

ROGER F. WICKER

MISSISSIPPI

ARMED SERVICES

BUDGET

COMMERCE, SCIENCE, AND TRANSPORTATION

ENVIRONMENT AND PUBLIC WORKS

RULES AND ADMINISTRATION

SUITE 555

DIRKSEN SENATE OFFICE BUILDING

WASHINGTON, DC 20510

(202) 224-6253

[www.wicker.senate.gov](http://www.wicker.senate.gov)

## United States Senate

WASHINGTON, DC 20510

November 28, 2022

The Honorable Pete Buttigieg  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, D.C. 20003-3660

Dear Secretary Buttigieg,

I would like to express my support for Hancock County Port and Harbor Commission's application for a Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program grant for the Port Bienville Short Line Railroad Intermodal Expansion project.

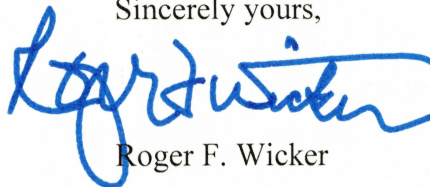
Hancock County Port and Harbor Commission's Port Bienville Industrial Park is an economic engine in Hancock County, Mississippi. Over recent years, growth in demand and utilization of the railroad at the industrial park has increased beyond the capacity of existing infrastructure. Railcar storage regularly surpasses planned capacity, and the park lacks the necessary classification yard for blocking trains in multiple directions. This leads to shipping delays and inefficiencies, not just at Port Bienville, but also in New Orleans and across the Gulf Coast.

The future economic growth and vitality of Hancock County and the entire nation is linked to the quality of our transportation infrastructure. This project is an example of long-range planning to support existing tenants, attract new business, and relieve regional congestion. The additional capacity and intermodal capabilities will expand economic opportunities for Hancock County and also improve freight movement and logistics network resiliency for the entire Gulf Coast region.

I hope that you will give Hancock County Port and Harbor Commission's application every consideration. Please do not hesitate to contact me if I can provide additional information.

With best wishes, I am

Sincerely yours,



Roger F. Wicker

United States Senate  
WASHINGTON, DC 20510-2405

COMMITTEE ON  
APPROPRIATIONS  
  
COMMITTEE ON  
AGRICULTURE, NUTRITION,  
AND FORESTRY  
  
COMMITTEE ON  
ENERGY AND  
NATURAL RESOURCES  
  
COMMITTEE ON  
RULES AND  
ADMINISTRATION

November 30, 2022

Ms. Madeline R. Walker, J.D.  
Chief Administrative Officer  
Port Bienville Railroad  
14054 Fred & Al Key Road  
Kiln, Mississippi 39556

Dear Ms. Walker,

Thank you for your recent correspondence to my office regarding Port Bienville Railroad's application for a Consolidated Rail Infrastructure and Safety Improvements grant through the Federal Railroad Administration at the Department of Transportation.

I have contacted the appropriate authorities at the Department of Transportation in support of this application. I will let you know if any additional information about your submission becomes available.

Thank you for this opportunity to be of service.

Sincerely,



CINDY HYDE-SMITH  
United States Senator



# State of Mississippi

TATE REEVES  
Governor

November 30, 2022

Federal Railroad Administration  
Amit Bose, Federal Railroad Administrator  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Mr. Bose,

As Governor of the state of Mississippi, I am writing in support of the Hancock County Port and Harbor Commission's (HCPHC) application for the Port Bienville Short Line Railroad (PBVR) Intermodal Expansion in Hancock County, Mississippi.

The proposed project will build a seven-track classification yard where railcars can be sorted and blocked for multi-directional shipping. Upon completion, the improved facilities will reduce shipping times and reduce congestion along the mainline and in Gentilly Yard.

Port Bienville Railroad processes about 8,000 loaded rail cars a year for 16 port tenants that employ 600 people. The railroad connects Port Bienville Industrial Park to CSX Class I service.

PBVR interchanges with CSX twice daily. The current facilities do not support multi-directional train blocking. All outbound shipments go to New Orleans, and all inbound shipments come from New Orleans. For instance, an outbound railcar destined for Mobile must first travel west to New Orleans before traveling back east to its destination. Inbound traffic to Port Bienville from the east also must travel past Port Bienville to New Orleans before coming back to the port for delivery. The extra shipping time to New Orleans increases freight rail congestion along the mainline, congestion in New Orleans' Gentilly Yard and causes delivery delays.

The proposed project will also add storage track for 200 rail cars which will alleviate congestion, reduce unscheduled overtime, and increase safety and efficiency at PBVR.

The project has my full support and I believe it deserves full consideration and funding from the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program through the U.S. Department of Transportation.

Sincerely,

Tate Reeves  
Governor

# Mississippi House of Representatives

## COMMITTEE ASSIGNMENTS:

Public Utilities- Vice-Chairman  
County Affairs  
Gaming  
Marine Resources  
Municipalities  
Ports, Harbors and Airports



Post Office Box 4601  
Bay St. Louis, MS 39521  
Cell: 228.216.1630  
banderson@house.ms.gov

## REPRESENTATIVE BRENT D. ANDERSON

November 28, 2022

District 122  
Hancock County

Federal Railroad Administration  
Amit Bose, Federal Railroad Administrator  
1200 New Jersey Ave, SE  
Washington, DC 20590

Mr. Bose,

I am writing in support of Hancock County Port and Harbor Commission's (HCPHC) application for the Port Bienville Short Line Railroad (PBVR) Intermodal Expansion in Hancock County, Mississippi.

The project will also add a seven-track classification yard for blocking trains for multi-direction shipping which will reduce delivery delays. The tracks will also add storage for 235 cars which will alleviate congestion, reduce unscheduled overtime and increase safety and efficiency. To help support existing business and create new opportunities, the project will also add a truck-to-rail intermodal yard.

Shipping by rail removes about three trucks from highways and roadways. Shipping by rail is safer, more efficient and more environmentally sustainable. Less trucks on the road improves air quality and reduces congestion with passenger vehicles.

Investment in transportation infrastructure grows the economy and affects quality of life. Port Bienville Railroad processes about 8,000 loaded rail cars a year for 16 port tenants that employ 600 people.

The Port Bienville Short Line Railroad Intermodal Yard Project in Hancock County, Mississippi, is an example of long-range planning to support existing tenants, attract new business, and relieve regional congestion. The project will grow economic activity and support high-paying jobs. The additional capacity and intermodal capabilities will not only expand economic opportunities for Hancock County, but also improve freight efficiency and resiliency for the entire region.

The project has my full support and deserves full consideration and funding from the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program through the U.S. Department of Transportation.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brent D. Anderson", is written over a blue horizontal line.

Representative Brent D. Anderson

New Capitol • Post Office Box 1018 • Jackson, MS 39215-1018

Email: [banderson@house.ms.gov](mailto:banderson@house.ms.gov)



**SOUTHERN RAIL COMMISSION**

31 August 2022

Amit Bose  
Federal Railroad Administrator  
Federal Railroad Administration

Mr. Bose,

Thank you for your steadfast support of the development of passenger rail infrastructure and service in Louisiana, Mississippi, and Alabama. FRA has been a critical partner in convening the necessary stakeholders, as well as in drawing down planning and construction funds.

Restored Gulf Coast passenger rail service along the CSX line between New Orleans, LA and Mobile, AL remains one of the SRC's top priorities. The CSX line, however, still requires several infrastructure improvements to accommodate increased passenger rail service. For this reason, we were excited to see that the Port Bienville Railroad (PBVR) submitted a 2022 RAISE grant for the [Port Bienville Railroad Intermodal Expansion](#) for freight capacity improvements along the CSX line. We were then disappointed to see that this RAISE grant was unsuccessful.

The Southern Rail Commission wholeheartedly supports the Port Bienville Railroad Intermodal Expansion. Currently, freight carriers on the CSX line exceed rail car and intermodal capacity, obstructing the passage of any future passenger rail cars. These insufficient facilities render multi-directional rail car blocking infeasible, forcing all eastbound rail traffic to first travel westward to New Orleans.

The new intermodal and classification yards would aid the passage of freight and passenger cars alike, and would boost the capacity of a rapidly growing region.

PBVR is planning to submit a CRISI grant application for that same project once that NOFO is released this year. The application will look very similar to the above RAISE application and seek to accomplish the same goals. For the reasons stated above, the

**OFFICERS**

Knox Ross  
Chairman

John Spain  
Vice Chairman

Toby Bennington  
Secretary-Treasurer

**COMMISSIONERS**

ALABAMA  
Gov. Kay Ivey

Toby Bennington  
Steven M. Brom  
Wiley Blankenship  
David Clark

LOUISIANA  
Gov. John Bel Edwards

Renee Lapeyrolerie  
Rep. Walt Leger  
Mayor Adrian Perkins  
John Spain  
Dr. Shawn Wilson  
Roy W. Woodruff, Jr.

MISSISSIPPI  
Gov. Tate Reeves

Frankie Castiglia Jr.  
Brian Fulton  
Katie Hood  
Kay Kell  
Knox Ross  
Dewitt Jerome Wall, III



**SOUTHERN RAIL COMMISSION**

SRC supports PBVR's future CRISI grant application and any future grants needed to complete the Port Bienville Railroad Intermodal Expansion.

Should you have any remaining questions, The SRC can be contacted via John Robert Smith at [jrsmith@t4america.org](mailto:jrsmith@t4america.org) or Benito Pérez at [benito.perez@t4america.org](mailto:benito.perez@t4america.org).

A handwritten signature in black ink, appearing to read "John Spain".

John Spain  
State of Louisiana

A handwritten signature in black ink, appearing to read "Knox Ross".

Knox Ross  
State of Mississippi



Office of the Secretary  
PO Box 94245 | Baton Rouge, LA 70804-9245  
ph: 225-379-1200 | fx: 225-379-1851

John Bel Edwards, Governor  
Shawn D. Wilson, Ph.D., Secretary

November 23, 2022

Mr. Amit Bose  
Administrator  
Federal Railroad Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Administrator Bose:

On behalf of the Louisiana Department of Transportation and Development, I am writing to express my support for the Hancock County Port and Harbor Commission's (HCPHC) application for the FY22 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program funding for the **Port Bienville Short Line Railroad (PBVR) Intermodal Expansion** in Hancock County, Mississippi.

Investment in transportation infrastructure grows the economy and affects quality of life. Port Bienville Railroad processes about 8,000 loaded rail cars a year for 16 port tenants that employ 600 people. The railroad connects Port Bienville Industrial Park to CSX Class I service.

PBVR interchanges with CSX twice daily. The current facilities do not support multi-directional train blocking. All outbound shipments go to New Orleans, and all inbound shipments come from New Orleans. For instance, an outbound railcar destined for Mobile must first travel west to New Orleans before traveling back east to its destination. Inbound traffic to Port Bienville from the east also must travel past Port Bienville to New Orleans before coming back to the port for delivery. The extra shipping time to New Orleans increases freight rail congestion along the mainline, congestion in the New Orleans Gentilly Yard and causes delivery delays.

The proposed project will build a seven-track classification yard where railcars can be sorted and blocked for multi-directional shipping. Upon completion, eastbound traffic will be sent east, and westbound traffic will be sent west. The improved facilities will reduce shipping times and reduce congestion along the mainline and in Gentilly Yard. The proposed project will also add storage track for 235 rail cars, which will alleviate congestion, reduce unscheduled overtime and increase safety and efficiency at PBVR.

Thank you for your consideration of this important project and please do not hesitate to contact me with any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Shawn D. Wilson", is written over a blue circular stamp or seal.

Shawn D. Wilson, Ph.D.  
Secretary

SDW:JDG:ese

cc: Jace R. Ponder, Communications Director, Hancock County, MS

**Jeff Ely, P.E.**  
Chief of Staff  
**Charles R. Carr**  
Director, Office of Intermodal Planning



**Brian D. Ratliff, P.E.**  
Deputy Executive Director/Chief Engineer  
**Lisa M. Hancock, CPA**  
Deputy Executive Director/Administration

**Brad White**  
Executive Director

---

November 17, 2022

Amit Bose  
Administrator, Federal Railroad Administration  
1200 New Jersey SE  
Washington, DC 20590

Subject: Port Bienville Short Line Railroad Intermodal Expansion – Hancock County, Mississippi

Mr. Bose,

I am writing to express my support of Hancock County Port and Harbor Commission's Consolidated Rail Infrastructure and Safety Improvements Program application for the Port Bienville Short Line Railroad (PBVR) Intermodal Expansion in Hancock County, Mississippi.

MDOT is committed to partnering with modalities in leveraging funding opportunities to support operations and service expansion. The availability of multiple freight modes is important for enhancing the resiliency of the freight network and the State's economic competitiveness as shippers have multiple modal options. In addition, the ability to transport greater volumes of goods by rail and barge can be part of a broader solution to alleviating truck bottlenecks. The proposed Port Bienville Short Line Railroad Intermodal Expansion project's classification yard is anticipated to help alleviate freight rail congestion between New Orleans and Mobile. The proposed intermodal yard could provide an opportunity for modal shift between truck and rail. The intermodal yard is also expected to help shippers reduce congestion on highways and port tenants with last mile delivery.

This project aligns with state freight goals and has the support of the Mississippi Department of Transportation. We appreciate your serious consideration of this project. Please let us know if any information is needed.

Sincerely,

Brad White





CSX Transportation  
500 Water Street, J150  
Jacksonville, FL 32202

November 22, 2022

Federal Railroad Administration  
Amit Bose, Federal Railroad Administrator  
1200 New Jersey Ave, SE  
Washington, DC 20590

Mr. Bose,

On behalf of CSX Transportation, I am writing in support of Hancock County Port and Harbor Commission's (HCPHC) application for the Port Bienville Short Line Railroad (PBVR) Intermodal Expansion in Hancock County, Mississippi.

Investment in transportation infrastructure grows the economy and affects quality of life. Port Bienville Railroad processes about 8,000 loaded rail cars a year for 16 port tenants that employ 600 people. The railroad connects Port Bienville Industrial Park to CSX Class I service.

PBVR interchanges with CSX twice daily. The current facilities do not support multi-directional train blocking. All outbound shipments go to New Orleans, and all inbound shipments come from New Orleans. For instance, an outbound railcar destined for Mobile must first travel west to New Orleans before traveling back east to its destination. Inbound traffic to Port Bienville from the east also must travel past Port Bienville to New Orleans before coming back to the port for delivery. The extra shipping time to New Orleans increases freight rail congestion along the mainline, congestion in New Orleans' Gentilly Yard and causes delivery delays.

The proposed project will build a seven-track classification yard where railcars can be sorted and blocked for multi-directional shipping. Upon completion, eastbound traffic will be sent east, and westbound traffic will be sent west. The improved facilities will reduce shipping times and reduce congestion along the mainline and in Gentilly Yard.

The proposed project will also add storage track for 235 rail cars which will alleviate congestion, reduce unscheduled overtime and increase safety and efficiency at PBVR.

The project has the full support of CSX Transportation and deserves full consideration and funding from the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program through the U.S. Department of Transportation.

Sincerely,

Tom Livingston  
VP Government Affairs

Tom Tisa  
Head of Business Development



Inland Rivers, Ports and Terminals, Inc.  
4625 Lindell Boulevard,  
Suite 200 - #2179  
St. Louis MO 63108  
[www.irpt.net](http://www.irpt.net)

Rediscover the *strength* of America's Inland Rivers

November 21, 2022

Federal Railroad Administration  
Amit Bose, Federal Railroad Administrator  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Mr. Bose,

On behalf of Inland Rivers, Ports & Terminals, Inc. (IRPT), I am writing to voice our organization's strong support of Hancock County Port and Harbor Commission's (HCPHC) request for funding through the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program for the Port Bienville Short Line Railroad (PBVR) Intermodal Expansion in Hancock County, Mississippi.

The project will also add a seven-track classification yard for blocking trains for multi-direction shipping which will reduce delivery delays. The tracks will also add storage for 235 cars which will alleviate congestion, reduce unscheduled overtime and increase safety and efficiency. To help support existing business and create new opportunities, the project will also add a truck-to-rail intermodal yard.

Shipping by rail removes about three trucks from highways and roadways. Shipping by rail is safer, more efficient and more environmentally sustainable. Less trucks on the road improves air quality and reduces congestion with passenger vehicles.

Investment in transportation infrastructure grows the economy and affects quality of life. Port Bienville Railroad processes about 8,000 loaded rail cars a year for 16 port tenants that employ 600 people.

The Port Bienville Short Line Railroad Intermodal Yard Project in Hancock County, Mississippi, is an example of long-range planning to support existing tenants, attract new business, and relieve regional congestion. The project will grow economic activity and support high-paying jobs. The additional capacity and intermodal capabilities will not only expand economic opportunities for Hancock County, but also improve freight efficiency and resiliency for the entire region.

Thank you in advance for your time and consideration. The strength and economic vitality of our region is supported by our goods transportation moving quickly and efficiently, and this grant will only serve to enhance South Mississippi, the State of Mississippi and the nation.

Inland Rivers, Ports and Terminals, Inc. (IRPT) is a nationwide trade association composed of ports, terminals, users, and suppliers of the U.S. Inland Waterway system. IRPT promotes the use of our nation's rivers as the most cost effective, and environmentally friendly form of transportation. I appreciate your time and thoughtful consideration of this funding application.

Sincerely,

*Aimee Andres*

Aimee Andres  
Executive Director



# Gulf Regional Planning Commission

Serving the Governments of the Mississippi Gulf Coast

November 21, 2022

Amit Bose  
Federal Railroad Administrator

RE: Port Bienville Short Line Railroad Intermodal Expansion

Mr. Bose,

On behalf of Gulf Regional Planning Commission (GRPC), I am writing in support of Hancock County Port and Harbor Commission's (HCPHC) application for the Port Bienville Short Line Railroad (PBVR) Intermodal Expansion in Hancock County, Mississippi.

As part of its 2022 Statewide Freight Plan currently under review with the Federal Highway Administration, MDOT identified strategies to improve freight transportation in the state, including:

- Partner with short line and Class I railroads to secure funds to expand service, increase capacity, and enhance operations.
- Seek opportunities to expand the Multimodal Transportation Improvement Program to support multimodal freight projects.
- Continue to partner with airports, ports, and railroads to support operations and service expansions through direct investments and landside infrastructure maintenance, capacity, and operational improvements.
- Prioritize and perform infrastructure upgrades to Tier III freight corridors.

Gulf Regional Planning Commission also notes the importance of railroad infrastructure in freight movement. According to its 2045 Metropolitan Transportation Plan, between 2016 and 2045 in the metropolitan planning area, total freight rail tonnage is expected to increase 33% to 2.3 million tons and total freight rail value is expected to increase to \$1.3 billion.

The proposed Port Bienville Short Line Railroad (PBVR) Intermodal Expansion project's classification yard will help alleviate freight rail congestion between New Orleans and Mobile. The proposed intermodal yard will provide a modal shift between truck and rail. The intermodal yard will help shippers remove truck traffic from highways, and it will help port tenants with last mile delivery.

The project aligns with regional goals and has the full support of GRPC and deserves full consideration and funding from the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program through the U.S. Department of Transportation.

Sincerely,

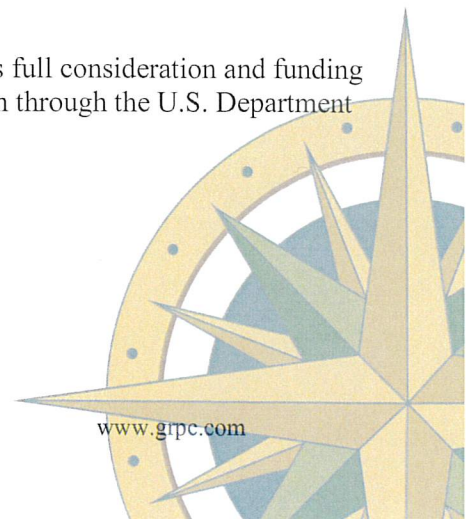
Kenneth Yarrow, Executive Director  
Gulf Regional Planning Commission

1635 Popp's Ferry Road, Suite G

Biloxi, MS 39532

(228) 207-7380

[www.grpc.com](http://www.grpc.com)





Federal Railroad Administration  
Amit Bose, Federal Railroad Administrator  
1200 New Jersey Ave, SE  
Washington, DC 20590

Mr. Bose,

On behalf of the Mississippi State Port Authority, I am writing in support of Hancock County Port and Harbor Commission's (HCPHC) application for the Port Bienville Short Line Railroad (PBVR) Intermodal Expansion in Hancock County, Mississippi.

The project will also add a seven-track classification yard for blocking trains for multi-direction shipping which will reduce delivery delays. The tracks will also add storage for 235 cars which will alleviate congestion, reduce unscheduled overtime and increase safety and efficiency. To help support existing business and create new opportunities, the project will also add a truck-to-rail intermodal yard.

Shipping by rail removes about three trucks from highways and roadways. Shipping by rail is safer, more efficient, and more environmentally sustainable. Less trucks on the road improves air quality and reduces congestion with passenger vehicles.

Investment in transportation infrastructure grows the economy and affects quality of life. Port Bienville Railroad processes about 8,000 loaded rail cars a year for 16 port tenants that employ 600 people.

The Port Bienville Short Line Railroad Intermodal Yard Project in Hancock County, Mississippi, is an example of long-range planning to support existing tenants, attract new business, and relieve regional congestion. The project will grow economic activity and support high-paying jobs. The additional capacity and intermodal capabilities will not only expand economic opportunities for Hancock County, but also improve freight efficiency and resiliency for the entire region.

The project has the full support of the Mississippi State Port Authority and deserves full consideration and funding from the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program through the U.S. Department of Transportation.

Sincerely,

Jon T. Nass  
Executive Director/CEO

kwp



**American Short Line and  
Regional Railroad Association**

November 28, 2022

Amit Bose, Administrator  
Federal Railroad Administration  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Administrator Bose,

On behalf of the American Short Line and Regional Railroad Association, I am writing in support of Hancock County Port and Harbor Commission's (HCPHC) application for the Port Bienville Short Line Railroad (PBVR) Intermodal Expansion in Hancock County, Mississippi.

PBVR interchanges with CSX twice daily. The current facilities do not support multi-directional train blocking. All outbound shipments go to New Orleans, and all inbound shipments come from New Orleans. For instance, an outbound railcar destined for Mobile must first travel west to New Orleans before traveling back east to its destination. Inbound traffic to Port Bienville from the east also must travel past Port Bienville to New Orleans before coming back to the port for delivery. The extra shipping time to New Orleans unnecessarily increases freight rail congestion along the mainline and in New Orleans' Gentilly Yard, and causes delivery delays.

The proposed project would build a seven-track classification yard where railcars can be sorted and blocked for multi-directional shipping. Upon completion, eastbound traffic will be sent east, and westbound traffic will be sent west, as it should be. The improved facilities will reduce shipping times and reduce congestion along the mainline and in Gentilly Yard.

The proposed project will also add storage track for 235 rail cars which will alleviate congestion, reduce unscheduled overtime, and increase safety and efficiency at PBVR.

In our opinion, this project would be very deserving of funding from the CRISI Program.

Sincerely,

Chuck Baker  
President, ASLRRRA

American Short Line and Regional Railroad Association  
50 F Street NW, Suite 500  
Washington, DC 20001



## **BOARD OF SUPERVISORS**

*Hancock County  
854 Highway 90, Suite A  
Bay St. Louis, MS 39520*

*Telephone (228) 467-0172  
Fax (228) 467-2691*

November 18, 2022

Federal Railroad Administration  
Amit Bose, Federal Railroad Administrator  
1200 New Jersey Ave, SE  
Washington, DC 20590

Mr. Bose,

On behalf of the Hancock County Board of Supervisors, I am writing in my capacity as Board President to show the Board's full endorsement and strong support of the Hancock County Port and Harbor Commission's (HCPHC) application for the Port Bienville Short Line Railroad (PBVR) Intermodal Expansion in Hancock County, Mississippi.

The project will add a seven-track classification yard for blocking trains for multi-direction shipping which will reduce delivery delays. The tracks will also add storage for 235 cars which will alleviate congestion, reduce unscheduled overtime and increase safety and efficiency. To help support existing business and create new opportunities, the project will also add a truck-to-rail intermodal yard.

Shipping by rail removes about three trucks from highways and roadways. Shipping by rail is safer, more efficient and more environmentally sustainable. Less trucks on the road improves air quality and reduces congestion with passenger vehicles.

Investment in transportation infrastructure grows the economy and affects quality of life. Port Bienville Railroad processes about 8,000 loaded rail cars a year for 16 port tenants that employ 600 people.

The Port Bienville Short Line Railroad Intermodal Yard Project in Hancock County, Mississippi, is an example of long-range planning to support existing tenants, attract new business, and relieve regional congestion. The project will grow economic activity and support high-paying jobs. The additional capacity and intermodal capabilities will not only expand economic opportunities for Hancock County, but also improve freight efficiency and resiliency for the entire region.

In conclusion, the project has the full support of the Hancock County Board of Supervisors and deserves full consideration and funding from the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program through the U.S. Department of Transportation.

Sincerely,

President Scotty Adam  
Hancock County Board of Supervisors



**STATE OF MISSISSIPPI  
DEPARTMENT OF AGRICULTURE AND COMMERCE**

ANDY GIPSON  
COMMISSIONER

November 29, 2022

Federal Railroad Administration  
Amit Bose, Federal Railroad Administrator  
1200 New Jersey Ave, SE  
Washington, DC 20590

Mr. Bose,

On behalf of the Mississippi Department of Agriculture and Commerce, I am writing in support of Hancock County Port and Harbor Commission's (HCPHC) application for the Port Bienville Short Line Railroad (PBVR) Intermodal Expansion in Hancock County, Mississippi.

Investment in transportation infrastructure grows the economy and affects quality of life. Port Bienville Railroad processes about 8,000 loaded rail cars a year for 16 port tenants that employ 600 people. The railroad connects Port Bienville Industrial Park to CSX Class I service.

PBVR interchanges with CSX twice daily. The current facilities do not support multi-directional train blocking. All outbound shipments go to New Orleans, and all inbound shipments come from New Orleans. For instance, an outbound railcar destined for Mobile must first travel west to New Orleans before traveling back east to its destination. Inbound traffic to Port Bienville from the east also must travel past Port Bienville to New Orleans before coming back to the port for delivery. The extra shipping time to New Orleans increases freight rail congestion along the mainline, congestion in New Orleans' Gentilly Yard and causes delivery delays.

The proposed project will build a seven-track classification yard where railcars can be sorted and blocked for multi-directional shipping. Upon completion, eastbound traffic will be sent east, and westbound traffic will be sent west. The improved facilities will reduce shipping times and reduce congestion along the mainline and in Gentilly Yard.

The proposed project will also add storage track for 235 rail cars which will alleviate congestion, reduce unscheduled overtime, and increase safety and efficiency at PBVR.

The project has the full support of the Mississippi Department of Agriculture and Commerce and deserves full consideration and funding from the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program through the U.S. Department of Transportation.

Sincerely,

A handwritten signature in blue ink that reads "Andy Gipson".

Andy Gipson  
Commissioner



## Mississippi Manufacturers Association

November 28, 2022

Federal Railroad Administration  
Amit Bose, Federal Railroad Administrator  
1200 New Jersey Ave, SE  
Washington, DC 20590

Mr. Bose,

On behalf of Mississippi Manufacturers Association (MMA), I am writing in support of Hancock County Port and Harbor Commission's (HCPHC) application for the Port Bienville Short Line Railroad (PBVR) Intermodal Expansion in Hancock County, Mississippi.

Investment in transportation infrastructure grows the economy and affects quality of life. Port Bienville Railroad processes about 8,000 loaded rail cars a year for 16 port tenants that employ 600 people. The railroad connects Port Bienville Industrial Park to CSX Class I service.

PBVR interchanges with CSX twice daily. The current facilities do not support multi-directional train blocking. All outbound shipments go to New Orleans, and all inbound shipments come from New Orleans. For instance, an outbound railcar destined for Mobile must first travel west to New Orleans before traveling back east to its destination. Inbound traffic to Port Bienville from the east also must travel past Port Bienville to New Orleans before coming back to the port for delivery. The extra shipping time to New Orleans increases freight rail congestion along the mainline, congestion in New Orleans' Gentilly Yard and causes delivery delays.

The proposed project will build a seven-track classification yard where railcars can be sorted and blocked for multi-directional shipping. Upon completion, eastbound traffic will be sent east, and westbound traffic will be sent west. The improved facilities will reduce shipping times and reduce congestion along the mainline and in Gentilly Yard.

The proposed project will also add storage track for 235 rail cars which will alleviate congestion, reduce unscheduled overtime and increase safety and efficiency at PBVR.

The project has the full support of the MMA and deserves full consideration and funding from the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program through the U.S. Department of Transportation.

Sincerely,

A handwritten signature in blue ink, appearing to read "John McKay", is written over a light blue horizontal line.

John McKay  
President and CEO





November 22, 2022

Federal Railroad Administration  
Amit Bose, Federal Railroad Administrator  
1200 New Jersey Ave, SE  
Washington, DC 20590

Mr. Bose,

On behalf of DAK Americas Mississippi Inc, an Alpek Polyester Business, I am writing in support of Hancock County Port and Harbor Commission's (HCPHC) application for the Port Bienville Short Line Railroad (PBVR) Intermodal Expansion in Hancock County, Mississippi.

Investment in transportation infrastructure grows the economy and affects quality of life. Port Bienville Railroad processes about 8,000 loaded rail cars a year for 16 port tenants that employ nearly 600 people. The railroad connects Port Bienville Industrial Park to CSX Class I service.

PBVR interchanges with CSX twice daily. The current facilities do not support multi-directional train blocking. All outbound shipments go to New Orleans, and all inbound shipments come from New Orleans. For instance, an outbound railcar destined for Mobile must first travel west to New Orleans before traveling back east to its destination. Inbound traffic to Port Bienville from the east also must travel past Port Bienville to New Orleans before coming back to the port for delivery. The extra shipping time to New Orleans increases freight rail congestion along the mainline, congestion in New Orleans' Gentilly Yard and causes delivery delays.

The proposed project will build a seven-track classification yard where railcars can be sorted and blocked for multi-directional shipping. Upon completion, eastbound traffic will be sent east, and westbound traffic will be sent west. The improved facilities will reduce shipping times and reduce congestion along the mainline and in Gentilly Yard.

The proposed project will also add storage track for 200 rail cars which will alleviate congestion, reduce unscheduled overtime and increase safety and efficiency at PBVR.

The project has the full support of the DAK Americas Mississippi Inc and deserves full consideration and funding from the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program through the U.S. Department of Transportation.

Sincerely,

A handwritten signature in dark ink, appearing to read "Shaun P. Yeaman", with a long horizontal flourish extending to the right.

Shaun P. Yeaman  
Pearl River Site Operations Director  
DAK Americas Mississippi Inc.

DAK Americas Mississippi Inc • Pearl River Site  
3303 Port and Harbor Drive • Bay St. Louis, MS 39520  
228-533-4000 • [www.alpekpolyester.com](http://www.alpekpolyester.com)

*DAK Americas Mississippi Inc., an Alpek Polyester Business*



Stevan R. Schott  
President and  
Chief Executive Officer

Ph: 1.412.787.6792  
Fax: 1.412.787.5162

Federal Railroad Administration  
Amit Bose, Federal Railroad Administrator  
1200 New Jersey Ave, SE  
Washington, DC 20590

November 21, 2022

Dear Mr. Bose,

On behalf of Calgon Carbon Corporation, I am writing in support of Hancock County Port and Harbor Commission's (HCPHC) application for the Port Bienville Short Line Railroad (PBVR) Intermodal Expansion in Hancock County, Mississippi.

Calgon Carbon has been a tenant at the Port Bienville Industrial Park since 1992 and appreciate the support provided to help advance our activities there. We are currently completing two (2) separate expansion projects at this important manufacturing location from which we distribute our activated carbon products across the U.S. and export those products throughout the world.

Improving the capabilities of the Port Bienville Industrial Park is critical to the continued success of Calgon Carbon's – and other tenant – operations there. Investment in transportation infrastructure grows the economy and affects quality of life. The Port Bienville Railroad processes about 8,000 loaded rail cars a year for 16 port tenants that employ 600 people. The railroad connects Port Bienville Industrial Park to CSX Class I service.

PBVR interchanges with CSX twice daily. The current facilities do not support multi-directional train blocking. All outbound shipments go to New Orleans, and all inbound shipments come from New Orleans. For instance, an outbound railcar destined for Mobile must first travel west to New Orleans before traveling back east to its destination. Inbound traffic to Port Bienville from the east also must travel past Port Bienville to New Orleans before coming back to the port for delivery. The extra shipping time to New Orleans increases freight rail congestion along the mainline, congestion in New Orleans' Gentilly Yard and causes delivery delays.

The proposed project will build a seven-track classification yard where railcars can be sorted and blocked for multi-directional shipping. Upon completion, eastbound traffic will be sent east, and westbound traffic will be sent west. The improved facilities will reduce shipping times and reduce congestion along the mainline and in Gentilly Yard.

The proposed project will also add storage track for 200 rail cars which will alleviate congestion, reduce unscheduled overtime, and increase safety and efficiency at PBVR.

The project has the full support of Calgon Carbon and we encourage a positive funding decision from the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program through the U.S. Department of Transportation.

Sincerely,

Stevan R. Schott  
President and Chief Executive Officer