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ENTERED
Office of Chief Counsel
July 8, 2026
Part of
Public Record

July 8, 2026

Chief of Case Administration
Office of Chief Council
Surface Transportation Board
395 E Street, Southwest
Washington. DC 20423-0001

Re. Railroad Project Left Behind. Finance Docket # 36873

Dear Chief of Case Administration:

In the interests of time I request submission of the following comments which are followed by concerns and supporting materials.

Comments: If Finance Docket #36873 is approved there will be a definite, strategic re-alignment of commerce, commercial activity, capital investment, directional trade flows and ultimately substantial changes within the rail transportation complex. The net result I believe: taxpayer financed railroad projects will be left behind.

Left Behind.

In its filing at Finance Docket #36873 Union Pacific Railroad stated:

Vol I, page 23 *"the Applicants are not conditions to competition parties who are disadvantaged by increased competition."*

To date, I haven't found where exactly, this increased competition is to be found, how exactly it is defined and to my concern how this *"increased competition"* doesn't leave taxpayer invested capital into railroad projects that are left behind.

Left Behind.

Attached is information from the South Carolina Daily Gazette relative to a **\$550 million** taxpayer financed investment in *"taxpayer funding South Carolina lawmakers set aside for projects at the Port of Charleston."*

Surface Transportation Board, Chief of Case Administration.
Page Two
July 8, 2026.

\$550 million the taxpayers either have an will invest into the Port of Charleston placed against Finance Docket #36873. I'm questioning and respectfully ask your office to question whether this **\$550 million investment** is being considered, respected and advanced through this application process.

Some further arguments:

APP, Volume I, Page 381

B. Committed Gateway Pricing Will Provide a Market-Based Pricing Option(s). It goes on, "committed gateway will provide a formulae and seamless methodology for establishing UP/NS revenue requirements."

I'm questioning and respectfully ask your office to question who this actually represents the interests of the merged railroads or the interests of commerce, direction and regional economic development?

APP, Volume I, Page 385

Price Development.

"Gateway Pricing will be a *"market based, data driven, approach."*

I'm questioning what exactly is this "market based" approach. I'm reading some of the filings before the STB on Finance Docket #36873 and their definitions, or at least my perceptions of definitions of *"market based"* approaches. I'm requesting your office tighten up or ratchet the definition of "market based" approaches relative to Finance Docket #36873.

Charleston, South Carolina is just one location that I think has the potential to get left behind if this finance docket is approved.

Surface Transportation Board, Chief of Case Administration
Page Three
July 8, 2026

Left Behind.

Sincerely

/s/ Steven Connolly

Attachments:

South Carolina Daily Gazette. July 2, 2026. Taxpayer Funds Deplete.

Certifications:

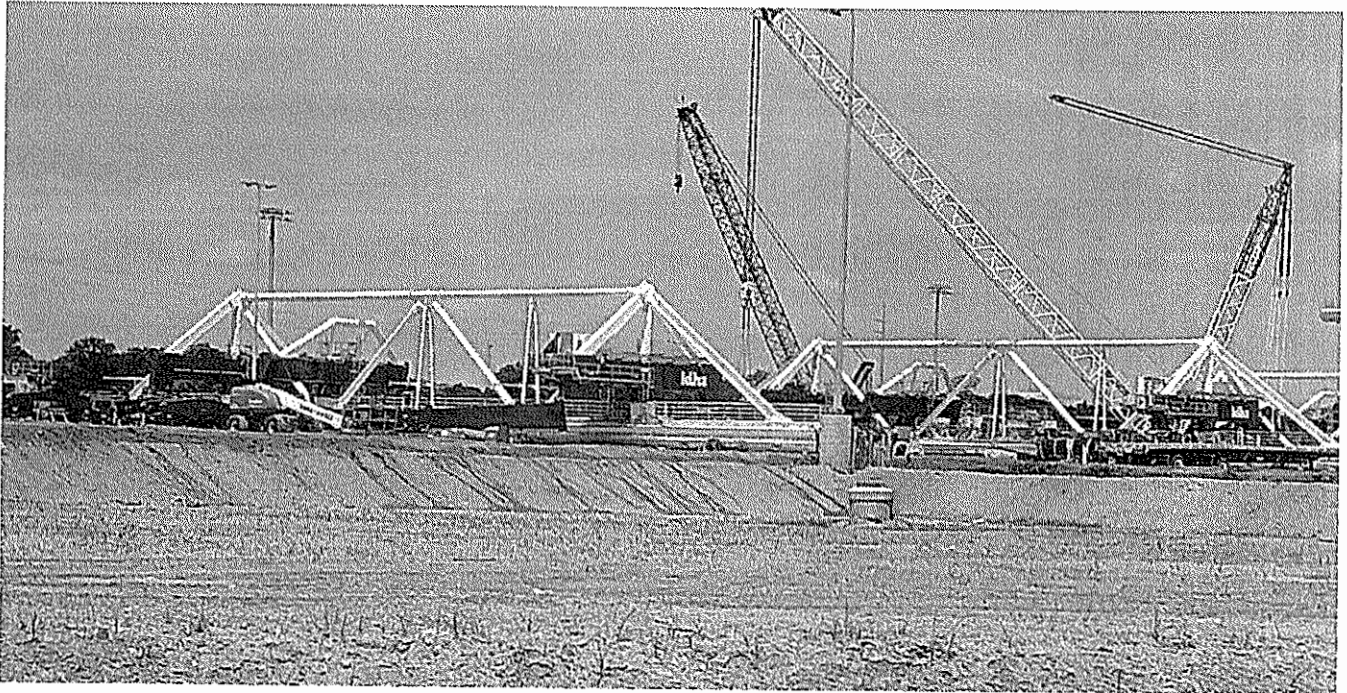
I, Steven Connolly certify that a copy of this comments filing has been sent to parties of record as stated on the STB website on this date. This listing includes the Honorable Jennifer Solikias, Administrative Law Judge.

cc. Parties of Record.

South Carolina DAILY GAZETTE

As taxpayer funds deplete, SC Ports puts sole focus on rail project

BY DAVID WREN - JUNE 19, 2025 11:30 AM



Construction is underway at the S.C. State Ports Authority's Navy Base Intermodal Facility in North Charleston. The cargo hub broke ground in October 2022 and was supposed to open on July 1 but is behind schedule. (Photo by David Wren/SC Daily Gazette)

MOUNT PLEASANT – The \$550 million in taxpayer funding that South Carolina lawmakers set aside for two projects at the Port of Charleston will now be used for just one – a rail-based cargo hub adjacent to the Leatherman Terminal in North Charleston.

The Navy Base Intermodal Facility, where cargo containers will be transferred between trucks and trains, is over budget and behind schedule.

The State Ports Authority said this week the project's budget now totals \$545 million – up from an original \$400 million price tag three years ago.

The cost overrun means a second project that was supposed to be funded by the taxpayer dollars – a \$150 million barge facility to move containers between port terminals by river instead of trucks – will have to be paid for another way. That could come from grants or the ports authority's operations. Some initial work has already started.

The Joint Bond Review Committee's fiscal accountability subcommittee will meet with ports authority leaders in July to hear an update on the projects. That meeting of the legislative oversight