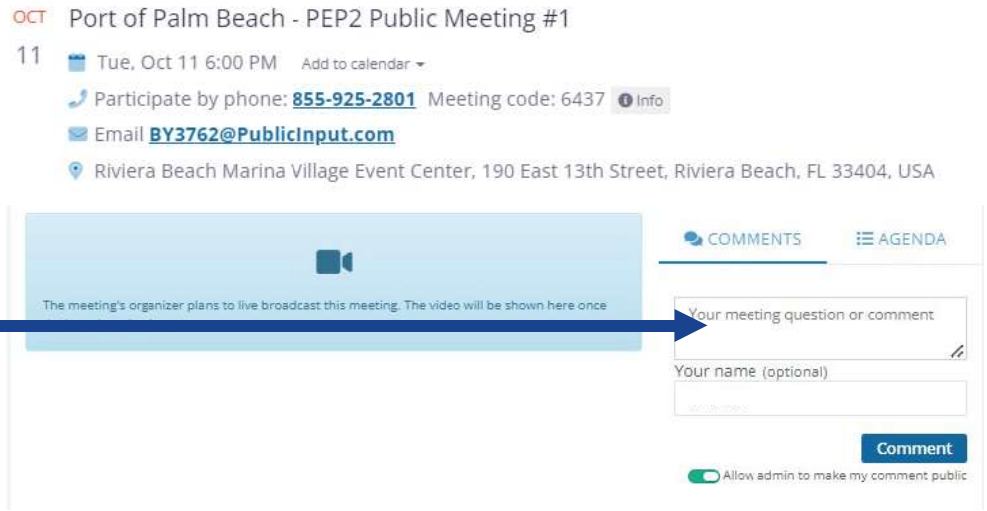
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Next Steps

4

Strategic Master Plan
Next Steps

- Initiate Public Engagement Period 2
  - September 30th
- Public Outreach
  - October 11th and 12th
- Tenant and Intragovernmental Outreach
  - October 10th through 21st
- Close PEP2
  - November 13th
- Incorporate comments and feedback
- Submit Final Master Plan end of 2022



THREE WAYS TO PROVIDE INPUT:

1 Review the Draft Strategic Master Plan

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Virtual public meeting location: www.planportofpalmbeach.com

Interacting During the Meeting

In-Person Participants

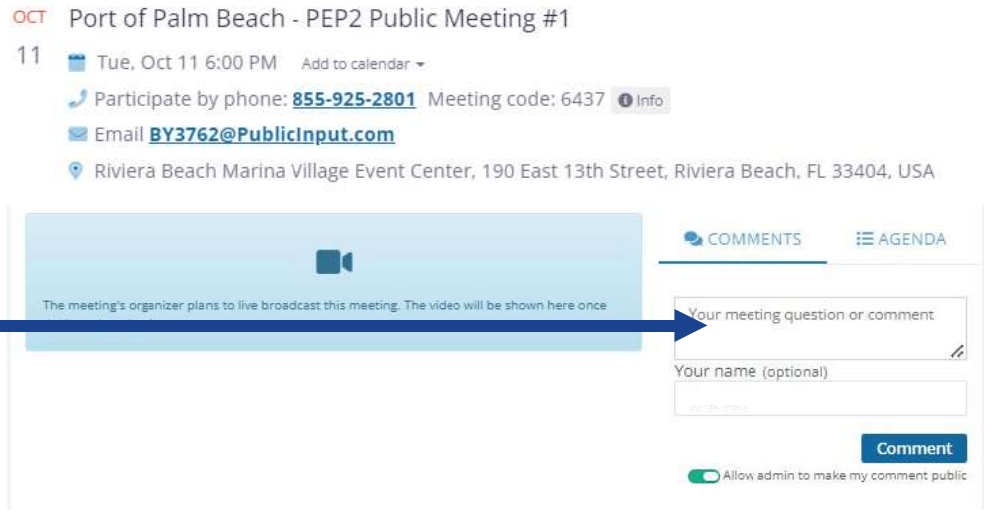
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Public Engagement Period 2: Hybrid Public Meeting



PORT of Palm Beach
MASTER PLAN

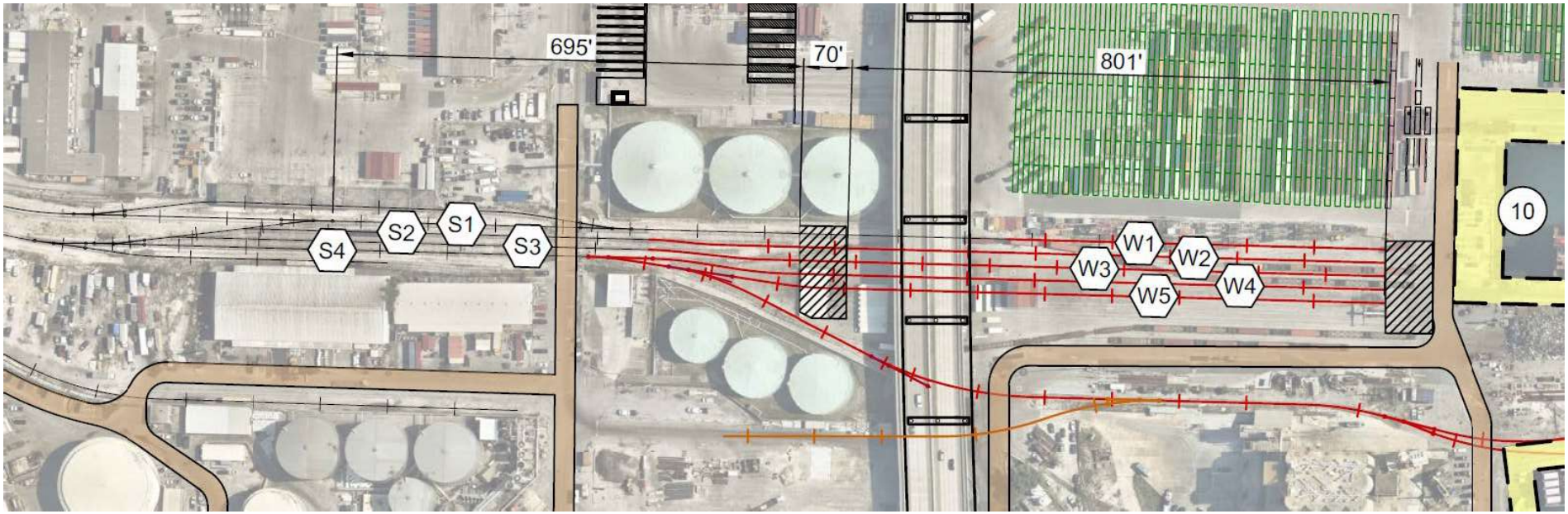
Team Members:

- Moffatt & Nichol
- PSA Management
- HDR
- Dickey Consulting
- Columbia Strategic Consulting Group
- AEGIR

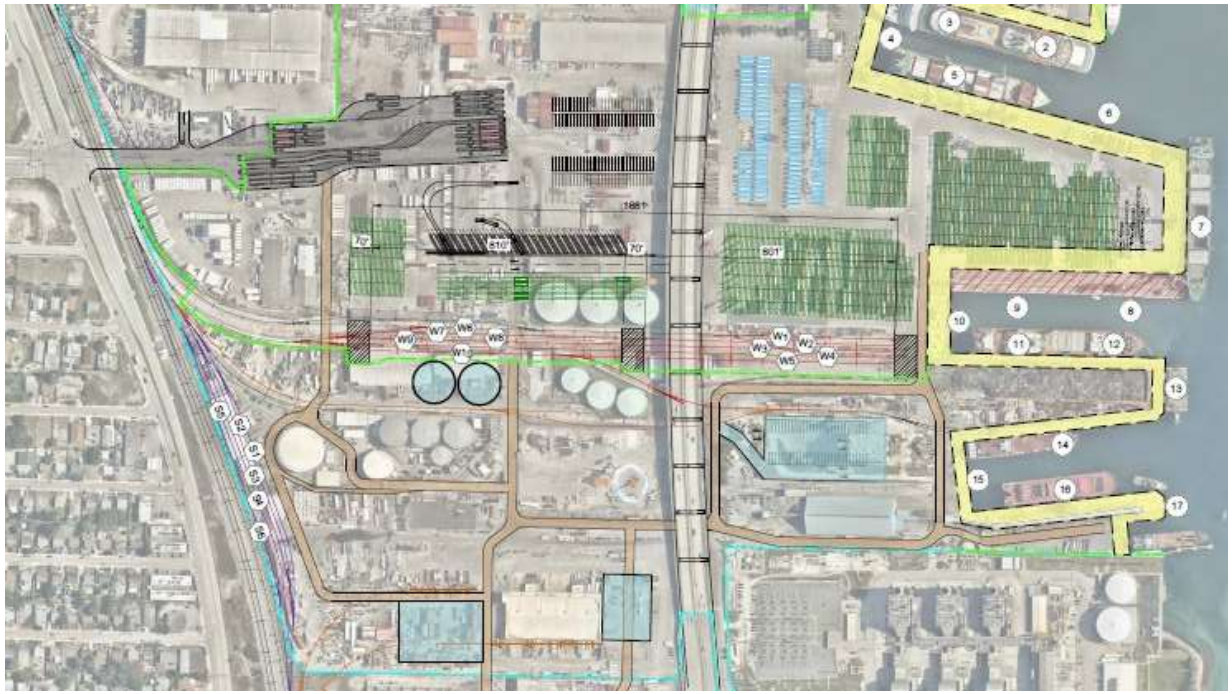
October 11 & 12, 2022

Bull Pen

Strategic Master Plan
Initial On-dock IY



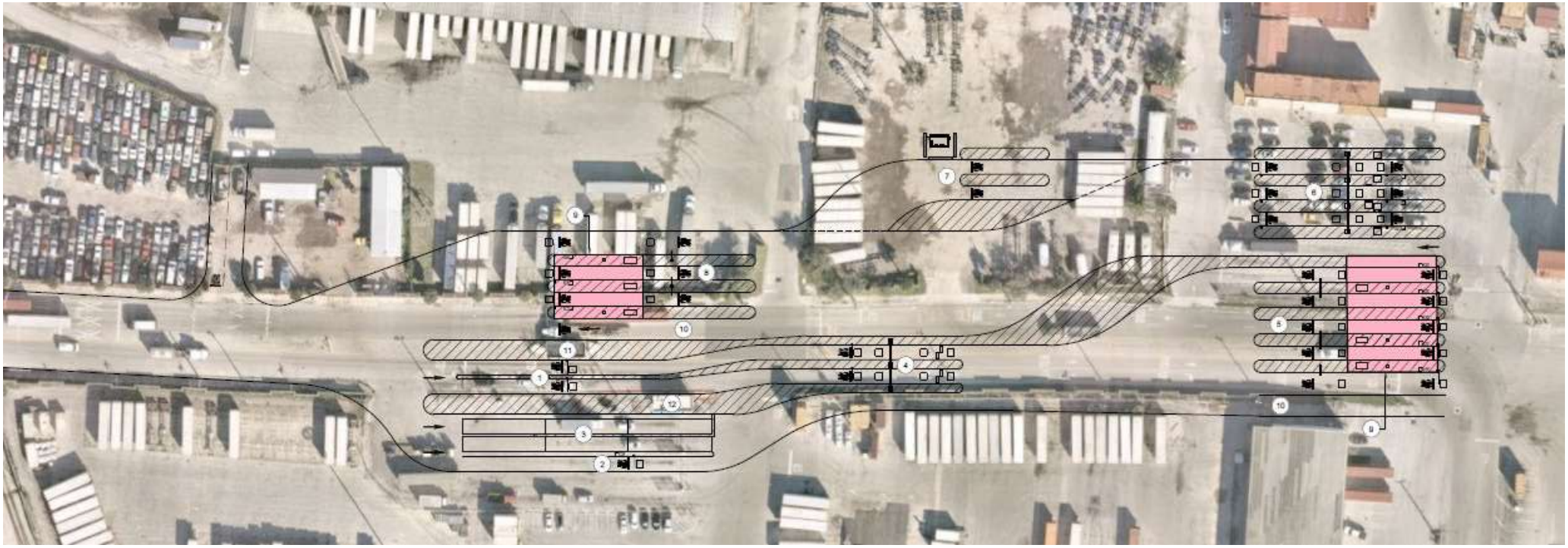
Strategic Master Plan
Interim On-dock IY



Strategic Master Plan
Final On-dock IY



Strategic Master Plan
Initial Gate



Strategic Master Plan
Final Gate

Strategic Master Plan

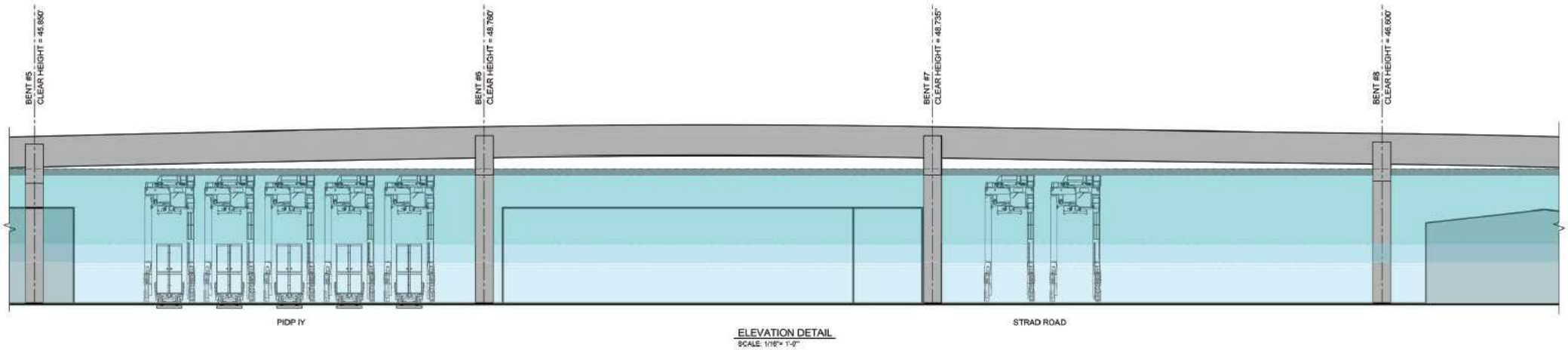
Interim Layout – RTG Operation



Strategic Master Plan
Final Layout – RTG Operation



Strategic Master Plan
Skypass Clearance Detail



PORT of Palm Beach
MASTER PLAN

Appendix E:
Public Meeting Minutes

Appendix E includes:

- October 11, 2022 – Public Meeting
- October 12, 2022 – Public Meeting

moffatt & nichol

100 W. Cypress Creek Rd., Ste. 960
Fort Lauderdale, FL 33309 USA

(954) 622-8100
www.moffattnichol.com

Team Members:
PSA Management
HDR
Dickey Consulting
Columbia Strategic Consulting Group LLC
AEGIR

Stakeholder Communication

Client:	Port of Palm Beach District
Project:	Port of Palm Beach Strategic Master Plan
Meeting:	Public Meeting
Date:	October 11, 2022
M&N Project No.:	211060

A. Communication Details

Meeting: Public

Meeting Location: Riviera Beach Event Center and on Project Website

Date and Time: October 11, 2022, 6:00 PM to 8:00 PM

Meeting Attendees*:

In-Person	**Online**
Matt Horne	Tomas Montemayor
Michael Williams	Alex Christensen
Fritz Gurault	
Doreen Beason	*Ellen DeRose*
Gerald Ward	*Richard Lydle*
Joseph Anderson	*Kirk Blouin*
Casey Long	*Michael Gyamfi*
Christian Strauss	*Ann Mullen*
Bree Kolosos	*James Dubea*
Keith Golden	*Josiah Berg*
James Dupre	*Laura Ahern*
B Cohen	
Julie Logsdon	
Christian Strauss	
Jamie Lehman	
Wyndham Bradford Gary	
James Weidlein	
Errick Young	
Michael Dyer	
Glenn Gromann	

**The names listed were those who filled out a sign-in sheet or registered online. Names that are italicized were listed as pre-registered but not recognized in the sign-in sheet or online, as they may have remained anonymous. This list does not capture all meeting attendees if the meeting participant did not sign in. Not all names may be listed correctly as the planning team had to interpret handwritten contact names and did so with the best of their ability. 11 people signed in in-person. 20 people pre-registered online. 10 people attended virtually, but most remained anonymous.*

B. Presentation & Discussion

I. Questions & Comments

- Where will throughput be located once completed 0-5 years?
- Where will other tenants be able to access the Port entrance once Tropical is moved?
- Closing Public Engagement Period on November 13, 2022.
- Gerald Ward made comments stating he has followed since the early 2000s. The consultant should include the recommended groups he gave in our Public Outreach period #1. He referenced the work of the TCRPC who interviewed 100 plus marine related companies to get input. Stated the Plan does not have an appendix attached. Noted the plan should not have a disclaimer page. No one can get a copy of the plan without asking for it. Believes the consultant cut and pasted from the 2016 plan. Only 30 pages are actually new pages of this 140 plus. He believes the tenants want more. Section 408 requires the Port to look at expansion efforts with the surrounding residents in mind. Overpass/tunnel being considered when the overpass was developed to address this years ago.
- Doreen Beason – can you estimate the changes to be done – what is the time frame for each improvement. Will go through each and give a baseline of the cost. Infrastructure.
- Doreen Beason- what are the acres being used?
- Will you go west of Obama Hywy?
    - Manuel Amira, Port of Palm Beach Executive Director responded no, we will not go west.
- Participant -The Plan being put forth is very expensive. Where will the money come from besides the PIP grant.
    - Kerry said other grants: Ports Council, FDOT and sharing components.
- What percentage of projects is funded by grant
    - $13m x 2 = $26m
    - Ronald Coddington said waterfront projects are 75% funded by grants.
- Will that take care of demolishing the building (maintenance).
    - Yes.
- Doreen Beason – Discussion of expanding on the east coast of Florida to deal with some the cargo moving from the west coast (California) to the Midwest and down to the south.
    - Kerry said it would be difficult for Port of Palm Beach to capture that business.
- The inland port has not been discussed in the plan. Reference to a broad period to accomplish the plan is not effective. Need to give specifics for each task to be accomplished. Box traffic and automation.

- Online comment – George – MP should look at future technology improvements.
    - Kerry said there has to be a business case to start using technology. Automation of equipment requires the use of more space/acreage. Business case had to be made to make the investments.
- Gerald Ward stated that is why there must be consideration of a private/public partnership at the Port.
- Gerald Ward - Transportation constraints of the 3 railroads should be considered. Look at operating 24/7 port (operate in the am for some activity).
- Having the channel makes many people in Palm Beach happy. – Need to ask the coast guard to look into the operations.
    - Kerry said they are looking at engaging them.
- George is asking for more details.
- Ronald Coddington commented on the fact that Port of Palm Beach is not an operational port; it is a landlord port to tenants who operate their businesses.





Left: Stakeholders sign-in for public meeting.
Right: Sheryl Dickey discussing the master plan with a meeting attendee.




Left: Participants viewing the public meeting presentation.
Right: Participants watching the Port's highlight video.




Left: Participants gathered in discussion during the Q&A.
Right: Meeting participants discussing the master plan at the end of the meeting.

moffatt & nichol

100 W. Cypress Creek Rd., Ste. 960
Fort Lauderdale, FL 33309 USA

(954) 622-8100
www.moffattnichol.com

Team Members:
PSA Management
HDR
Dickey Consulting
Columbia Strategic Consulting Group LLC
AEGIR

Stakeholder Communication

Client:	Port of Palm Beach District
Project:	Port of Palm Beach Strategic Master Plan
Meeting:	Public Meeting
Date:	October 12, 2022
M&N Project No.:	211060

A. Communication Details

Meeting: Public

Meeting Location: Port of Palm Beach (PPB) Administration and on Project Website

Date and Time: October 12, 2022, 11:00 AM to 1:00 PM

Meeting Attendees*:

In-Person	**Online**
Alan Fiers	Anders Viane
Carlos Gonzalez	Christian
Andrew Nixen	David Wiloch
Jarra Kaczwara	
John Chevy	*Thomas Lanahan*
Marie Davis	*Debra Lynne Robinson*
Roberto Cordero	*Kirk Blouin*
James Weidlein	*Michael Gyamfi*
Doreen Beasel	*Alex Christensen*
Tim DiPietropolo	*Tomas Montemayor*
Danielle Seat	*Frederick Ferrin*
Michelle Quesada	Evon Lawrence
	Richard Lydle
Wyndham Bradford Gary	*Andrew Uhlir*
Christian Strauss	*Janet Zimmerman*
Errick Young	*Greg Vander Velde*
Michael Dyer	*Karen Payne*
Andrew Nixon	*Mireya Cierto*
Jamie Lehman	*Josiah Berg*
	David Wilcoch
	Julie Logsdon

**The names listed were those who filled out a sign-in sheet or registered online. Names that are italicized were listed as pre-registered but not recognized in the sign-in sheet or online, as they may have remained anonymous. This list does not capture all meeting attendees if the meeting participant did not sign in. Not all names may be listed correctly as the planning team had to interpret handwritten contact names and did so with the best of their ability. 12 people signed in in-person. 27 people pre-registered online. 16 people attended virtually, but most remained anonymous.*

B. Presentation & Discussion

I. Questions & Comments

- Is the Port considering the acquisition of properties at the northern border of the Port of Palm Beach property? Will the Port erect a barrier wall between the Port property and the adjourning neighborhood?
- Will the main gate be converted for Tropical cargo activities?
- On what page is the budget for these improvements that are recommended in this Master Plan?
    - Response by M&N: Will developed once improvements have been approved. It is the next phase of the plan to develop the budget.
- Marie Davis: How will this plan recommendation impact the traffic on Broadway? Did you conduct a traffic study? If more traffic is expected, has an overpass been considered?
- The railroad track crossing has been a problem with traffic backups. Why not put money in the budget now to pay for an overpass or will there be a tax to the residents to pay for an overpass?
- Will there be maintenance improvements on the north side of the port?
- Will there be a 24-hour operation at the Port?
- What are the considerations being made to increase revenue at the Port? Establish the square yards and know what is being generated and the cash flow necessary to improve the Port. Look for new Port tenants.
- Will the north side of Port 5–10-year plan considers the fact that there is single-family housing abuts the northern property of the Port. If the Port is considering acquiring property in the area what will be the price? Who can I talk to about pricing? The Port responded that it will be fair market value.
- Is there an environmental study for the channel before the dredging is done?
    - Yes.
- How will it impact boring fields on the south side of the beach? How will the dredging impact the beach at Palm Beach Shores and the Town of Palm Beach.
- Where will the ships come close to the areas where the sand builds up in the Channel?
- Palm Beach Shores and the Town of Palm Beach gets a large amount of sand build up on the beach and concerns have been expressed as to how it will be cleaned out/removed.
- When will the Master Plan be completed and what are the next steps from this point forward?
    - Mr. Simpson gave an overview of the Public Involvement process through November 13 when the process ends.
    - Mr. Ronald Coddington provided the next steps process for a Design Build package to implement the recommended projects.

- The Town of Lake Park stated that they have facilities available for the off-site operations and storage of any tenant at the Port. The Town wants to discuss these possibilities with Port staff as soon as possible.
- Gerald Ward: Gave comments regarding his opinion about the Master Plan report provided by Moffatt Nichol to the Port. He was not satisfied with what the report contained. He expressed concerns about the Public Outreach efforts and referred to pass efforts that included having a charrette for the public to give input. He wanted more time be given for the public to review the Master Plan report and give their feedback. He gave input about previous studies and recommendations for State Road 710 and Highway 5 improvements. He believes that the off-shore berth discussion should include more input from FIND (the Port staff stated they are in communication with FIND), especially regarding slip 2. Believes the review of the waterfront properties at the Port need to be furthered studied. The grant application discussion should have more visionary planning. The Tropical operations recommendations are good but could be expanded upon relative to automation.
- There needs to be a cost benefits analysis completed on this project before any of the recommendations are accepted.
- The Port belongs to the people and the benefits should come to the people. It is our property and our money. Some people will get jobs. The grants ae not free money.
- At the end of the comment period Mr. Ronald Coddington responded to the previous comments and there will be a cost analysis done on all the recommendations.





Left: Attendees conversing before the presentation.
Right: Kerry Simpson getting the presentation ready.




Left: Attendees in the room for the public meeting.
Right: Amanda Zullo explaining to meeting participants how they can interact during the meeting.




Left: Participants watching the Port's highlight video.
Right: Sheryl Dickey pointing to planned improvements at the Port.

PORT of Palm Beach MASTER PLAN

Appendix F:
Survey 2 Summary

Appendix F includes:

- November 23, 2022 – Survey 2 Summary Report

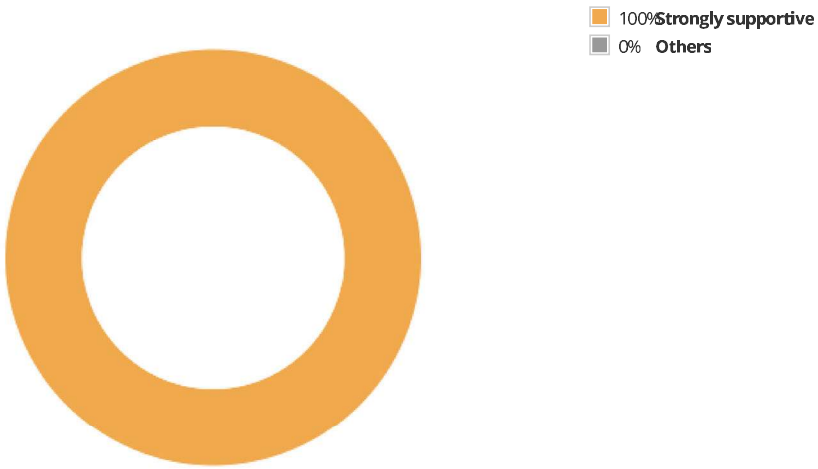
Port of Palm Beach Master Plan - Public Engagement Period #2

11.23.22

Project Engagement

VIEWS	PARTICIPANTS
5,232	91
RESPONSES	**COMMENTS**
65	21
SUBSCRIBERS	**IMPRESSIONS**
41	22,822

1. How supportive are you of proposed **initial improvements** to the Port? *(select one)*



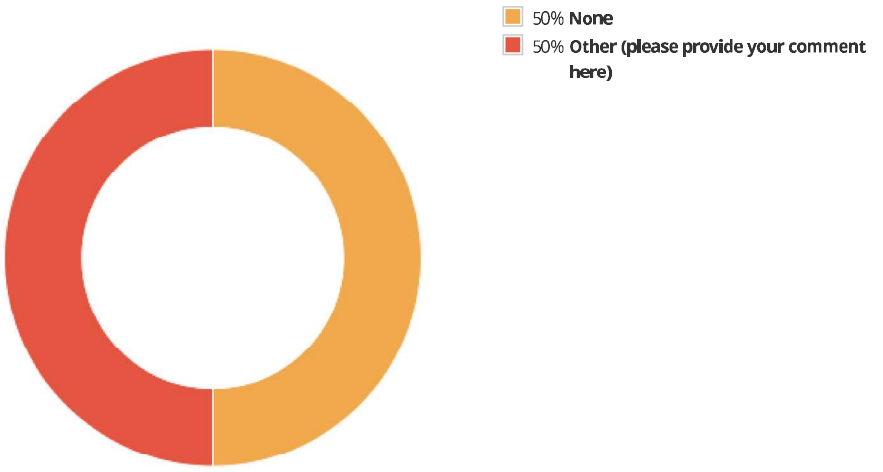
2 respondents

2. From the list of initial layout primary drivers, please **rank your level of support.**

	Most supportive	Supportive	Least supportive
Improve the rail connection and reduce road congestion at the Port by developing the PIDP grant rail and truck gate infrastructure.	100% Most supportive	- Supportive	- Least supportive
Improve effective cargo storage area west of Skypass by demolishing existing building 13 and relocating their current functions.	75% Most supportive	- Supportive	25% Least supportive
Increase berth occupancy and operational safety by implementing initial channel improvement Areas C, D, and E.	100% Most supportive	- Supportive	- Least supportive

4 respondents

3. What **thoughts, concerns, questions, or suggestions** do you have regarding the proposed channel improvements? *(please note image above)*



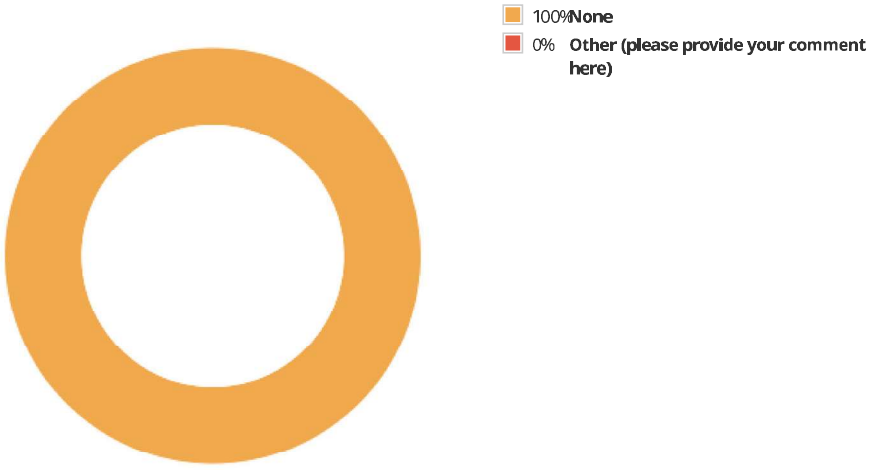
2 respondents

Poll Questions 'Other' Responses:

One channel is very close to Peanut Island. Not sure how this impacts leisure activities on the island.

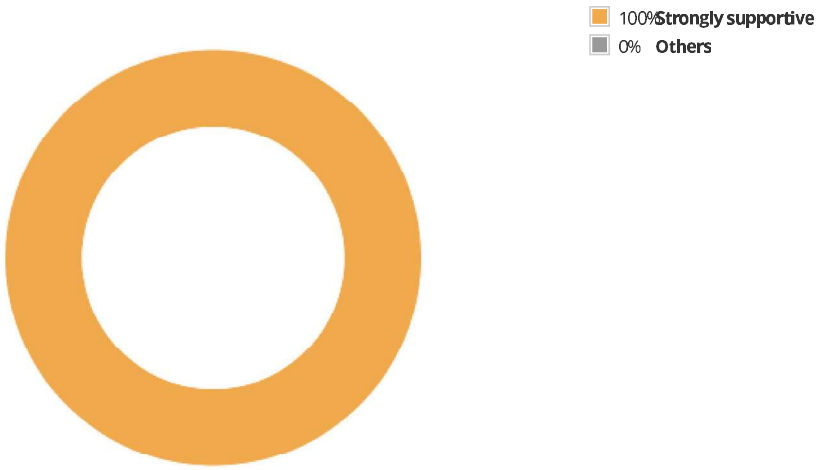
4 months ago

4. What other **thoughts, concerns, questions, or suggestions** do you have regarding the **Initial Port Plan Layout**?



2 respondents

5. How supportive are you of making the **interim improvements** to the Port? *(select one)*



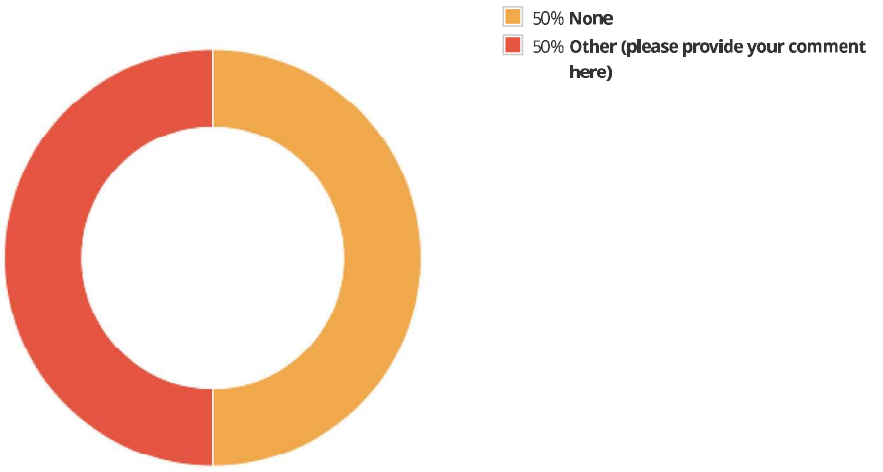
2 respondents

6. From the list of interim layout primary drivers, please **rank your level of support.**

	Most supportive	Supportive	Least supportive
Improve rail connection and reduce road congestion at the Port by expanding the on-terminal working and storage track capacity and developing a new south gate.	100% Most supportive	- Supportive	- Least supportive
Improve effective cargo storage area west of Skypass by a northern expansion of the Port and relocating select Tropical facilities and demolishing existing buildings 11 and 12, and relocating Gulfstream and the north molasses tank farm.	100% Most supportive	- Supportive	- Least supportive
Maximize the unconstrained active operational area east of Skypass by relocating CEMEX and developing a two-story storage facility.	100% Most supportive	- Supportive	- Least supportive
Increase berth occupancy by expanding Slip 2 and developing an offshore lay berth and Berth 18.	50% Most supportive	50% Supportive	- Least supportive

2 respondents

7. What other thoughts, concerns, or suggestions do you have regarding the **Interim Port Plan Layout**?



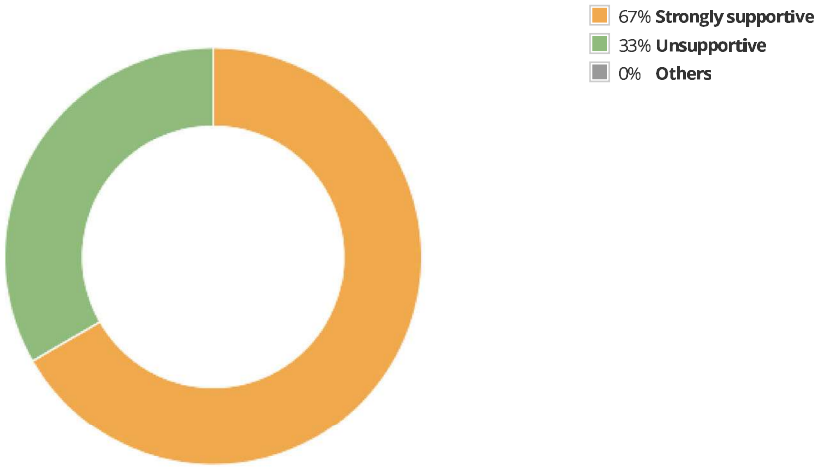
2 respondents

Poll Questions 'Other' Responses:

The port is so land locked that expansion is very limited. Why not build a taller building for office space and thereby minimize the footprint of administrative services. This would result in additional space available for tenants.

4 months ago

8. How supportive are you of making the **final plan improvements** to the Port? *(select one)*



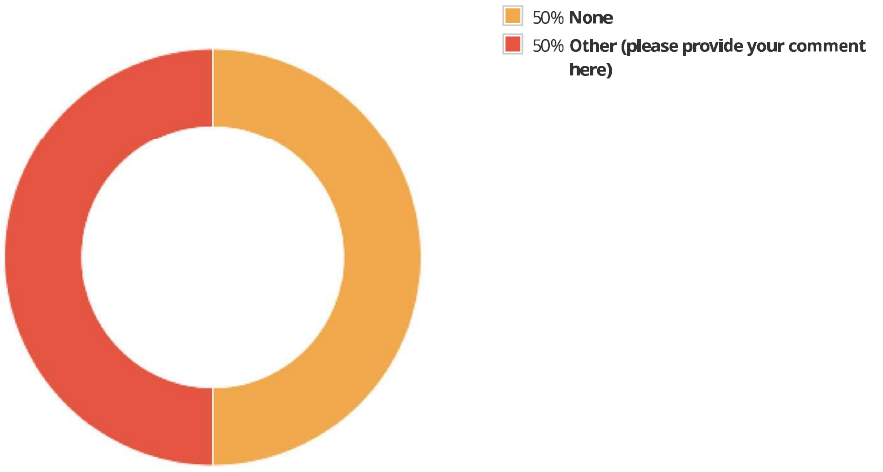
3 respondents

9. From the list of final layout primary drivers, please **rank your level of support.**

	Most supportive	Supportive	Least supportive
Improve rail connection and reduce road congestion at the Port by relocating and expanding the on-terminal working track and improving the main Tropical truck gate.	67% Most supportive	- Supportive	33% Least supportive
Improve effective cargo storage area west of Skypass by northern port expansion and relocating remaining existing Tropical facilities.	33% Most supportive	33% Supportive	33% Least supportive
Maximize the unconstrained active operational area east of Skypass by relocating eastern Tropical facilities.	33% Most supportive	- Supportive	67% Least supportive

3 respondents

10. What other thoughts, concerns questions or suggestions do you have regarding the **Final Port Plan Layout**?



2 respondents

We don't need an expanded port or any modern cruise ships with more dredging of the Palm Beach Inlet. Leave it to Miami.

4 months ago

5 Agree

The port is planning on expanding onto my properties that are north of the port. Curious on how they plan on doing this when I am not a seller.

3 months ago

Poll Questions 'Other' Responses:

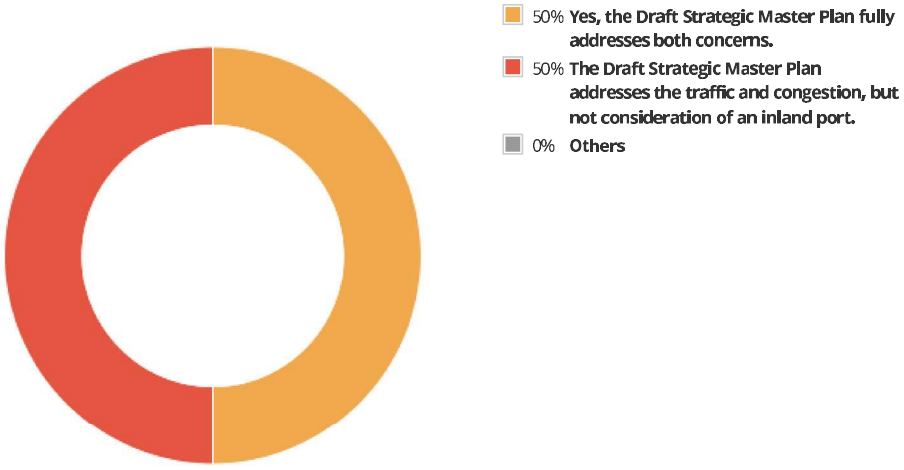
In deciding how to proceed, please consider your impact, if any, on the leisure/water industry of West Palm.

4 months ago

11. In Survey 1, the Port Planning Team identified the following *current concerns* about the Port:

Freight trains are blocking the roads and causing traffic and congestion around the Port. The Port site is constrained. As such, the Port is considering an inland port with port rail access to increase its operations.

Does the Draft Strategic Master Plan address these concerns for the Port's future?
(Select one)



2 respondents

12. In Survey 1, the following *current statements* were presented:

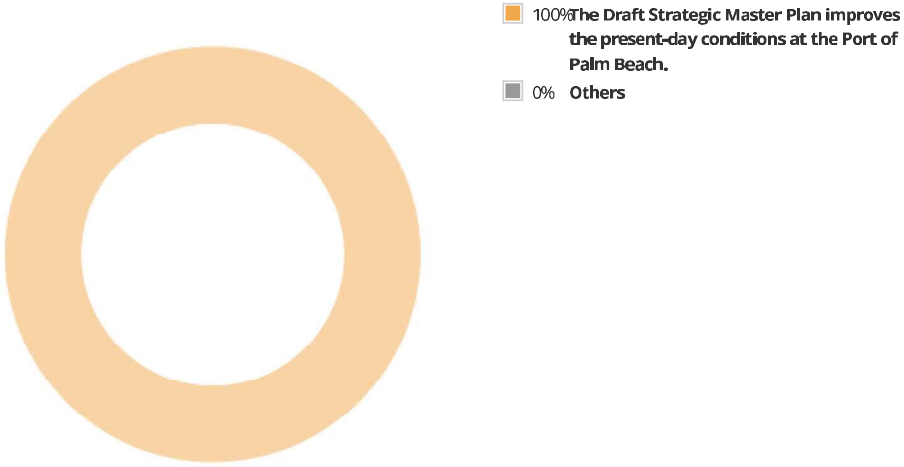
The Port is a leading anchor in our community, providing jobs that steady our local economy and secures our position as a competitive and thriving Florida deepwater port.

The Port an integral part of our urban fabric, enhancing its edge conditions and entryway as it abuts the adjacent context will be welcomed by the surrounding community for a cohesive city planning effort.

The Port is a safety hinderance to our community, generating noise, traffic, and other public realm and environmental impediments.

The Port is an eyesore and / or is distracting from views of the coastline and waterfront neighborhoods.

How has the Draft Strategic Master Plan addressed each of these statements?



2 respondents

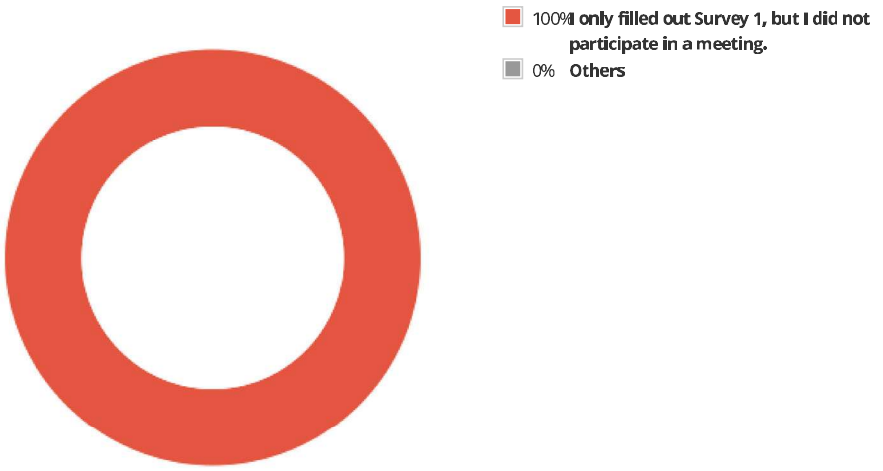
13. In Survey 1, the following statements were presented in ways the Port can improve its operations in the future to become a better neighbor.

How has the Draft Strategic Master Plan addressed each of these statements?

	Does not address	Somewhat address	Does address	Not sure
The Port will continue to be a leading economic engine in our community, growing operations offsite to satisfy growth demand while minimizing impact to the Port's surrounding community.	- Does not address	- Somewhat address	100% Does address	- Not sure
Improving efficiencies at the gate will reduce congestion on surround roads.	- Does not address	- Somewhat address	100% Does address	- Not sure
Enhancing the Port's entryways and beautifying or buffering the edges will reduce physical and visual blight for the surrounding community.	50% Does not address	- Somewhat address	50% Does address	- Not sure
Reducing traffic and providing quieter, cleaner vehicles will mitigate noise, environmental and other public safety concerns.	- Does not address	- Somewhat address	100% Does address	- Not sure
The Port will provide an understanding of its operations to the community to better position the workforce for employment opportunities.	- Does not address	- Somewhat address	100% Does address	- Not sure

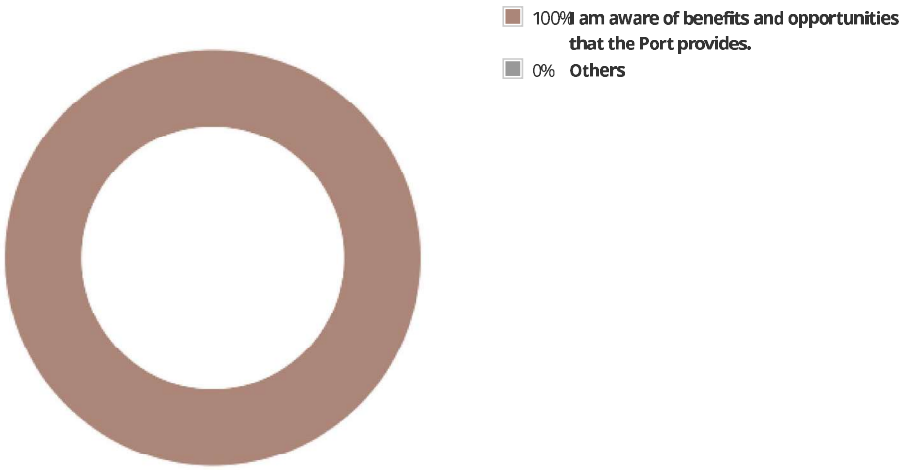
2 respondents

14. Did you **participate** in the Port of Palm Beach Strategic Master Plan's Public Engagement Period 1 (May 23-July 7)?



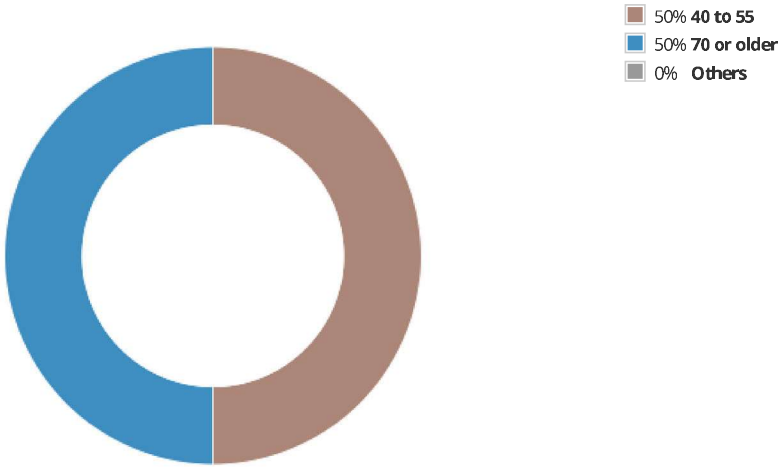
2 respondents

15. Which statement **best describes your experience** with the Port of Palm Beach? *(select one)*



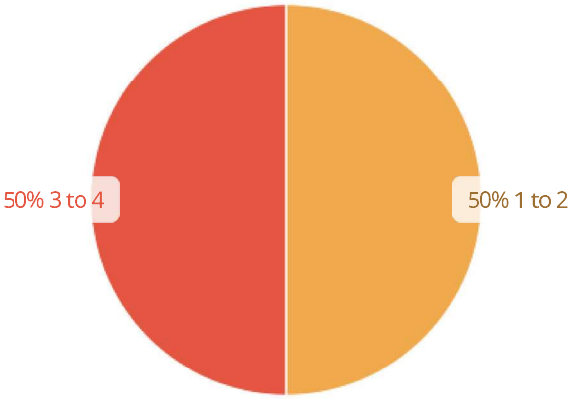
2 respondents

16. What is your age? *(select one)*



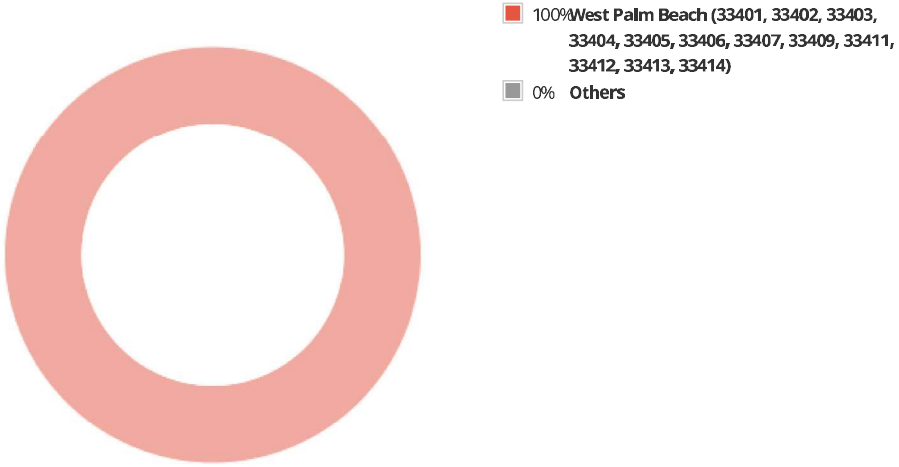
2 respondents

17. How many people reside in your household? *(select one)*



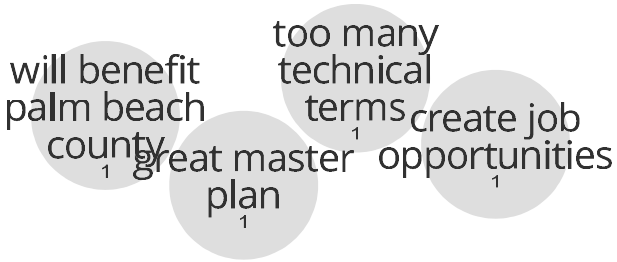
2 respondents

18. Where do you live? *(select one)*



2 respondents

19. What other thoughts or concerns do you have regarding the Draft Strategic Master Plan?



19. What other thoughts or concerns do you have regarding the Draft Strategic Master Plan?

This is a great master plan that will help our thriving Port of Palm Beach grow and prosper. This is vital that we continue to grow and create job opportunities for all of Palm Beach County residents. Especially Riviera Beach that needs good paying jobs so that we can all prosper and create economic development for all. This will benefit all of Palm Beach County. Our port will be sustainable for years to come!

3 months ago

Some of the terms are technical and therefore more difficult for me to respond to. For example "cathodic." I thought you were talking about Catholic and wondered how religion got into the picture. Also "Strad" and several other terms.

4 months ago

Comments: Port of Palm Beach - PEP2 Public Meeting #1

This master plan should take a proactive approach understanding the technology of the of the future and utilize that technology to maximize cargo trade. There was little effort to serious address safety concerns of the channel. Ships of the future are only getting larger and with current channel conditions a bottle neck situation occurs which results in loss revunue for the port and tenates. (This has already occurred.) Additionally, projects from the past master plan were just copied over to this master plan. Consideration should be made wether or not these projects ought to be addressed first. Maybe put the pencil to the paper and add a little more meat to this plan. Port of Palm Beach is a niche port that has the possibilities to become an effeciant state of the art trading Mecca.

Thank you

4 months ago

Anyone participating virtually - please feel free to ask your questions or input your comments here so we can relay to the team to address.

4 months ago

please see my Palm Beach Daily News Article - Future of New Technology for Port of Palm Beach

4 months ago

Please provide a copy of the "commercial commitment" that the Port must ensure by 2042.

4 months ago

Comments: Port of Palm Beach - PEP2 Public Meeting #2

is the meeting over? the live stream stopped...

3 months ago

Apologies - we lost wifi for a minute, so the presentation was disrupted.

3 months ago

Thank you! We will look out for your outreach!

3 months ago

Good morning, I am participating on behalf of the Town of Lake Park and we wanted to know if it's still anticipated some facilities might be located near the port rather than directly adjacent. We have recently approved over 500K SF of warehouse space and wanted to collaborate with the port on storage space if possible.

3 months ago

> Great thank you Anders. We have noted your request in the public meeting and will be reaching out to the Town of Lake Park for discussion. We appreciate your comment and look forward to speaking with you.
>
> 3 months ago

If anyone else has any other questions or comments please drop them in the chat, thank you!

3 months ago

Sorry, I have to drop off for another call... Great job Kerry!

3 months ago

Will the proposed changes impact the surrounding community

4 months ago

Looking forward to an excellent presentation.

4 months ago

Port needs to expanded to accommodate normal size cruise ships

4 months ago

PORT of Palm Beach MASTER PLAN

Appendix G:
Media Coverage

Appendix G includes:

- July 20, 2022 – Palm Beach Post
- October 13, 2022 – WPTV stories

Palm Beach Post | Page A01 Wednesday, 20 July 2022

Port eyes plans to get more space

One option: Relocation of some of its tenants

Mike Diamond

Palm Beach Post USA TODAY NETWORK

The Port of Palm Beach is developing a master plan to determine how to get the most out of its 162-acre parcel in Riviera Beach.

The Port is the nation's 18th busiest container port and fourth busiest of Florida's 14 deep water ports. But its land area is small when compared to Port Everglades (2,190 acres) and Port of Miami (518 acres).

For a deep-water port, there is not much land to work with, said Kerry Simpson of Moffatt & Nichol, the Miami- based consultant putting together a 20-year plan to guide future policy.

"The port is constrained," Simpson told The Palm Beach Post, noting that it must also deal with height restrictions. "This is a real challenge to find more space."

One option under consideration would be to add another 20 acres by acquiring land that would extend the boundary to 11th street. Simpson is also looking at the possibility of moving some tenants off-site to free up acreage that could be put to better use.

"Storage and logistics facilities don't have to be there," Simpson said. "Relocating them would provide an economic boost to Riviera Beach. The goal is to keep essential water site functions at the Port."

Tropical Shipping, the port's major tenant, sends thousands of tons of food and staples a year to Caribbean islands. Some of its storage facilities could be moved, according to Kerry, noting that would allow the Port to use its land more effectively.

Simpson said the master plan's purpose is to "set forth a new vision to

See PORT OF PALM BEACH, Page 2A

Continued from Page 1A

ensure the commercial success of its tenants and to ensure greater economic and social benefits to local residents, businesses and other public and private stakeholders in the region."

How much does the Port of Palm Beach contribute to county revenue?

The Port and its tenants employ nearly 2,800 people, making it one of the larger employers in Palm Beach County. It contributes $260 million in business revenue and $12 million in state and federal taxes. An additional 6,000 jobs are associated with the importers and exporters that use the

revenue?

The Port and its tenants employ nearly 2,800 people, making it one of the larger employers in Palm Beach County. It contributes $260 million in business revenue and $12 million in state and federal taxes. An additional 6,000 jobs are associated with the importers and exporters that use the port to ship cargo. More than $14 billion worth of commodities moves through the port each year.

The Port of Palm Beach District covers approximately the northern half of Palm Beach County, from the Atlantic Ocean to Lake Okeechobee, a land area of 971 square miles or approximately 50% of the county area.

Public meetings were held in June to obtain input from various stakeholders as to what the master plan should look like.

Area residents said they were concerned about the possible loss of housing units that could occur if businesses are moved inland and if the Port extended it boundary to 11th Street. Simpson said the master plan will look to minimize any negative impacts on housing.

"We are discussing this with Riviera Beach to determine what would be compatible with existing homes that abut 11th Street," Kerry said.

Should the Port of Palm Beach go deeper than its 35-foot depth?

One issue impacting the Port is its lack of depth. Other deep-water ports are 45 to 50 feet deep; the Port of Palm Beach is 35 feet deep. But Simpson said depth is adequate for the Port of Palm Beach's business model. It mostly exports goods to the Caribbean, and the ports there also have depths similar to that of the Port of Palm Beach, he noted.

"We do not see any need to make the depth deeper," he said, adding, though, that slips will be evaluated to determine if they need to be altered to accommodate expected rise in sea level.

A draft of the master plan is expected to be released in the middle of August. A second round of public hearings will be held in September. The master plan is expected to be completed in December.

The Port has already received more than 400 responses to its request for comments on its master plan web site, www.planportofpalmbeach.com.

The master plan will be forwarded to the Palm Beach County Department of Planning, Zoning and Building and will need to be approved by the county Board of Commissioners as well as the state.

Mike Diamond is a journalist at the Palm Beach Post, part of the USA TODAY Florida Network. He covers county government and transportation. You can reach him at mdiamond@pbpost.com. Help support local journalism. Subscribe today.

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Click here to see this page in the

From: Yaremi Farinas

Subject: Master Plan stories on channel 5
Date: Thursday, October 13, 2022 8:54:39 AM
Attachments: image001.png

CAUTION: This email originated from outside of the organization.

Good morning,

I hope everyone arrived home safely.

Here are the links to the stories WPTV aired yesterday about the master plan.

https://app.criticalmention.com/app/#clip/view/d108c451-9383-4b16-8c99-9c8a5235f60c?token=11f32399-bfbc-4541-9b2a-acb97aa62ca4

https://app.criticalmention.com/app/#clip/view/2a4ce41a-ee71-4249-a049-d44ab4786ee5?token=11f32399-bfbc-4541-9b2a-acb97aa62ca4

Best Regards,

Yaremi Farinas
Public Information Officer & Communications Specialist
Port of Palm Beach District
One East 11th Street, Ste. 600
Riviera Beach, FL 33404
O: (561) 383-4138
C: (561) 319-0098

Description: logo sm

moffatt & nichol

Team Members:
PSA Management
HDR
Dickey Consulting
Columbia Strategic Consulting Group LLC
AEGIR

Memorandum

Project:	Port of Palm Beach Strategic Master Plan
Subject:	Comments Received from Final Public Comment Period
Date:	August 1, 2023
M&N Job No.:	211060

The following information provides a high-level summary of the comments received during the final public comment period for the Draft Port of Palm Beach Strategic Master Plan. Comments were submitted to the Project Team at the final public meeting, held on Tuesday, June 27, 2023 and via the project website – www.planportofpalmbeach.com – through email: planportofpalmbeach@publicinput.com. The open comment period lasted for thirty days and closed on Thursday, July 27, 2023. This memo is accompanied by the comment inventory for record keeping.

I. Comments Received at The Final Hybrid Public Meeting (June 27, 2023)

- Concerns regarding cruise berth and 1,000' length cruise ship scenario.
- Draft restrictions.
- Timing for land acquisition.
- The new pier had both a concerning and beneficial response from meeting participants.
- Acquisition of northern port expansion.
- Safety improvements and adaptation of the entrance, middle, and inner channel.
- Port to confirm they will not deepen or widen the Intracoastal Waterway.
- Proposed changes and budget allocation.
- Land use considerations where Port abuts the neighborhood.
- Automobile and waterside traffic impact study.
- Cruise ship concerns and consideration of smaller vessels.
- Has the community been interviewed?
- Comments provided to the Project Team should also be sent to DEO, Dept. of Commerce and PBC Comprehensive Plan.
- Ferries.
- Electrification of container logistics.

II. Comments Received To the Project Website / Through Email (June 27 – July 27, 2023)

- **Palm Beach Civic Association (July 6, 2023)**
  - Disagreement with purpose of the plan to accommodate more and larger ships.
  - Lack of alternative approaches to managing the Port or blending its operations with surrounding communities.
  - Deficiencies to the Plan.
  - Missing competitive analysis/assessment of nearby Florida ports.
  - Missing cost/benefit analysis and ROI analysis.
  - Lack of reference for source data disclosure.
  - Dredging of four areas within the existing internal channel and turning basin not evident in the current draft Plan.

- No discussion on reducing environmental impact (including noise, light, and water quality) of the Port on surrounding communities.
- No discussion of reducing, controlling, and treating stormwater runoff to improve water quality in the Lake Worth Lagoon.
- Port facility improvements should include criteria for improving the impacts with benefits.
- Public safety is not addressed and should be factored in overall Port planning.

- **Stephanie Pew (July 10, 2023)**
  - Concern regarding deepening and widening of the inlet channel for future Port growth.
  - Concern regarding recreational impacts to Peanut Island.
  - Concern regarding cruise impact; we don't need to compete with Miami and Fort Lauderdale and cruise passengers won't add to local economic development. However, disruption to surrounding businesses can be significant.
  - Concern regarding the increase in cruise ships and their respective sizes.
  - Content with making cargo more efficient as this will help generate business.

- **Town of Palm Beach (July 18, 2023)**
  - Although deepening and widening of the inlet channel was not expressly mentioned in the final draft, the Town continues to object to any future expansion of the inlet channel.
    - Town requests the draft plan to explicitly state the Port's intent is to not pursue deepening and widening the inlet channel by providing additional language to address this sensitive item.
  - Town is also requesting the Port consider taking measures to improve the following land-based concerns:
    - Reduce light impacts during sea turtle season.
    - Adjust noise impact activities.
    - Move unsightly scrap metal that poses both environmental and tourism impacts.
  - Consideration of establishing a coalition with the Port and neighboring communities.

- **Riviera Beach and RBCRA, on behalf of its residents (July 27, 2023)**
  - Request for Port and City staff to meet to discuss City's concerns, followed by a future joint meeting of elected officials.
  - Complaints from residents regarding issues that affect their quality of life and overall compatibility of the Port and the City:
    - Sources of distress: noise, visual blight from shipping containers, boundary wall.
      - Opportunities for the Port to address these concerns and enhance the Port's aesthetics to better align with surrounding community.
      - City urges the Port to consider the visual impact of the proposed expansion of the Port's northern boundary. Considerations can include a decorative wall, heavily landscaped buffer, and public open space.
    - Number of trains and volume of cargo, along with need for investment to accommodate additional railcars. The current operations have overlooked impact on our community.
      - Opportunity for the Port to seek solutions that prioritize the well-being of our residents.
  - Riviera Beach's goal is to foster a more positive partnership with the Port.
    - It is vital we work together to create an environment free from environmental hazards or contaminants that would compromise the quality of life for our city.

        - The City believes open communication and cooperation is essential. The City is interested in how the new plan aims to improve environmental conditions within the port, including proposed measures regarding the unrestricted piling of scrap metal.
        - Marina Village Project and other port future enhancements are excellent opportunities to collaborate on parking and providing amenities.
    - Concern regarding potential conflicts between the Port's draft Master Plan and the City of Riviera Beach Comprehensive Plan and the Community Redevelopment Plan.
        - The City proposes open discussions to identify areas of concern and collaborate on addressing these conflicts.
    - Prioritize traffic patterns that do not disrupt the neighborhood and consider limitations on allowable uses adjacent to Riviera Beach neighborhoods.

- **Palm Beach County Planning Division (July 27, 2023)**
    - Suggested text edits provided for pages 118-120, 123, and 180.
    - The draft Master Plan was distributed to six (6) Palm Beach County departments: Planning, Zoning, Environmental Resources Management (ERM), Parks and Recreation, Archeology, and Engineering. All had no comment except Archeology.
        - Concern regarding impact on undocumented cultural resources in the area.
            - Port's northern expansion would require archaeological testing prior to any development that would require any subsurface endeavor.
            - The proposed parking structure location will need to be excavated prior to construction as that is the location site of the Riviera Complex Causeway and Shell Mound.
            - See attached aerial for markup.
    - No mention of a sea turtle lighting plan. Requesting the inclusion of a sea turtle lighting plan. Port Canaveral offers an example.
        - The Port can coordinate with the County and look to County for recommendations.

- **Florida Sugar & Molasses Exchange, Inc. (FSME) (July 27, 2023)**
    - Suggested FSME fully supports being part of the Port's success and will work with the Port on projects that FSME's input is needed.
    - Concerns with future trucks causing more traffic congestion and expanded rail operations/other equipment will cause FSME's operations to be less efficient.
    - FSME will support assisting the Port and its tenants' future success, but cannot do so in a manner that hinders their business or cause additional costs at FSME's expense.
    - Concern regarding reassigning FSME's northern molasses tank farm into container operations. The tanks are critical to their operations. If the plan comes to fruition to move the tanks, there will be much reservation from FSME, although FSME will listen to the Port's proposals.

Stakeholder Communication

Client:	Port of Palm Beach District
Project:	Port of Palm Beach Strategic Master Plan
Activity:	Final Hybrid Public Meeting
Date:	6/27/2023 at 6:00pm-8:00pm
M&N Project No.:	211060

Final Public Input Meeting

Attendees: Please see sign-in sheet

Discussion

- Berth – questions/concerns about scenario for 1,000-foot length reference in the plan.
- Additional Traffic from water side – growth and expansion require a plan.
- Acquisition of property for expansion to 11th Street/ what would you do if the people will not sell? We want to provide a fair price.
- A new pier in the Intracoastal Waterway – one expressed concern, another said it would be beneficial.
- Vehicular Traffic Impact on US1 etc.? Response not included in this plan.
- Mooring Fields currently being planned by City of Riviera Beach – Will these interfere with vessels?
- What is the timing for Land Acquisition? Response 2024/ 2025 to be completed by 2026.
- Appendix A – Questions
    - Ferries
    - Safety Improvements needs.
    - NOAH Port System
    - Lay Berths with FPL
    - Densify vs. Dwelling for containers.
    - Electrification of container logistics
- How is the channel going to adapt for trade since no safety improvements have been made since 1967?
- Will recording of meeting be available tomorrow? Yes
- How will Port deal with restrictive drafts in channel? Response – More proactive maintenance.
- How will Port finance growth? Response FDOT grants.
- What is the deadline for comments? Statement by participant that comments should also be forwarded to DEO / Dept. of Commerce and PBC Comp Plan.
- Have we interviewed people from the community?
- Please confirm that the Port will not seek to deepen or widen the Intercoastal Waterway.
- The entrance channel, middle channel and the inner channel are long over do for modern safety improvements. If the Ship calls on the Port are getting bigger, the need for adequate improvements is imperative. These safety improvements will ultimately protect the environment from a large vessel incident.
- Have we quantified what the additional traffic will be?

- Can you describe what type of vessel will be using that new pier you will be putting in? It could be a liquid bulb.
- How do you intend to pay for all the proposed changes, will this require additional taxes?
- Why not consider smaller vessels that will serve the Bahamas maybe other countries in the Caribbean.

July 26, 2023

Proposed Comments

Port of Palm Beach

Draft Master Plan dated June 19, 2023

Summary Plan Review

As the plan is read, it becomes clear that the purpose of the plan is to identify the means through which the Port can prepare to accommodate more and larger ships, thereby increasing both the size and volume of shipping through the Lake Worth Inlet. This is a purpose which was clearly rejected by the public and surrounding municipal governments when the Port first proposed a $100 million + project to widen and deepen the inlet and turning basin. Furthermore, no tenant of the Port publicly supported the need for that expansion project. To our knowledge, there has been no change in public opinion or the positions of surrounding municipalities.

The purpose of the Plan is evident from:

- Suggestions of increasing the channel depth
- Increasing the number and size of berths

- Acquiring land in Riviera Beach on which to expand Port activities
- Improving operations, facility layout, and logistics to allow increased movement of cargo within the boundaries of the facility
- Active promotion and participation in inland cargo handling facilities.
- Improved intermodal connections to increase throughput
- Increasing the number and size of cruise ships to accommodate growth in the cruise industry.
- Using survey results to support the recommendations made when 31% of the survey respondents were Port employees.

The plan does not provide any significant discussion of alternative approaches to managing the Port or blending its operations with surrounding communities.

<u>Deficiencies - There are clear deficiencies to the Plan that include:</u>

- There is no documentation of any need for larger ships from existing tenants of the Port.
- There is no presentation of tenant-generated growth projections yet one tenant produces 54% of Port cargo volume by weight.
- There is no presentation of how the needs of existing tenants support any of the recommendations made.
- There is no discussion or information provided on impacts to surrounding communities.
- There is no discussion of the needs and priorities that have been identified and prioritized by Port management, staff or Commissioners. All proposals appear to be consultant recommendations.

The greatest deficiency of the plan is that it does not integrate the plans and needs of surrounding communities or the environment in which the Port operates into the criteria for deciding on Port-initiated activities. The plan is centered on preparing the Port for the growth needed to serve shipping needs for the region, regardless of how surrounding areas are affected. There is no consideration of limiting or controlling the growth of Port activities to be in harmony with surrounding communities and activities within the affected areas. The implied assumption throughout the plan is that there will be economic growth in the region and that the Port should do everything possible to accommodate the resulting growth in shipping needs for the area. Given that the Port is basically an entity that controls a valuable piece of real estate that is fixed in size, no growth and limited growth options should be evaluated and compared to the existing Plan recommendations.

Competitive analysis is missing:

The Plan does not include any analysis or assessment of competition from nearby Florida ports or how such competition may limit or reduce utilization of POPB facilities.

Cost benefit analysis or ROI analysis are missing:

The plan contemplates the Port spending hundreds of millions of dollars in State and Federal taxes, but no analysis of the required investment or the expected benefits is provided. Therefore, there is no means for Port Staff, Port Commissioners or the public to evaluate the recommendations made.

Basis for Plan projections - Data and forecasts used:

Generally, the plan uses numerous sets of data and projections for future growth in the overall economy and industry segments to support implementing a plan for growth of the Port's activities, tenants, physical footprint and the number and size of vessels

using the Port's facilities. None of this data is referenced nor is the source revealed. Therefore, it is not possible to judge the reasonableness of the projections made or the resulting plans and recommendations. The plan should include disclosure of the information sources used by the consultants in sufficient detail to allow the public, Port Staff and Port Commissioners to judge the reasonableness of the data used.

Previous drafts of the plan provide a "safety" justification for dredging four specific areas within the existing internal channel and turning basin. These areas are not discussed in the current draft, but neither are they specifically withdrawn from consideration. If this dredging is being dropped from the Plan, it should specifically include a statement to that effect.

The plan has never included, and the Port has never provided, any safety or incident data or reports that support dredging those four areas.

There is no discussion about reducing the environmental impact of the Port on surrounding communities. At a minimum, noise, light and water quality of the Lagoon should have been addressed.

The Plan discusses and identifies deficiencies in the storm water runoff system at the Port. This system discharges runoff into the Lake Worth Lagoon. The Plan should include means of reducing, controlling, and treating this runoff to improve water quality in the Lagoon.

Included in the Plan are numerous improvements to Port facilities. These improvements may provide an opportunity to work with adjacent communities, governmental entities and recreational interests to reduce the impact of Port activities if designed and implemented with such benefits as a criteria. For example, planned improvements to Port lighting could give the opportunity to reduce the significant light pollution currently emanating from the Port.

Moving and reconfiguring certain Port activities and associated traffic, and future deployment of electric, hybrid and other alternative equipment types should also include criteria for improving the impacts from associated activities.

Public Safety:

Public safety is not discussed in any detail in the plan. Given the close proximity of the Port to residential and commercial communities and to intensely used recreational areas, this topic should be a part of overall Port planning. For example, recent vessel fires have raised concern over the lack of means to combat such incidents, a fire boat for example.

Thank you.

Keith Beaty

Chairman

Palm Beach Civic Association Intracoastal Committee

From: PublicInput Alerts <ProjectEmail_1258681@publicinput.com>
Sent: Monday, July 10, 2023 7:14 AM

Subject: An email reply to Port of Palm Beach Master Plan - Landing Page needs your review

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the organization.

--- Reply above this line ---

An email comment has been received for *"Port of Palm Beach Master Plan - Landing Page"*.
This comment can be reviewed here.
From: slpnpb@aol.com
To: planportofpalmbeach@publicinput.com
Subject: Port Of Palm Beach expansion plans

Hello,

While I'm sympathetic for the desire to grow, I'm not for it. I believe that deepening and widening of the Port could have extra damaging effects during a hurricane on surrounding properties due to the extra storm surge. I do not want Peanut Island being changed because of its recreational benefits to the public. There are no other shallow water areas for boaters to gather. I don't think that we need to compete with Miami & Fort Lauderdale for cruise passengers. The hotel industry isn't going to gain customers and cruise passengers won't stay around to go shopping. However, the disruption to the surrounding area businesses due to expansion could be significant. I don't necessarily have a problem with making cargo more efficient, which is where significant business can be generated , just more and bigger cruise ships.

Regards,
Stephanie Pew

TOWN OF PALM BEACH

July 18, 2023

Jean Enright and Port Commissioners
1 East 11th Street,
Suite 600
Riviera Beach, FL. 33404

Chairperson Jean Enright and Port Commissioners:

Re: Port of Palm Beach Masterplan

The Town of Palm Beach appreciates the opportunity to express our continued concerns regarding the Port of Palm Beach Strategic Masterplan. The Town of Palm Beach recognizes the Port's transparency and continued commitment to work closely with all adjacent and neighboring municipalities regarding the Port's upcoming projects and long-term plan. In addition, the Town values the Port's reaffirmation to ensure that all beach-compatible inlet dredged sand is placed south of the inlet on the Town's beaches in partnership with the U.S. Army Corps of Engineers.

The Town has a strong interest in the current actions and future goals and objectives of the Port as these activities directly impact the livelihood of Town residents. Although deepening and widening of the inlet channel was not expressly mentioned in the final draft of the plan, please note that the Town continues to object to any future expansion of the inlet channel. Such activities would certainly impact marine life within the Lake Worth Lagoon. Without the explicit intent not to pursue deepening and widening, the Town cannot support or endorse this long-term masterplan. Please consider additional language addressing this sensitive item.

The Town is also requesting that the Port consider taking measures to improve the following land-based concerns:

- Reduce documented light impacts during sea turtle season;
- Adjust activities that produce noise which travels across the lagoon; and
- Move the unsightly scrap metal heap that poses both environmental and tourism impacts.

The Town is grateful for the partnership with the Port of Palm Beach, and we look forward to continuing this relationship for years to come as you consider your efforts to carefully prosper and grow. One way in which we may be able to work together is through the establishment of a coalition with the Port and neighboring communities.

Sincerely,

Danielle H. Moore
Mayor

cc. Michael Meekins, Executive Director, Port of Palm Beach
Kirk Blouin, Town Manager
Skip Randolph, Town Attorney
H. Paul Brazil, P.E., Director of Public Works

MAILING ADDRESS: Post Office Box 2029 • 360 South County Road • Palm Beach, Florida 33480 • (561) 838-5440
LOCATION: Suite A • 951 Old Okeechobee Road • West Palm Beach, Florida 33401 • Fax No. (561) 835-4691

From: PublicInput Alerts <ProjectEmail_1324680@publicinput.com>
Sent: Thursday, July 27, 2023 9:48 PM

Subject: An email reply to Port of Palm Beach Master Plan - Landing Page needs your review

Follow Up Flag: Follow up
Flag Status: Completed

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An email comment has been received for *"Port of Palm Beach Master Plan - Landing Page"*.
This comment can be reviewed here.
From: JEvans@rivierabeach.org
To: planportofpalmbeach@publicinput.com
Subject: Collaboration for Improved Compatibility of Port of Palm Beach Campus with the City of Riviera Beach - DO NOT REPLY ALL

As the City Manager of Riviera Beach, I am reaching out to address some significant concerns raised by our residents regarding the Port of Palm Beach campus and its impact on our community.

We fully recognize the pivotal role that the Port of Palm Beach plays as a major employment center for Palm Beach County, contributing significantly to the region's economic growth. However, we have been consistently receiving complaints from our residents regarding certain issues that affect their quality of life and the overall compatibility of the port and the city.

First and foremost, noise, visual blight from shipping containers, and the boundary wall have become sources of distress for our residents. While we understand the necessity of these facilities for port operations, we believe that there are opportunities to address these concerns and enhance the aesthetics of the port area to better align with the surrounding community.

Of particular concern is the significant number of trains transporting freight through our neighborhood due to the volume of cargo coming into the port. We feel that there is a need for investments in infrastructure to accommodate additional railcars for stacking. The current operations seem to have overlooked the impact on our community, and we seek solutions that prioritize the well-being of our residents. Loud horns being blown at 3 AM, and intersections in our community being obstructed during morning rush hour traffic and in the evening has actually resulted in public safety assets being delayed to responding to critical calls for service.

Our primary goal is to foster a more positive partnership and relationship with our neighbor, the Port of Palm Beach, while ensuring the best interests of both our residents and visitors. It is vital that we work together to create an environment free from any environmental hazards or opportunities for contaminants that could compromise the quality of life in our city.

Furthermore, we have noticed potential conflicts between the Port's draft Master Plan and the City of Riviera Beach Comprehensive Plan & the Community Redevelopment Plan. We propose open discussions to identify areas of concern and collaboratively address them to achieve a more harmonious relationship.

One area that requires careful consideration is the proposed expansion of the port's northern boundary, which may impact nearby residential neighborhoods. We urge the Port to take into account the visual impact on our community and include a decorative wall, a heavily landscaped buffer, and some public open space to mitigate any adverse effects.

In planning for the future, we must prioritize traffic patterns that do not disrupt our neighborhood and consider limitations on certain types of uses allowed adjacent to Riviera Beach neighborhoods within the planned expansion area.

As both environmental stewards and economic drivers in our region, we believe that open communication and cooperation are essential. We are particularly interested in understanding how the new plan aims to improve environmental conditions within the port, including any proposed measures regarding the unrestricted piling of scrap metal adjacent to the water's edge.

The Port of Palm Beach plays a crucial role in the prosperity of our region, and we sincerely value your commitment to continuous improvement. Through constructive dialogue and collaborative efforts, we can forge a stronger partnership that benefits both our community and the Port.

I look forward to the opportunity to engage in further discussions and explore mutually beneficial solutions. Together, we can build a more harmonious relationship that preserves the unique character of our city while advancing the goals of the Port.

Thank you for your attention to these matters. Please feel free to reach out to me to arrange a meeting or discuss any further details.

Respectfully Submitted,

Jonathan Evans, MPA, MBA, ICMA-CM

City Manager ◆ CRA Executive Director

City Manager◆s Office

City of Riviera Beach

1481 W. 15th Street, Suite 238

Riviera Beach, FL, 33404

Office: 561-812-6601

jevans@rivierabeach.org

www.rivierabeach.org

Twitter: @_JonathanEvans_

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RESPONSE: Due to the large number of emails, email filters, correspondence, calls and voicemails received by this office, not every message can be acknowledged or processed within the same time frame. Please follow up with City offices during regular business hours if you do not receive timely response, to confirm a meeting time, or for return correspondence confirmation.

Please be advised that the City of Riviera Beach is a public entity subject to Florida's broad public records law under Chapter 119, Florida Statutes. Most written communications, including email addresses, to or from City of Riviera Beach employees and elected officials regarding city business are public records and are available to the public and the media upon request. Your email communications may therefore be subject to public disclosure. If you do not want your email address to be subject to disclosure as a public record, please do not send electronic mail to the City of Riviera Beach. Instead, contact the City by telephone at (561) 845-4000.

From: PublicInput Alerts <ProjectEmail_1324480@publicinput.com>
Sent: Thursday, July 27, 2023 2:29 PM

Subject: An email reply to Port of Palm Beach Master Plan - Landing Page needs your review

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An email comment has been received for *"Port of Palm Beach Master Plan - Landing Page"*.
This comment can be reviewed here.
From: sevans@rbcra.com
To: planportofpalmbeach@publicinput.com
Subject: Draft Port of Palm Beach Master Plan

Good Afternoon, I have reviewed the Port of Palm Beach Master Plan and have provided my comments below as today is the last day for receipt of public comments. I believe the best way to proceed is for the Port and City staff to meet to discuss our concerns followed by a future joint meeting of our elected officials. Since today is the deadline my comments are below.

Comments:

The draft Master Plan has some potential conflicts with the City of Riviera Beach Comprehensive Plan & the Community Redevelopment Plan. Amendments to these related plans will need to be requested and discussed.

The expansion of the port's northern boundary is a proposal that will need to be further discussed between the City and the Port. This will impact the nearby residential neighborhoods. The City and the Riviera Beach CRA are in the process of investing in these neighborhoods to add new affordable housing and related community improvements. The existing northern boundary of the port has no landscaping, and presents a visual blight to the adjacent neighborhood. The Boundary of the port should include a decorative wall and a heavily landscaped buffer with some public open space and a few passive park amenities.

Future traffic patterns that don't impact the neighborhood, and limiting the types of uses allowed adjacent to the Riviera Beach neighborhoods are important issues within the planned expansion area.

The Future Land Use and Zoning Maps will require applications for amendment which will need to be discussed between the two agencies.

Environmental Stewardship is important, how does the new plan improve environmental conditions within the port? What are the plans related to the unrestricted piling of scrap metal adjacent to the waters edge?

The Port is a significant economic generator for the region and its efforts towards improvements are important to the City of Riviera Beach and Palm Beach County. Further discussions on the above comments are needed to work out a renewed and strengthened partnership. Examples of such partnerships contributing to community amenities:

Rotterdam-Futureland: https://www.portofrotterdam.com/en/to-do-port/futureland
Which is a history museum, cultural center and tourist attraction with port tours, technology, art and science exhibits, highlighting how the Port of Rotterdam benefits the community through innovation and environmental stewardship.

The Marina Village Project and the some of elements of the ports future enhancements are excellent opportunities to collectively work together on parking and providing amenities to attract more visitors to the area.

Sincerely,

Scott Evans, AICP

Planning and Development Director

600 W Blue Heron Blvd, Suite C-225 | Riviera Beach, FL 33404

P. 561.844.3408 | **F.** 561.881.8043
www.rbcra.com

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Port of Palm Beach Master Plan

Suggested Edits

Document page 118:

Policy 1.8.3 Use of Peanut Island for Disposal Material

The Port will maintain long-term spoil disposal management options on Peanut Island through its continued ownership of the southern portion of the island and will continue to utilize the USACE's established dredged material management site on the south half of Peanut Island in order to diversify material management options available during emergency or regular maintenance dredging events. The Port will seek alternate uses of this site for receiving and placing materials from non-Port related projects where applicable and appropriate for the Port, including coordination with the Florida Inland Navigation~~al~~ District (F.I.N.D.).

Document pages 119-120

Objective 2.2: Protection of Beaches

The Port will cooperate with federal, state, and local government agencies in multi-jurisdictional programs for proper use and conservation of coastal resources to reduce the impacts of inlet stabilizing structures on beaches and dunes as well as to protect and restore impacted beaches and dunes south of the inlet.

Policy 2.2.1 Sand Transfer

The Port endorses effective maintenance practices and improvements to the inlet and sand transfer plant to transfer sand efficiently and protect adjacent beach areas.

Policy 2.2.2 Beach Renourishment

The Port will endeavor to support the use of suitable dredged materials for beach renourishment purposes to the extent feasible. If dredge material is not suitable for beach renourishment consideration will be made for suitability and feasibility for placement within Lake Worth Lagoon consistent with the Lake Worth Lagoon Management Plan.

Document page 123:

Policy 4.3.3 Coordination of Planning Activities

The Port will endeavor to coordinate planning activities with other governmental agencies including:

Coordination with existing resource protection plans such as resource planning and management plans including the Lake Worth Lagoon Management Plan, aquatic preserve management plans, and estuarine sanctuary plans.

Resolution of any inconsistencies between the local government comprehensive plan (Palm Beach County) and the Port of Palm Beach Master Plan through the dispute resolution process, as provided under Section 186.509, F.S where appropriate.

Coordination with other local governments to ensure adequate sites for water- dependent uses, prevent estuarine pollution, control surface water runoff, protect living marine resources, and reduce exposure to natural hazards.

Document page 180:

Consumer response to the Margaritaville at Sea cruise experience has been o positive. Many guests appreciate the unique and immersive atmosphere onboard, with its tropical decor, live music, and relaxed vibe. Overall, passengers find that the Margaritaville at Sea cruise delivers on its promise of providing a fun and laid-back vacation experience that transports them to a tropical paradise.

From: PublicInput Alerts <ProjectEmail_1324471@publicinput.com>
Sent: Thursday, July 27, 2023 2:02 PM

Subject: An email reply to Port of Palm Beach Master Plan - Landing Page needs your review

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An email comment has been received for *"Port of Palm Beach Master Plan - Landing Page"*.
This comment can be reviewed here.
From: DWiloch@pbcgov.org
To: planportofpalmbeach@publicinput.com
Subject: Port of Palm Beach Draft Strategic Master Plan - Comments

The draft of the Master Plan was distributed to six PB County departments: Planning, Zoning, Environmental Resources Management (ERM)

Parks and Rec, Archeology and Engineering. All had no comment except Archeology which had the following comment:

(Archeology) After reviewing the Port of Palm Beach Draft Strategic Master Plan, there are some concerns about the possible impact on undocumented cultural resources in the area. First of all, on page 91 of the MP it is mentioned that the port is planning on acquiring the property to the north between 10th and 11th Street in order to its maximum boundary limits. This would require archaeological testing prior to any development that requires any subsurface endeavor. Additionally, that same page also mentions the intention to construct a parking structure. Their proposed location is right where the Riviera Complex Causeway and Shell Mound were located and should be excavated prior to construction. A map has been included to show the extent of the aforementioned area.

David Wiloch

Senior Planner

Palm Beach County Planning Division

2300 N. Jog Rd.

West Palm Beach, Fl 33411

Ph. 561-233-5593

Under Florida law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

From: David Wiloch <DWiloch@pbcgov.org>
Sent: Thursday, July 27, 2023 2:49 PM

Cc: Khurshid Mohyuddin; Deborah Drum; Baker@PortofPalmBeach.com
Subject: FW: Port of Palm Beach Draft Strategic Master Plan - Comments
Attachments: RE: Port Master Plan Update

CAUTION: This email originated from outside of the organization.

Amanda, one more.

From: Deborah Drum <DDrum@pbcgov.org>
Sent: Thursday, July 27, 2023 2:47 PM
To: David Wiloch <DWiloch@pbcgov.org>
Subject: RE: Port of Palm Beach Draft Strategic Master Plan - Comments

Thank you. I didn't want to push it, but am also offering the attached re: sea turtle lighting considerations.

From: David Wiloch <DWiloch@pbcgov.org>
Sent: Thursday, July 27, 2023 2:42 PM
To: Deborah Drum <DDrum@pbcgov.org>
Cc: Khurshid Mohyuddin <KMOHYUDD@pbcgov.org>
Subject: RE: Port of Palm Beach Draft Strategic Master Plan - Comments

Thanks, I will forward them to the Port, the comment period is still open today.

From: Deborah Drum <DDrum@pbcgov.org>
Sent: Thursday, July 27, 2023 2:40 PM
To: David Wiloch <DWiloch@pbcgov.org>
Subject: RE: Port of Palm Beach Draft Strategic Master Plan - Comments

David—

I am so sorry; you gave us ample opportunity to comment and vacation schedules resulted in days getting away from me.

We offer the attached. They are minor. If you can include them, great. If not, that is probably ok too.

Again, my apologies.

Deb

From: David Wiloch <DWiloch@pbcgov.org>
Sent: Thursday, July 27, 2023 2:02 PM
To: planportofpalmbeach@publicinput.com
Cc: Christian Davenport <cdavenpo@pbcgov.org>; Khurshid Mohyuddin <KMOHYUDD@pbcgov.org>; Motasem Al-Turk <MAlturk@pbcgov.org>; Jean Matthews <JMatthew@pbcgov.org>; Deborah Drum <DDrum@pbcgov.org>; Quazi Bari <QBari@pbcgov.org>; Lisa Amara A. <LAmara@pbcgov.org>; Stephanie Gregory <SGregor1@pbcgov.org>; Bryan Davis

<BMDavis@pbcgov.org>; Jeff Gagnon <JGagnon@pbcgov.org>; Nydia Ponton <NPonton@pbcgov.org>; Maria Bello <MBELLO@pbcgov.org>
Subject: Port of Palm Beach Draft Strategic Master Plan - Comments

The draft of the Master Plan was distributed to six PB County departments: Planning, Zoning, Environmental Resources Management (ERM)
Parks and Rec, Archeology and Engineering. All had no comment except Archeology which had the following comment:

(Archeology) After reviewing the Port of Palm Beach Draft Strategic Master Plan, there are some concerns about the possible impact on undocumented cultural resources in the area. First of all, on page 91 of the MP it is mentioned that the port is planning on acquiring the property to the north between 10th and 11th Street in order to its maximum boundary limits. This would require archaeological testing prior to any development that requires any subsurface endeavor. Additionally, that same page also mentions the intention to construct a parking structure. Their proposed location is right where the Riviera Complex Causeway and Shell Mound were located and should be excavated prior to construction. A map has been included to show the extent of the aforementioned area.

David Wiloch
Senior Planner
Palm Beach County Planning Division
2300 N. Jog Rd.
West Palm Beach, Fl 33411
Ph. 561-233-5593

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Riviera Site

1 : 5,000



Revision Date: <Type Date Here>
Contact: <Type Your Name Here>
Filename: <Type Path & Filename Here>

0 0.05 0.1 0.2 0.3 0.4 Kilometers

Note: Map is not official, for presentations purposes only.

Planning, Zoning & Building
2300 N Jog Rd
West Palm Beach, FL 33411
Phone (561) 233-5300

From: Teal Kawana <TKawana@pbcgov.org>
Sent: Monday, October 24, 2022 10:13 AM
To: Matt Mitchell
Subject: RE: Port Master Plan Update

Yes. Good point for justification.

Teal Kawana
Environmental Analyst
Palm Beach County
Dept. of Environmental Resources Mgmt.
2300 North Jog Road, 4th Floor
West Palm Beach, FL 33411
Email:TKawana@pbcgov.org
Office: (561)-681-3852

From: Matt Mitchell <MMitchell@pbcgov.org>
Sent: Monday, October 24, 2022 10:12 AM
To: Teal Kawana <TKawana@pbcgov.org>
Subject: RE: Port Master Plan Update

Has Brevard remained at top of total nest count, with us behind but more dense? That's an easy discussion point as to "why" we could benefit from one.

Matt Mitchell
(561) 681-3833
MMitchell@pbcgov.org

From: Teal Kawana <TKawana@pbcgov.org>
Sent: Monday, October 24, 2022 10:01 AM
To: Matt Mitchell <MMitchell@pbcgov.org>
Cc: Julie Bishop <JBishop@pbcgov.org>; Colette Biondi <CBiondi@pbcgov.org>
Subject: RE: Port Master Plan Update

Good Morning,

I'm happy to see there was mention of improvements to the lighting and that they will cooperate with us to minimize the impacts. They did remove language on shielding the lights, and this may be because it's outdated (July 2013, see below), however as far as I know, there are still existing high mast lights here that do not have implemented shielding (unless they're planning to remove all of those now so the temporary shields were no longer needed).

Policy 7.4 Minimiztion of Lighting Impacts on Sea Turtles

The Port ~~of Palm Beach~~ will continue to cooperate with ~~the~~ Palm Beach County's Department of Environmental Resources Management and other appropriate agencies regarding methods to minimize lighting impacts on sea turtles. **As the Port implements new lighting projects, this lighting** ~~must also~~ **will** be consistent with the Port's operational, safety and security obligations ~~as the Port implements new lighting projects~~. ~~The Port will install cut off fixtures on any new high mast lighting installed. By July 2013 the Port will provide an implementation schedule for installation of shielding on existing high mast lights.~~

There's no specifics or mention in here of implementing a sea turtle lighting plan, and I hope as they plan to incorporate new lighting they are able to do that and have review/commenting from FWC, USFWS and ERM. Port Canaveral has a great lighting plan example, see attached, and although, geographically the Port of Palm Beach is not as directly visible from the beach as Canaveral is, the impacts of indirect illumination and sky glow from our Port are very high (we have seen disorientation due to sky glow on Singer Island/Palm Beach Shores often).

RECCOMENDATIONS:

Mentioning the coordination with County is helpful in here, so they should be looking to us for lighting recommendations. Our ordinance technically does not put them in our jurisdiction, but because of their willingness to coordinate and the high probability that they'll be creating indirect illumination, I think it would be in their best interest to mention the implementation of a sea turtle lighting plan. I would like to eventually see the installation of fully shielded, downward directed, long wavelength light sources (560 nm or longer) for lighting (in feasible areas) but I do understand there are state and federal laws (OSHA) that may require other technologies in locations with specific foot-candle requirements (as they mentioned in being consistent with safety and security).

Please let me know if you'd like me to provide any additional information. Thank you!

Teal Kawana
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From: Matt Mitchell <MMitchell@pbcgov.org>
Sent: Wednesday, October 19, 2022 10:33 AM
To: Teal Kawana <TKawana@pbcgov.org>; Jena McNeal <JMcNeal@pbcgov.org>; Jennifer Baez <JBaez1@pbcgov.org>; Andy Studt <AStudt@pbcgov.org>
Cc: Julie Bishop <JBishop@pbcgov.org>
Subject: Port Master Plan Update

All,
Please take a look at Port Master plan updates and let me know if you have any comments. This has some general relevance to beneficial re-use, corals and mitigation, but also directly ties to potential lighting improvements (Teal). We've had meetings with them a few times in the past on lighting.

Most references on dredge material and use thereof would be a Corps conversation-and that pre-solicitation for the channel work has gone out.

Coordination with County where appropriate is largely covered throughout so I don't think there is a glaring need for additions. Project info at the end is interesting.

Please let me know no later than Tuesday morning as Mike and Deb need to provide comments by end of next week.

Thanks,

Matt

Matt Mitchell
Environmental Manager
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Florida Sugar & Molasses Exchange, Inc.

Members:

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Sugar Cane Growers Cooperative of Florida

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Singer Island, Florida 33404
(561) 842-2458
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Michael A. Meekins
Executive Director
One East 11th Street, Suite 600
Riviera Beach, Florida 33404

July 27, 2023

Dear Mr. Meekens

The Florida Sugar & Molasses Exchange, Inc. (FSME) has reviewed the updated Port of Palm Beach Strategic Master Plan (PLAN) which is updated periodically to define a wish list of projects that will support the future long-term success of the Port and its tenants. FSME fully supports being part of that success and will work with the port on projects that need our input.

FSME does have concern that with more overall future activity within the Port that the congestion of traffic from more trucks, the expanded rail operations and other equipment will cause our sugar and molasses operations to be less efficient. FSME's current business plan is to extend all our available lease options when appropriate and to operate within the Port of Palm Beach for the foreseeable future.

FSME has been cooperative in the past, releasing back to Port, portions of land which were under our lease to support other business within the port. This included the recent release of a triangle-shaped leased area to expand your rail infrastructure along with other parcels of land that assisted other tenants and even allowed the port to reclaim land and construct the cell tower adjacent to molasses tank area.

The "Plan" section 5.3.1 – Project Stakeholders – refers that FSME was consulted during the process which did allow us to vocalize our concerns and provide color and commentary to the proposed projects. FSME expressed at those meetings that while we support assisting the Port and its tenants' future success it should not be done in a manner that hinders our business or will cause additional costs at our expense. Although many items in the "Plan" may never materialize for various reasons, it should be noted that some of the plans include reassigning our northern molasses tank farm into container operations in section 7 which is implied by shading the area in blue transitioning from page 107 and 108. These tanks are critical to our operations. If the plan is to relocate the tanks, which was briefly discussed in our meetings, this idea would come with much reservation from my group although we will listen to any proposals the Port may have to facilitate better overall operations at the Port.

FSME wanted to take a moment to express to you our general thoughts in regard to the "Plan"

Yours Truly,

Michael J. Zally
Vice President / General Manager

Cc: FSME Board of Directors

moffatt & nichol

Team Members:
PSA Management
HDR
Dickey Consulting
Columbia Strategic Consulting Group LLC
AEGIR

Memorandum

Project:	Port of Palm Beach Strategic Master Plan
Subject:	Comments Received from Final Public Comment Period
Date:	August 1, 2023
M&N Job No.:	211060

The following information provides a high-level summary of the comments received during the final public comment period for the Draft Port of Palm Beach Strategic Master Plan. Comments were submitted to the Project Team at the final public meeting, held on Tuesday, June 27, 2023 and via the project website – www.planportofpalmbeach.com – through email: planportofpalmbeach@publicinput.com. The open comment period lasted for thirty days and closed on Thursday, July 27, 2023. This memo is accompanied by the comment inventory for record keeping.

I. Comments Received at The Final Hybrid Public Meeting (June 27, 2023)

- Concerns regarding cruise berth and 1,000' length cruise ship scenario.
- Draft restrictions.
- Timing for land acquisition.
- The new pier had both a concerning and beneficial response from meeting participants.
- Acquisition of northern port expansion.
- Safety improvements and adaptation of the entrance, middle, and inner channel.
- Port to confirm they will not deepen or widen the Intracoastal Waterway.
- Proposed changes and budget allocation.
- Land use considerations where Port abuts the neighborhood.
- Automobile and waterside traffic impact study.
- Cruise ship concerns and consideration of smaller vessels.
- Has the community been interviewed?
- Comments provided to the Project Team should also be sent to DEO, Dept. of Commerce and PBC Comprehensive Plan.
- Ferries.
- Electrification of container logistics.

II. Comments Received To the Project Website / Through Email (June 27 – July 27, 2023)

- **Palm Beach Civic Association (July 6, 2023)**
  - Disagreement with purpose of the plan to accommodate more and larger ships.
  - Lack of alternative approaches to managing the Port or blending its operations with surrounding communities.
  - Deficiencies to the Plan.
  - Missing competitive analysis/assessment of nearby Florida ports.
  - Missing cost/benefit analysis and ROI analysis.
  - Lack of reference for source data disclosure.
  - Dredging of four areas within the existing internal channel and turning basin not evident in the current draft Plan.

- No discussion on reducing environmental impact (including noise, light, and water quality) of the Port on surrounding communities.
- No discussion of reducing, controlling, and treating stormwater runoff to improve water quality in the Lake Worth Lagoon.
- Port facility improvements should include criteria for improving the impacts with benefits.
- Public safety is not addressed and should be factored in overall Port planning.

- **Stephanie Pew (July 10, 2023)**
  - Concern regarding deepening and widening of the inlet channel for future Port growth.
  - Concern regarding recreational impacts to Peanut Island.
  - Concern regarding cruise impact; we don't need to compete with Miami and Fort Lauderdale and cruise passengers won't add to local economic development. However, disruption to surrounding businesses can be significant.
  - Concern regarding the increase in cruise ships and their respective sizes.
  - Content with making cargo more efficient as this will help generate business.

- **Town of Palm Beach (July 18, 2023)**
  - Although deepening and widening of the inlet channel was not expressly mentioned in the final draft, the Town continues to object to any future expansion of the inlet channel.
    - Town requests the draft plan to explicitly state the Port's intent is to not pursue deepening and widening the inlet channel by providing additional language to address this sensitive item.
  - Town is also requesting the Port consider taking measures to improve the following land-based concerns:
    - Reduce light impacts during sea turtle season.
    - Adjust noise impact activities.
    - Move unsightly scrap metal that poses both environmental and tourism impacts.
  - Consideration of establishing a coalition with the Port and neighboring communities.

- **Riviera Beach and RBCRA, on behalf of its residents (July 27, 2023)**
  - Request for Port and City staff to meet to discuss City's concerns, followed by a future joint meeting of elected officials.
  - Complaints from residents regarding issues that affect their quality of life and overall compatibility of the Port and the City:
    - Sources of distress: noise, visual blight from shipping containers, boundary wall.
      - Opportunities for the Port to address these concerns and enhance the Port's aesthetics to better align with surrounding community.
      - City urges the Port to consider the visual impact of the proposed expansion of the Port's northern boundary. Considerations can include a decorative wall, heavily landscaped buffer, and public open space.
    - Number of trains and volume of cargo, along with need for investment to accommodate additional railcars. The current operations have overlooked impact on our community.
      - Opportunity for the Port to seek solutions that prioritize the well-being of our residents.
  - Riviera Beach's goal is to foster a more positive partnership with the Port.
    - It is vital we work together to create an environment free from environmental hazards or contaminants that would compromise the quality of life for our city.

        - The City believes open communication and cooperation is essential. The City is interested in how the new plan aims to improve environmental conditions within the port, including proposed measures regarding the unrestricted piling of scrap metal.
        - Marina Village Project and other port future enhancements are excellent opportunities to collaborate on parking and providing amenities.
    - Concern regarding potential conflicts between the Port's draft Master Plan and the City of Riviera Beach Comprehensive Plan and the Community Redevelopment Plan.
        - The City proposes open discussions to identify areas of concern and collaborate on addressing these conflicts.
    - Prioritize traffic patterns that do not disrupt the neighborhood and consider limitations on allowable uses adjacent to Riviera Beach neighborhoods.

- **Palm Beach County Planning Division (July 27, 2023)**
    - Suggested text edits provided for pages 118-120, 123, and 180.
    - The draft Master Plan was distributed to six (6) Palm Beach County departments: Planning, Zoning, Environmental Resources Management (ERM), Parks and Recreation, Archeology, and Engineering. All had no comment except Archeology.
        - Concern regarding impact on undocumented cultural resources in the area.
            - Port's northern expansion would require archaeological testing prior to any development that would require any subsurface endeavor.
            - The proposed parking structure location will need to be excavated prior to construction as that is the location site of the Riviera Complex Causeway and Shell Mound.
            - See attached aerial for markup.
    - No mention of a sea turtle lighting plan. Requesting the inclusion of a sea turtle lighting plan. Port Canaveral offers an example.
        - The Port can coordinate with the County and look to County for recommendations.

- **Florida Sugar & Molasses Exchange, Inc. (FSME) (July 27, 2023)**
    - Suggested FSME fully supports being part of the Port's success and will work with the Port on projects that FSME's input is needed.
    - Concerns with future trucks causing more traffic congestion and expanded rail operations/other equipment will cause FSME's operations to be less efficient.
    - FSME will support assisting the Port and its tenants' future success, but cannot do so in a manner that hinders their business or cause additional costs at FSME's expense.
    - Concern regarding reassigning FSME's northern molasses tank farm into container operations. The tanks are critical to their operations. If the plan comes to fruition to move the tanks, there will be much reservation from FSME, although FSME will listen to the Port's proposals.



moffatt & nichol