

EI-21129



STD Docket No. FD 35852

Mary Hillberg

to:

David.Navecky

09/26/2015 10:53 PM

Hide Details

From: "Mary Hillberg" <hillberg@earthlink.net>

To: <David.Navecky@stb.dot.gov>

Security:

To ensure privacy, images from remote sites were prevented from downloading. Show Images

1 Attachment



Rail Line Industrial Park EUL.pdf

Hi Dave,

Thank you again for the below letter of explanation. I have one question. In the first paragraph, 10th word, do you mean "could" and in might, or is it more of a "would" and a mandatory requirement that the Larkin Group have approval from the STB to build and operate a rail?

I am so looking forward to the Air Force's response to your letter that you may send to me when you get it.

Please find attached a PP presentation from the Larkin group. It is more complete than the one they just presented to the Port Commission on Wednesday, but says the same with the same maps, etc. It mentions their proposal "...addresses the specific points made by the STB" on page 19 of the presentation.

Is it possible for them to do it without the STB approval or process? I have been repeatedly pounced on with that question and need to be able to respond.

Thanks,

Mary

321-453-0220

Sent from my iPad

Begin forwarded message:

From: David.Navecky@stb.dot.gov
Date: September 17, 2015 at 1:33:20 PM EDT
To: "Mary Hillberg" <hillberg@earthlink.net>
Subject: RE: NEWS on the Freight Train!

Mary -

Any independent rail line proposal from the Larkin Group could require the approval from the STB to construct and operate. To date, the Larkin Group

has not come to the STB with any written concept or proposal to construct and operate a rail line. If the Larkin Group approaches the STB formally, we will address the proposal at that time.

Meanwhile, the STB's environmental review process will continue on its present course, that is, to complete its identification of feasible alternatives to include in the EIS. To assist in our independent feasibility evaluation of a potential alternative through the Cape Canaveral Air Force Station, I met with staff from the Air Force's 45th Space Wing and got a tour of the Air Force Station in July (this trip was unrelated to any potential project of the Larkin Group). After that visit, the STB sent an August 2015 letter to the 45th Space Wing with follow-up questions, the answers to which will assist in our feasibility evaluation of a potential Air Force Station alternative in the EIS. The reply from the 45th Space Wing is expected in the next two weeks. Upon receipt of the 45th Space Wing's reply, my office will review the information and will then reach a conclusion on the feasibility of a potential Air Force Station alternative.

[For your convenience, I have attached the main body of the August 2015 letter to the 45th Space Wing. If you are interested, the lengthy attachments can be found on the STB's web site at www.stb.dot.gov, click on "Environmental Correspondence" under the "Environmental Matters" drop down menu, select "Outgoing by Docket Number" in the upper left hand corner, go to the second page listing "FD_35852_0" and click on the blue arrow. The subject attachments are provided with "Document # EO-2636."]

Our conclusion on a potential Air Force Station alternative - whether it's feasible and should be studied in the EIS - will be presented as a recommendation to the five federal agencies that are assisting the STB in the preparation of the EIS. I'm anticipating that this group of agencies, the five cooperating agencies and the STB, will reach an agreement on whether to study a potential Air Force Station alternative in the next couple of months.

Thanks,

Dave

Dave Navecky
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Surface Transportation Board
395 E Street SW
Washington, DC 20423
202-245-0294
www.stb.dot.gov

(See attached file: PCRE Letter with Questions for 45 SW_August 10 2015.pdf)

From: "Mary Hillberg" <hillberg@earthlink.net>
 To: <David.Navecky@stb.dot.gov>
 Date: 09/15/2015 05:21 PM
 Subject: RE: NEWS on the Freight Train!

Me either. Let's see what it says. When you said you came down to talk to the AF, I thought that's what you were talking to them about. But then when you didn't talk about it, I thought it should stay a secret.

Some are celebrating already, but I don't celebrate until it is in stone. It is never over until it is over, for me.

How can the EIS include this new development?

Mary

-----Original Message-----

From: David.Navecky@stb.dot.gov [<mailto:David.Navecky@stb.dot.gov>]
 Sent: Tuesday, September 15, 2015 4:02 PM
 To: Mary Hillberg <hillberg@earthlink.net>
 Subject: RE: NEWS on the Freight Train!

Yes, I have heard of the Larkin proposal, but have not seen any written plan or proposal.

Dave

Dave Navecky
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From: "Mary Hillberg" <hillberg@earthlink.net>
 To: <David.Navecky@stb.dot.gov>
 Date: 09/15/2015 03:56 PM
 Subject: RE: NEWS on the Freight Train!

It is a big deal here. The rumble is that Walsh may be on the edge of having to play elsewhere. Perhaps he was not fully informative to the port Commission about the Larkin proposal. Did you know about it?

Mary

-----Original Message-----

From: David.Navecky@stb.dot.gov [<mailto:David.Navecky@stb.dot.gov>]

Sent: Tuesday, September 15, 2015 8:06 AM
To: Mary Hillberg <hillberg@earthlink.net>
Subject: Re: NEWS on the Freight Train!

Thanks for the article Mary, I had not seen it yet.

Dave,

Dave Navecky
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Presentation

**Vision, Plan & Qualifications
For Proposed
Rail Line & Industrial Park EUL
Cape Canaveral Air Force Station, Florida**

***Thank you very much
for the opportunity today***

Introduction of Team

- **Gilbane**
- **Renuart & Larkin Group**
- **Mid Atlantic Railways Services (MARS)**

Development Team

GR&L

- Development Team
 - Gilbane Companies
 - One of world's largest Development & Construction firms
 - Family owned since 1873, \$3B annual volume
 - Over \$1.5B for USAF alone
 - Renuart Larkin Group
 - The Renuart Group, LLC
 - Service-Disabled, Veteran-Owned Small Business
 - Gene Renuart, General USAF (Ret.), President
 - 39 years Air Force leadership experience
 - Successful Housing Privatization projects, Hickam, Peterson AFBs
 - Worked directly for Secretary of Defense
 - Commanded two MAJCOMs

Development Team-2

GR&L

- The Larkin Group
 - Owen G. Larkin, CEO
 - 30 + years of successful development projects
 - Deep experience in environmental & agency approvals of complex projects
 - Experts in sustainable development design & practices
 - Selected as Sustainability Managers for the 2016 Rio de Janeiro Olympics golf course

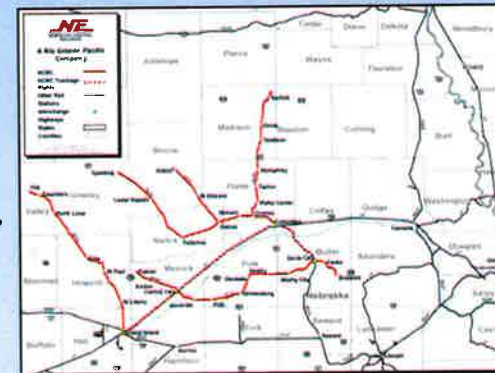
Mid Atlantic Railway Services (MARS)

- Mid Atlantic Railway Services (MARS) consists of two (2) companies that have agreed work exclusively together utilizing extensive experience in Planning, Developing, Financing and Construction capabilities exclusively for Turnkey-DBOM Solutions:
 - Rio Grande Pacific Corporation
 - GMA International Services, Inc.

MARS is supported and guided by Mrs. Genean McKinnon who, is President of McKinnon Associates, Inc., a strategic consulting firm specializing in governmental arenas. Founded in 1983 the company has successfully represented clients at the federal, state and local levels.

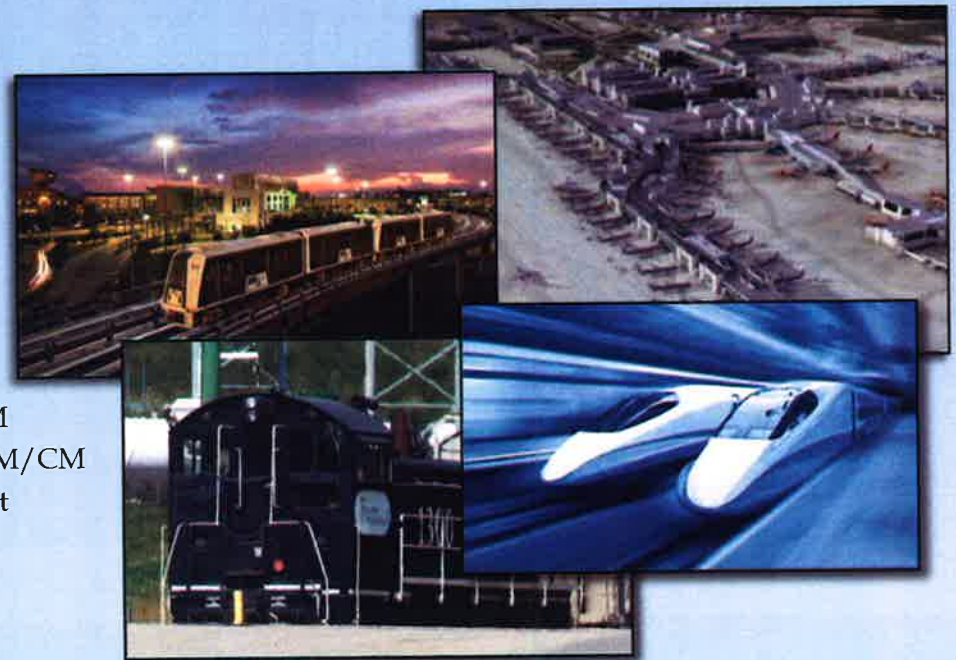
Rio Grande Pacific Corporation (RGPC)

- Rio Grande Pacific Corporation (RGPC) currently owns, manages and operates the following four (4) Short Line Railroads that spread through six (6) states:
 - New Orleans & Gulf Coast (NOGC)
 - Wichita, Tillman & Jackson Railway Co. Inc.
 - Idaho Northern & Pacific
 - Nebraska Central Railroad
- RGPC is working with Plaquemines Port to develop 2,000 acres and create Port access to mainline railroads which handles over 63.7 million tons (2008) import/export
- RGPC also owns, manages and operates CTC, Inc., a signaling and communication solutions company for both traffic and railroad industries.



GMA International Services, Inc. (GMAI)

- GMAI is a professional consulting and advisory services company specializing in business development including market entry strategies, program management and financial investment support across a wide spectrum of industries including mass transit among others.
- Successful record developing and managing complex projects for a variety of Design, Build, Operate and Maintain (DBOM) turnkey projects.
- GMAI is currently assisting with the Texas High-Speed Rail initiative as an advisor to Texas Central Partners (TCP) to bring the Shinkansen technology to Texas.
- Led the acquisition of Southern Illinois Railcar Company (SIRC) for Sumitomo in 2008. SIRC is a full-service rail equipment operating lessor which owned, managed and maintained over 2,500 Freight Rail cars.
- Transportation Industries:
 - High Speed Rail
 - Heavy Rail
 - Light Rail
 - Freight Rail & Equipment
 - Commuter Rail
 - Automated People Movers (APMs)
- Relevant DBOM Experience:
 - Miami International Airport (NTD) - PM/CM
 - Washington Dulles International Airport - PM/CM
 - Miami International Airport (MIA Mover) - PM/CM
 - Atlanta Hartsfield Jackson International Airport - PM/CM
 - Orlando International Airport - Advisor/Consultant
 - Tampa International Airport - Advisor/Consultant



Gilbane Renuart, Larkin Group & MARS

Vision, Plan & Qualifications For Proposed Rail Line & Industrial Park EUL Cape Canaveral Air Force Station, Florida Presented to AFCEC Leadership 27 May, 2015

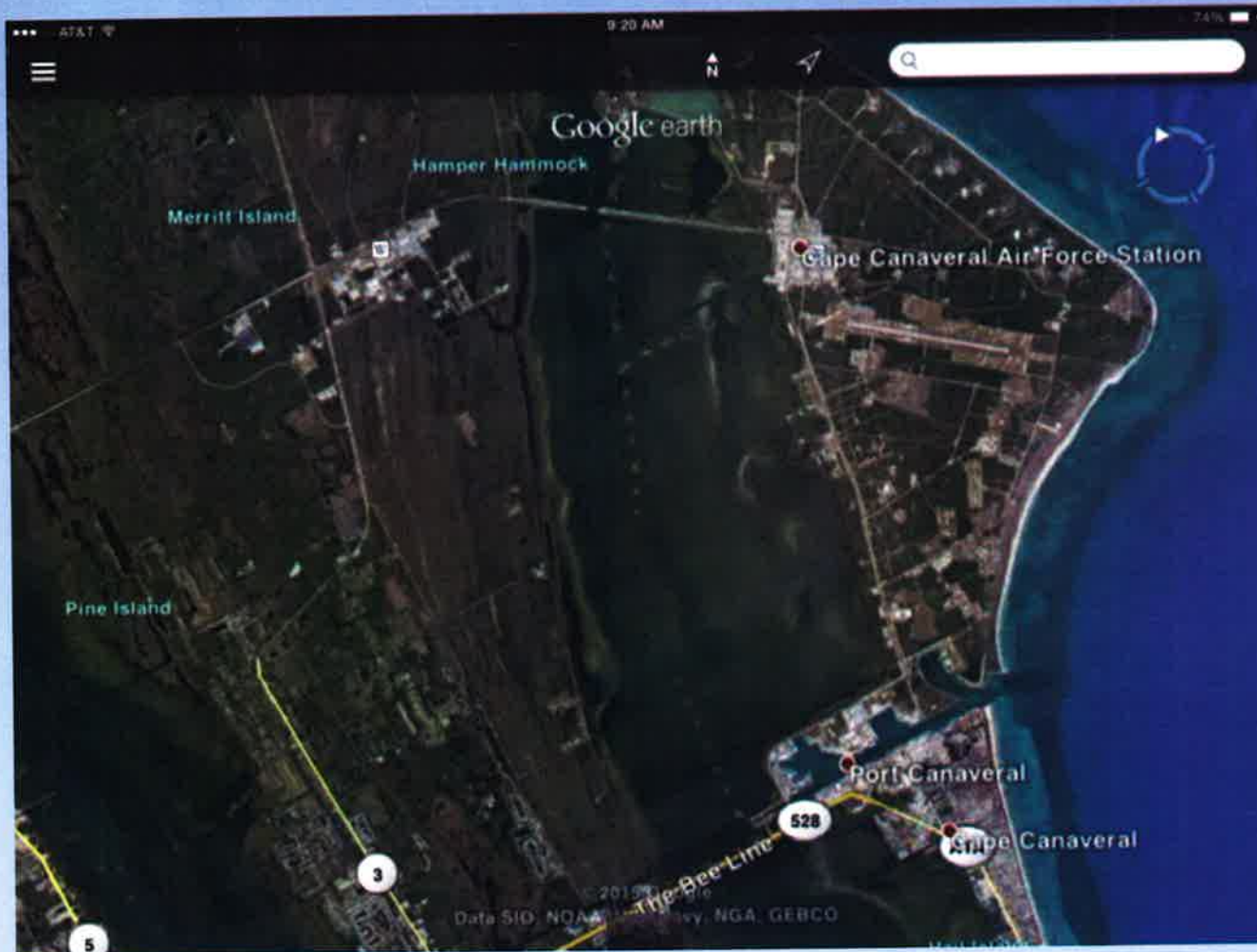
Presented By: Gen (R) Gene Renuart
Owen G. Larkin

Contents

GR&L

- Introduction
- The Vision
 - Master Plan
 - Rail Routing and Advantages
 - Causeway Route & Water Crossing
 - Port Canaveral Interface
- Benefits to The Air Force, CPA, Community
 - AF Mission Enhancement, Future CPA growth
 - Cost Savings to AF & CPA
 - Revenue for Unfunded AF Mission Needs
 - Community Support provided by CPA, AF, Developer
- Development Team & Qualifications

Overall Development Area **GR&L**



Master Plan GR&L

- Red line - existing NASA rail line
- Yellow line
 - New MARS line extended to serve:
 - EUL development site
 - CCAFS mission needs
 - Port Canaveral
 - Route across existing causeway
 - Least environmental impact
 - Highest benefit to AF & EUL
- Reserved 300-500 acres east of Port requested by Port Canaveral



Master Plan-2

GR&L

Causeway 700' crossing @ optimal ROW



© 2015 Google

Sustainability - Quality - Value

Master Plan-3

GR&L



Sustainability - Quality - Value

Master Plan-4 GR&L

- Green box between turning basins
 - ~ 500 acres reserved for Port use & existing CCAFS facilities
- Green line along west edge of CCAFS
 - Proposed rail line
- Hash green outline west of rail line
 - Area for ~1,500 acre industrial/office park development along rail line



Master Plan-5

GR&L



The Development area encompasses roughly one square mile of land and has the potential for 5 Post Panamax pier spaces and enough on-site storage for 50,000 container and 10 large development plots.

Sustainability - Quality - Value

Master Plan-6

GR&L



The rail loop in blue is 3 miles long and would have 3 lanes to allow rapid loading and unloading of trains carrying shipping containers. The loop is designed to be accessed by pier-side cranes and each of the 10 development plots. The new pier would total over one mile of pier frontage, enough for 4 Post Panamax vessels.

Sustainability - Quality - Value

Master Plan-7

GR&L

- Benefits of GRL-MARS Proposed Rail Route
 - Shortest water crossing (700'), least environmental impact
 - Lowest cost, earliest on-line of any route
 - Will serve all Port Canaveral needs, yet remain under AF ownership
 - Provides CCAFS greatest direct benefits
 - Multiple siding access to future CCAFS missions
 - Direct rail access to CCAFS piers
 - Rail access to DoD partner facilities
 - Demo/relocation/reconstruction of CCAFS facilities @ no AF cost
 - New facilities will use latest sustainable technology
 - Supports both 20/20 and sustainability mandates
 - Provides multiple revenue streams to support unfunded AF mission needs

Master Plan-8

GR&L

- Benefits of GRL-MARS Proposed Rail Route (cont'd)
 - Provides CCAFS, CPA and local community greatest benefits
 - Industrial park potential to support all stakeholders
 - Facilities for private space partners
 - Other companies serving CPA, AF, DoD partners
 - Expansion/flex space for future CPA, AF, DoD mission needs
 - Companies supporting Port Canaveral future growth
 - New jobs created, supports local community/economy
 - Most harmonious route environmentally
 - Most “practical alternative” under NEPA criteria
 - Responds to concerns expressed by community groups
 - Preserves/avoids nearby environmentally sensitive areas
 - Increases & maintains value to CPA, CCAFS, DOD partners

Why This Plan?

Benefits of GRL-MARS Target Alignment (TA)

- We are qualified to support your vision & objectives
- The TA is surely the lowest cost, earliest on-line of any other route
- Is most environmentally benign, therefore can be permitted
- Addresses the concerns of the Community & Neighbors
- Responds to concerns of the Environmental Constituency
- Addresses the specific points made by the STB
- Can realistically be under construction within two years
- Our group has made a provision for Port needed acreage

Thoughts/Questions?

Suggested Next Steps

- Schedule a series of meetings (workshop/partnering sessions) to solidify a joint approach.
- Determine Port participation (Partnership/Tenant/Other Preference)
- GR&L/MARS team meets with Port team within 30 days to define relationship
- GR&L/MARS (with Port's agreed upon role) submit Unsolicited Proposal to AFCEC within 90 days seeking a 45 day response window

Contact Information

GR&L

- Primary POCs:
 - The Larkin Group
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