

**NASA – KSC – CCAFS Congressional Hearings**  
**February 10, 2014**  
**Testimony of John E. Walsh, CEO, Canaveral Port Authority**

**Background:**

Canaveral Port Authority (CPA) is an independent Port Authority, chartered as a political subdivision of and authorized by the State of Florida. A five person elected Port Commission from five (5) districts of the authorized Port District govern Canaveral Port Authority (CPA). The Port District is roughly the upper two-thirds of Brevard County. The Federal Harbor was constructed in 1951 – 1953 by the Army Corps of Engineers, opened in 1953, and subsequently expanded in series of land reclamation and dredging projects continuously over the past 60 years with ongoing improvements continuing today with additional growth in the future. *(See Exhibit #1 for Port aerial view)*

The Port surrounds a Federal Harbor and consist of both submerged lands beyond the Federal Harbor lines and all the dry land regions consists of both northern and southern property of approximately 1000 acres in the deep-water port. Added lands include a barge canal connecting the Indian and Banana River and various parcels of developed and undeveloped land along the barge canal including land under State Road 528. The Port Authority has also been granted permitted rights to 250 acres of submerged land north and west of State Road 401 in 1964 to allow for further expansion. Parts of these submerged lands are overlapped by a permit to NASA-KSC in 1963 as part of the “manned lunar space program”. Those lands will be discussed later with respect to this overlap region of about 100 acres of submerged land. The Port would request future consideration to release the NASA overlap to allow future port expansion when needed to serve the community and local markets. *(See Exhibit 2 with rail route and submerged land areas with overlap)*

Historically, a fishing harbor to support local commercial fishing and scalloping business, the harbor supported early Military uses in the northeast quadrant as well as oil trade to supply local power plants and gasoline needs and early building materials. Expanded industries included Tropicana Orange Juice exports and refrigerated warehousing, lumber, paper, lime rock and granite imports, cement imports and salt import. These commodities and expanded cargo remain today.

The cruise industry arrived in the 1970's and continued to grow through the past three decades to what is now the second business cruise port in the world, soon to become the largest in coming years. The Port serves Disney Cruise Lines, RCCL,

Carnival, Norwegian, AIDA and several more. Over 4 million cruise passenger movements take place annually making this the second busiest port in the world. The port cruise terminal growth include one new terminal in 2014, one added terminal in 2016 and one more by 2019 increasing the passenger movements to 5 million by 2015, 6 million by 2017 and doubling to 8 million by the mid 2020's. Currently with 8 home port ships and 164 annual port of call stops, the port will move to 11 home port ships and up to 200 port of calls by 2016.

Cargo has also grown with over 4 million short tons of commodity and trade products imported and exported regularly. International names include Martin Marietta Materials, Hansen Materials, Cemex, Morton Salt, Lehigh, Ambassador Services, Ceres, and many more. These products are vital to Central Florida's economy and growth with container traffic, lime rock granite, cement, slag, salt, fertilizers, lumber, newsprint, juice concentrates, cars, construction equipment, piles, and more moving over the Ports piers.

In 2012, the Port aggressively proceeded with major cargo expansion with two new piers and over 80 acres in Terminal Backup region to expand cargo trade with both container based imports and exports as well as added business lines including cars, added break bulk and specialty cargo. Over \$70 million was invested in two deep water berths with two ship to shore Post Panama Container cranes arriving this March and approximately \$50 million more in capital spending now under way for terminal backup areas. Eventually an additional \$150 million will be spent by the port and terminal tenants to fully develop the ports cargo capacity. The storm ponds, Phase I paving backup for an initial 20 acre cargo yard, lighting, fencing and gates are all now in progress for a fully functional modern marine cargo container terminal *(See graphics attached as Exhibits #3 and #4 of Marine Container Terminal)*

CPA has revenue of over \$65 million, employs 265 direct employees and over 7,000 people are directly employed in port businesses. Total direct and indirect jobs created from the port activity now exceed 17,000. The port has a 5 year \$568 million capital spending campaign in place with over \$1billion planned within ten years. CPA currently has \$3.5 billion net economic impact to the region with strong growth in revenue and impact under way. New cruise business will increase jobs, revenue and the economic impact with strong growth of 12% year over year projected.

## **Port Canaveral Growth Needs:**

### **1) Rail Connectivity**

Direct Rail Service is a critical component for a dynamic and vibrant cargo business at Port Canaveral. The Florida East Coast Railroad (FEC) is situated west of Route 1 on the mainland at Cocoa and Titusville. FEC connects to South Florida and Jacksonville, and in Jacksonville connects to CSX and Norfolk Southern Systems. In 2012, CPA began discussions with KSC and NASA planners, as well as with CCAFS staff, to explore rail connection to the Port. CPA engaged TranSystems, a local expert in rail studies and design, to perform an initial feasibility study to explore routes of connection. Five routes were determined as possibilities with one eastward parallel to Route 528, two lines through KSC and two lines through both CCAF and KSC. *(See attached graphic of the two top Routes 3 & 3A in Exhibit #5)*

CCAFS did not reject rail access but warned of limited service, delays at launch windows; extensive security and ARC issues to resolve, and planners were not favorable of routing rail through the base. Rail service for a commercial port requires dependable service and the reservations about service interruptions, lack of desired service expressed by CCAFS and potential security risk and military requirements on the rail, led us to conclude going west via NASA was far more prudent and desirable. The AF direction, while slightly more cost efficient, was far less desired and life cycle cost would likely be higher. Service to CCAFS if ever needed could be achieved by extending rail northward into the base from the port

KSC-NASA planners considered the two CCAFS routes and two KSC routes. Extensive discussions were held, meetings attended, environmental concerns considered and reviewed, routes walked and explored, and two routes known as Route 3 and Route 3A proceeded for further study and review, but the route utilizing the upper Jay-Jay Bride and maintaining service to the upper KSC regions including the former shuttle landing facility appeared to become the preferred routes.

The optional 528 route was tabled due to higher home owner objection in past discussions, the expense of two river crossings and bridges, and congestion at Route US1 and 528 for needed connections and the lowest ranking of all options. This route would only be explored again if NASA rejected options to allow rail through its facilities. This 528 route would be more suited to light gauge passenger rail service when 528 bridges are replaced. *(See attached graphic of Routes 3 & 3A: Exhibit#5)*

CPA entered into a second feasibility study with TranSystems to further evaluate Routes 3 and 3A and to look at cost, environmental challenges-permitting, preliminary designs, constraints, and potential KSC asset and operational issues. CPA also engaged Martin Associates, nationally renowned freight and port economics consultant, jointly with FEC, to do a market study and full economics impact analysis on freight that would likely require rail service. This Phase 2 Study has been completed with positive results and lead to the need for agreements with KSC and an EIS (Environmental Impact Study) with a federal partner separate from KSC. KSC would remain a cooperating agency in the EIS. Economic studies and direct customer feedback both confirm a viable rail use market and demand.

CPA is now working to engage MARAD (U.S. Federal D.O.T. Maritime Administration) as the EIS Federal Sponsor and has sent a letter of request to KSC-NASA Director and Senior Staff to request a formal commitment to both Rail ROW on existing truck and the proposed route to Port Canaveral on NASA lands as well as release of the 1963 permit overlapping the 1964 Port permit for submerged expansion lands. The Army Corps of Engineers would be an alternate Federal Sponsor, if for any reason MARAD is unable to move this effort forward expeditiously.

CPA and KSC Staff are working currently on a Space Act Agreement and ways to provide CPA an agreement and permissions to perform added required test such as vibration impact of rail on existing assets and operations within NASA property. Once in place, this aspect will proceed. All efforts to move forward will be subject to a successful EIS process and at this time, CPA is finalizing Federal Sponsor role and agreements with MOU's to be finalized in the next few weeks. Time is of the essence in this process for CPA to connect to FEC but realistically the EIS could be an 8 month to 14 month process, likely around 10 months based on prior CPA historical processes. *(See Memo on schedule and issues Exhibit #6 and proposed rail route and details from 35% plans as Exhibits #7, 8, 9, outlining probable schedule, challenges, process discussion points)*

Understanding the length of time a Federal process can take, and uncertainty about eventual outcomes have driven CPA to an interim FEC rail connection so commerce and growth at the Port can continue to serve the needs of the region. CPA plans to operate a Rail Barge service and will construct a Rail Transfer Bridge to unload rail cars to and from CPA and construct an inland Port at the OUC Power Plan on the Indian River Port St. John. This rail barge intermodal facility is not inexpensive and will have a capital cost of \$22-25 million and expensive ongoing operational cost. CPA's uncertainty about the future NASA rail timing and even approval makes it

essential to proceed with this inland port rail-barge project. This operation will assist existing business users and terminals at the port expand and it is essential as port of attracting two new business terminal groups to CPA for cargo expansion while hard rail efforts continue. Effective marine terminal operations need rail connection for both import and export business. We are proceeding into design and permitting for the inland port, seeking grant and project funding, and moving to a lease on the OUC property. We anticipate this project will proceed to construction by fall 2014 and can be operational by spring 2015. The certainty of the project, uncertainty of Federal land projects and process, and the critical need to create jobs in our region now all the drive to interim rail connection via barge forward. (*See graphic of the Rail Barge and OUC facility as Exhibits 10 and 11*)

CPA appreciates the open and willing efforts of NASA staff and leadership to work with CPA on the proposed rail asset transfer and operating agreements. This would be a classic 3P initiative where local authority, NASA and private rail work to reduce the NASA operating cost so they can continue to have rail but no longer need to fund it alone and the Port can have rail service badly needed to create jobs, growth and regional economic development. In addition, Space Florida, Private Space firms and the USAF can all have the access to rail at no operating cost or direct expense beyond commercially competitive rail rates. This project still has many hurdles and processes to go through and the EIS will be able to allow all needed agencies and stakeholders to understand how this rail can be built safely and with the continued care for the environment, the Port has always made as one of its key priorities. The benefits of this project moving forward are a true win-win for the greater region, and has immediate cost benefit to NASA and CPA as they work hand in hand. To date NASA has worked extremely well with CPA and it is critical to continue moving this forward in an expedited process. CPA would like to see the ROW legal process and operating agreement moving forward concurrent with the EIS process.

## **2) Expanded Land Needs**

CPA has a limited amount of available land for continued growth of the port. The port has recently bought back former leases and has started the process to buy land south of the port and on Merritt Island as available commercially. Current cruise and cargo master plans and active leasing activity are indicating the port could reach full occupancy in the next ten years.

Faced with long permit and approvals process, the port has started to explore filling of submerged lands granted by the state in 1964. The port is now beginning an EA for filling as part of the land to added 50 acres of land base to support parts of the

proposed rail connection prior to bridge and trestle sections going west and needed cargo backup and intermodal facilities. In the future, the port may need a partial or full relocation further north of State Road 401 to allow expanded berths and north harbor and turning basin, and also a western push with basins and expansion. Plans to do so will take open meetings and engagement by State and Federal agencies as well as the overall community. Environmental studies and impacts will be weighed and potential mitigation factors and solutions will need to be fully explored.

The one request of CPA on these submerged lands would be a mutual review of the permit issued to NASA in 1963 and the approximately 100 acre overlap of NASA manned space mission boundary in the lower Banana River and to see if the south boundary by the port can be moved north of the 1964 port submerged land region. Clarification of the need for NASA to retain this small area would be prudent as if NASA no longer needs this boundary, it would allow CPA to fully study and permit future expansions and would also allow new proposed rail to be placed at a region out of the potential expansion region. This small parcel of 100 acre submerged land could allow CPA to continue its growth in future times as demand continues. Further review of this one region would be beneficial as land easements and review is in progress.

CPA has also reached out to CCAFS and the USAF with an unsolicited offer from CPA to USAF to lease USAF land adjacent to and above the middle basin from the USAF long term with a series of smaller to larger optional parcels from 23 acres up to 500 acres. This offer was issued to General Armagio and the Patrick Civil engineering team and after review within Space Command has been submitted to the USAF civil engineering unit in Texas as a EUL review. CPA is hopeful we will have the opportunity to lease the immediate needed lands and may be able to defer and maybe even avoid the costly process of filling submerged lands. The land could be leased in phases over many years or more aggressively with mitigating and relocation included for asset uses now in place but clearly underutilized. In time this could be a lease of 500 acres or more with initial added payments to the USAF in cash or in kind projects with an annual value of \$3 million. CPA would like to work with the USAF to put any land not fully needed especially close to the harbor to its highest and best use. CPA fully appreciates the great benefits of the USAF and US Navy as the USAF tenant in the region. We feel by working together the missions of these critical functions can be both preserved if not improved and areas not fully utilized could move into greater use or shared use as done in many other base and harbor regions. Full rights to return needed assets to military use in war time efforts or mission increase are common is such dual use or EUL programs.

We appreciate the General's open minded willingness and applaud her and her team's willingness to explore these concepts through the established EUL procedures and process. We stand ready, willing and able to work with the appropriate staff to see if this use can become a reality. It can benefit the port, regions, and USAF base mission and create needed jobs and business expansion badly needed in Brevard County and all Central Florida. We are cautiously optimistic we can find a ways to move this EUL forward to positively impact the region.

### **Closing Points**

In closing, we appreciate this Congressional hearing as a way CPA can work openly and transparently and to continue communications with our two Federal partners in Brevard County to expedite these critical project initiatives. It is amazing what willing people can do when focused on positive and proactive efforts. Brevard County and our residents need the diverse economic development port activities can create. Our goal is to attract and create long term business partnerships with world class cargo and logistics firms and to attract import and export oriented top quality and job producing firms to the region that rely upon strong logistics and transportation systems. Real opportunity is here for us to bring several of these companies in this year if we can commit to the rail and added land they need and we need to deliver it all timely. We believe with the rail connections, land expansions and cooperative programs discussed today moving forward, we can create 5,000 living wage jobs in the port region over the next 5-7 years and at least 10,000 jobs in the next 10-15 years. These are high wage jobs in stevedoring, trucking, logistics, robotics, IT systems, RF systems, automation technology, equipment operations, mechanics, system and equipment technicians, forklift operators, CBP officers, security, managers, clerical and more. In addition the construction, engineering and short term jobs created from the \$1 billion in port investment and literally billions in private company investment will further stimulate our economy and community. Our mission is to lift up our community creating high quality jobs in diverse industries. Good logistics then leads to manufacturing and strong retail, housing, education, arts, and medical field jobs and opportunities. This community and region need the stakeholders at this hearing to pledge working diligently so our community can proudly support their families, put the thousands of our former workers still out of work back to work again, and provide opportunity for our graduating students to find work that is meaningful. Nothing replaces the feeling of a hand up and a job instead of a hand out. Our schools are struggling with the impact of struggling families and homeless or under employed members of our community. Our area is filled with blight from an economy ravaged by downturn and changed

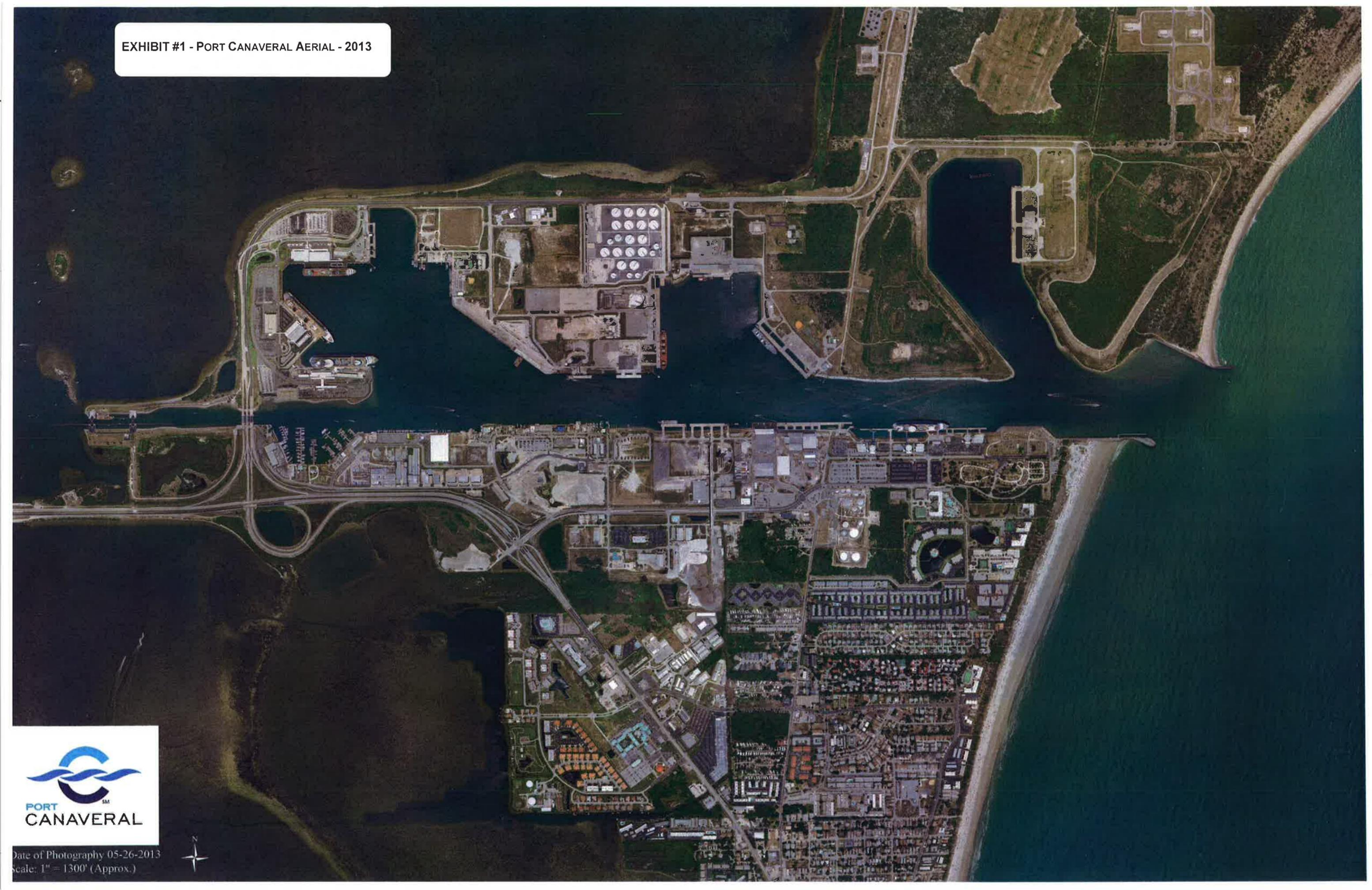
programs. We can do better. We can diversify our region and not depend on one industry any more. We can supply a growing state with goods and services it needs right here in east Central Florida and we can get working again now. We are a proud nation of people who are willing to work hard and this rail and land discussed today can allow CPA to do our part to put those 10,000 to 15,000 people to work as our plan moves into place and can be fully executed. We have international business tenants now in negotiations that need this rail to execute their plans and to make substantial investments in Brevard County now, and we are motivated to see it in place by 2016 if possible, or at the latest into early 2017. If we can put a man onto the moon, fly shuttles to a space station, and send rovers to Mars, surely we can connect ten miles of railroad in a technology that has been done since the 1800's. We believe this is doable and we share in the responsibility to make it happen for our neighbors, sons, daughters and region. I believe we can redefine our future now and as new space efforts unfold and develop, other new industries can grow from this port into our industrial parks, main streets and flow into all of the Central Florida regions. We need a strong infrastructure system to link ourselves to the new world economy and the people here today are all key players to making this a reality.

Thank you for caring and hearing our humble opinions. Together, we can build the American Dream once again with a simple ten mile rail stretch and some unused land as the catalyst to it all. Florida can have a port as dynamic as New Jersey, Charleston, Savannah and even Long Beach to serve our growing economy. Deep water, rail and highways connections, trained and dynamic workforce, modern technology and investment, and a force to be reckoned with in a world trade economy. Strong communities and economies grow out of strong and dynamic port. This port can be that backbone and driver with your continued help and we truly appreciate the start to this process Mr. Bob Cabana and General Nina Armagio and their respective staffs have already started with us. We know we can bring this mission to success together.

Attachments:

Exhibit #1 through Exhibit #11

EXHIBIT #1 - PORT CANAVERAL AERIAL - 2013



Date of Photography 05-26-2013  
Scale: 1" = 1300' (Approx.)



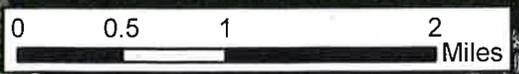
# Port Canaveral Rail Extension

EXHIBIT #2 - YELLOW: 1963 LAND PERMIT  
BLUE: 1964 PORT LAND PERMIT  
RED: RAIL ROUTE



## Legend

-  New Rail Line
-  CPA Boundary per 1964 Deed of Dedication
-  KSC Boundary



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**EXHIBIT #3 - NCB 5-6 CONTAINER TERMINAL UNDER CONSTRUCTION**



**CONTAINER YARD PLAN OPTION 3 - RTG AND WHEELED**

**PRELIMINARY**

Revision	By	Approved	Date

TRANSPORTATION

**AECOM**  
 Miami-Dade Office  
 800 Douglas Entrance, North Tower,  
 2nd Floor  
 Coral Gables, FL 33134



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Drawn By	
EAC	
Approved By	
LJD	
Date	
09/23/13	
Meeting	
Task 2	



**CONTAINER TERMINAL  
 NORTH CARGO  
 BERTHS 5 & 6  
 PORT CANAVERAL, FLORIDA**

Sheet Title	CONTAINER YARD PLAN OPT 3 - RTG AND WHEELED	
Project Number	60303949	Sheet Number 14 of -

**EXHIBIT #4 - MARINE CONTAINER TERMINAL  
PLAN UP TO 1 MILLION TWU THROUGHPUT**

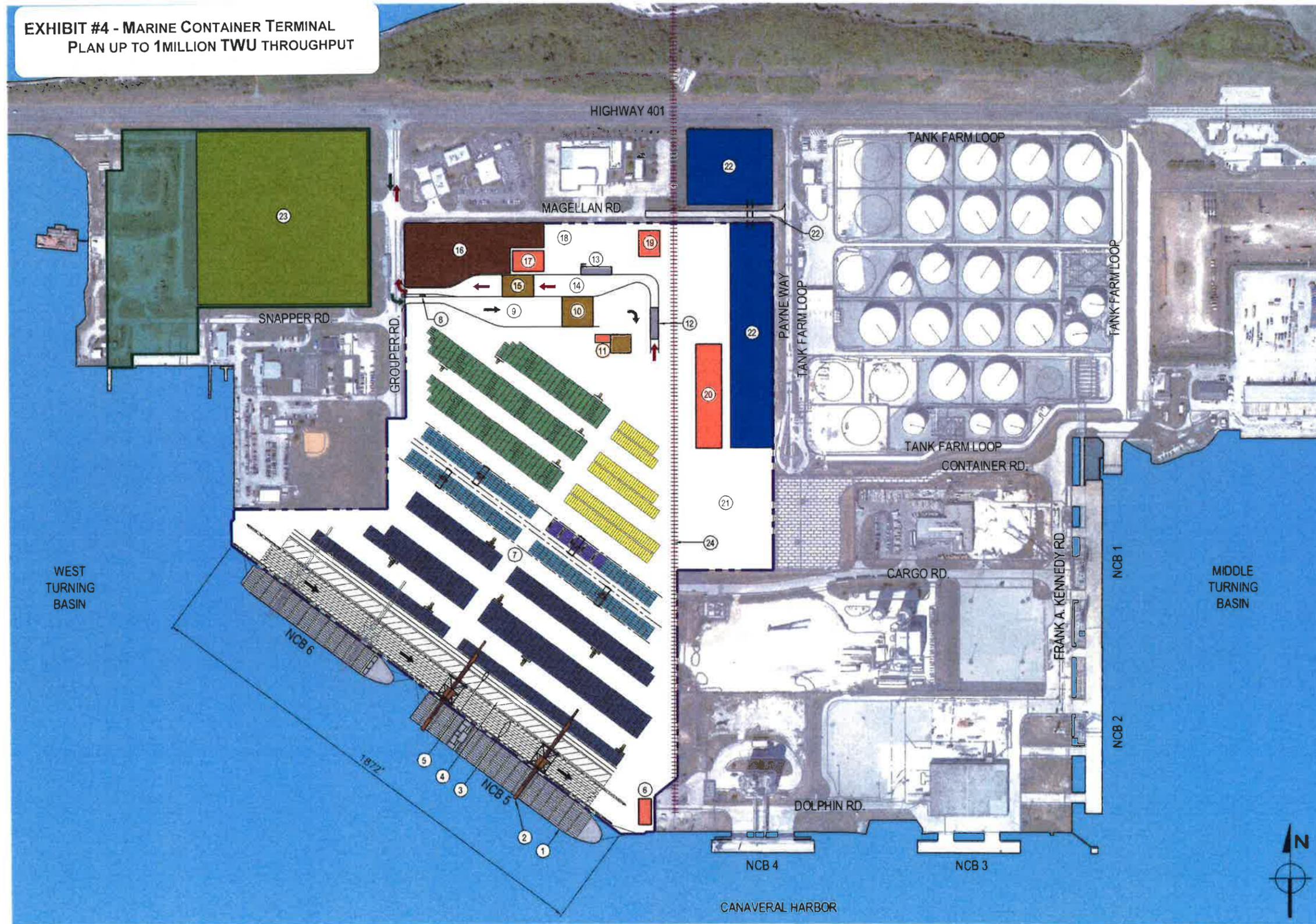
BAIL

**KEYNOTES**

- ① CONTAINER SHIP, TYP
- ② 90' GAUGE CONTAINER CRANE, TYP
- ③ 4 LOAD LANES
- ④ HATCH COVER LAYDOWN AREA
- ⑤ CIRCULATION LANES
- ⑥ MARINE OPERATIONS / CRANE MAINTENANCE BUILDING
- ⑦ CONTAINER STORAGE AREA
- ⑧ SECURITY BOOTH
- ⑨ ENTRY GATE QUEUE
- ⑩ ENTRY INSPECTION AREA
- ⑪ TROUBLE PARKING AND DRIVER SERVICE BUILDING
- ⑫ PRIMARY RPM
- ⑬ SECONDARY RPM W/ CBP BOOTH
- ⑭ EXIT GATE QUEUE
- ⑮ EXIT GATE INSPECTION AREA
- ⑯ POV PARKING
- ⑰ ADMINISTRATION BUILDING
- ⑱ EQUIPMENT PARKING
- ⑲ CUSTOMS EXAMINATION STATION
- ⑳ MAINTENANCE AND REPAIR BUILDING
- ㉑ MAINTENANCE SUPPORT AREA / STORAGE
- ㉒ MAGELLAN ROAD EXTENSION
- ㉓ RETENTION POND W/ CULVERTS (PROPOSED)  
NORTH OF MAGELLAN RD. 2.2 ACRES  
SOUTH OF MAGELLAN RD. 3.3 ACRES  
TOTAL 5.5 ACRES
- ㉔ TERMINAL SUPPORT AREA - 10 ACRES (PROPOSED)  
• EMPTY STORAGE  
• CHASSIS DEPOT  
• TRUCK STAGING AREA
- ㉕ RAIL ALIGNMENT (PROPOSED)

**LEGEND**

- CONTAINER YARD (68.5 ACRES)
- GROUNDED CONTAINERS LOADS - TOP PICK 1,497 TGS
- GROUNDED CONTAINERS LOADS - RTG 510 TGS
- GROUNDED CONTAINERS REEFERS - RTG (W/ SERVICE PLATFORMS) 60 TGS
- WHEELED DRY CONTAINERS 177 STALLS
- GROUNDED CONTAINERS EMPTIES - SIDE PICK 907 TGS
- BUILDINGS
- GATE PROCESS AREA
- POV PARKING AREA
- TERMINAL SUPPORT AREA
- RETENTION POND
- ENTRY TRAFFIC FLOW
- EXIT TRAFFIC FLOW
- GENERAL TRAFFIC FLOW



**CONTAINER YARD PLAN OPTION 2 - TOP PICK AND RTG**

1" = 200'

0' 200' 400' 600'  
SCALE: 1" = 200' FULL SIZE  
1" = 400' HALF SIZE

**PRELIMINARY**

Revision	By	Approved	Date

**TRANSPORTATION**

**AECOM**  
Miami-Dade Office  
800 Douglas Entrance, North Tower,  
2nd Floor  
Coral Gables, FL 33134



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Drawn By  
EAC  
Approved By  
LJD  
Date  
09/18/13  
Meeting  
Task 2



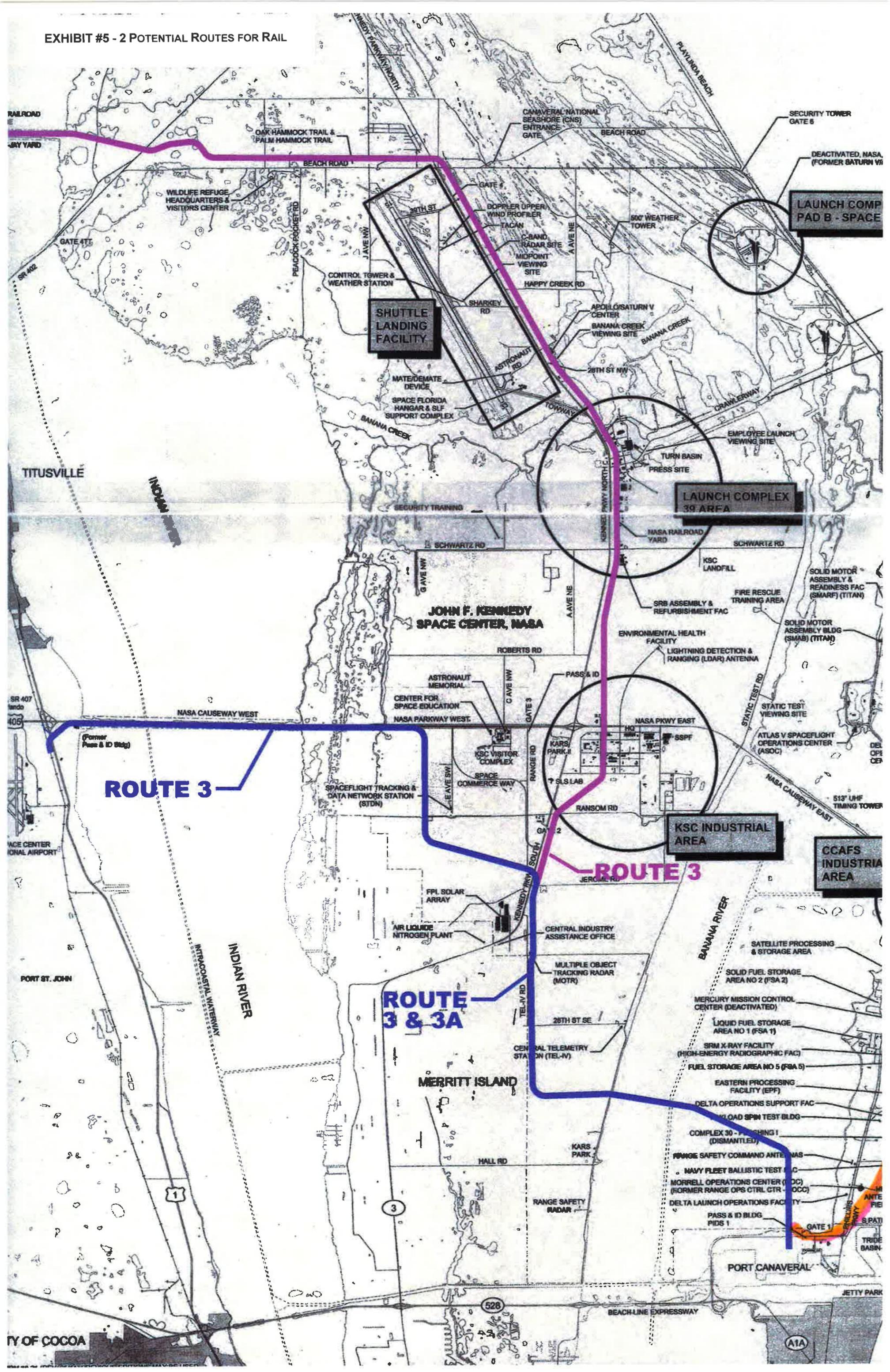
**PORT CANAVERAL  
NORTHSIDE CARGO AREA  
BERTHS 5 & 6  
PORT CANAVERAL, FLORIDA**

Sheet Title	
CONTAINER YARD PLAN OPT 2 - TOP PICK AND RTG	
Project Number	Sheet Number
60303949	13 of -

Original inside border size 11" x 17" (483mm x 813mm)

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EXHIBIT #5 - 2 POTENTIAL ROUTES FOR RAIL



Memo on project schedule (Exhibit#6):

**PROBABLE SCHEDULE**

1. Vibration Testing at the KSC:
  - Testing Plan/Procedure is complete and will be briefed to KSC Staff within three weeks
  - Space Act Agreement is in production and should be executed by mid-March
  - FEC will provide locomotives and crew for the testing. I'll confirm with FEC on February 14<sup>th</sup>.
  - Testing will be performed within a week of receiving the executed Space Act Agreement between the KSC and the CPA
  - Results and analysis will be submitted to CPA within two weeks of test completion (Estimated Completion second week in April).
2. EIS:
  - Confirmation of MARAD as the Sponsoring Agency by early April
  - Draft EIS compete in June 2014
  - Draft circulated among Commenting Agencies for 90 days after completion of the draft (June - September).
  - Respond to comments mid-September to early October
  - Review final draft of the EIS, approval and adoption by December 2014.
3. 100% Design and Project Permitting
  - Begin final design and permitting upon completion of response to comments on the draft EIS (November 2014)
  - Complete final design, permitting and production of specifications and bid documents by August 2015 (faster is concurrent with EIS)
4. Construction Bidding, Selection, Award and NTP:
  - Advertisement, contractor qualification, RFP, evaluations and contractor selection September 2015 to October 2015 (sooner based on step 3 concurrent with EIS)
  - Award and NTP February 2016
5. Construction: November 2015 to October 2016 (Assuming 12 months max for construction)
6. Commence Operations: November 2017 (as early as May-June 2106 if design is concurrent with EIS)

**Note: Fast Track Design Build could expedite to early 2016 completion with early committment and expedited design and EIS process and concurrent easement and aoperarting agreement. Task need to be concurrent and not consecutive.**

## **ISSUES WITH KSC:**

1. Space Act Agreement is needed as soon as possible to initiate the vibration testing on the KSC. I will confirm FEC's participation with locomotives and crew next week on Feb 14<sup>th</sup>.
2. We need to get Bob Cabana's approval for the KSC to "participate in Phase 3" Dave Pierce has that approval on the schedule for February 14<sup>th</sup>. I don't perceive this as a major issue: it's just that KSC needs some control.
3. Why do we have to wait until the EIS is completed in December 2014 BEFORE Bob Cabana lets the staff BEGIN developing the easement? I would think the staff could BEGIN the development of the easement as soon as the draft EIS is complete in June 2014. Since Dave thinks the KSC staff would require six months to develop the easement, the final draft of the easement would then be complete to coincide with the completion and adoption of the EIS in December 2014. Once the Center Director approves the easement, it has to go to Headquarters NASA, and Dave tells us that it will require about six months for approval. If we can get the KSC staff working on the easement in June 2014, get Bob Cabana's approval in December and submit it to Hq. NASA immediately following Bob's approval, we'd have an approved easement in June 2015 – five months before design is complete, we could expedite design and we start the bidding process for construction. I think this is the sequence we want to push for.



**EXHIBIT #8 - PROPOSED RAIL ROUTE & SECTION PLAN**

**PROPOSED RAIL ALIGNMENT OPTION 2B**

END PROPOSED RAIL ALIGNMENT  
PROP. ML2 STA. 835+80.78

END PROPOSED PRE-STRESSED  
CONCRETE TRESTLE  
PROP. ML2 STA. 806+05.50

PROPOSED 6,000'+ SIDING

BEGIN PROPOSED PRE-STRESSED  
CONCRETE TRESTLE  
PROP. ML2 STA. 631+85.00

BEGIN PROPOSED RAIL ALIGNMENT  
PROP. ML2 STA. 200+00.00

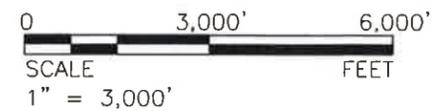
PROPOSED #10 LH T.O.  
PROP. ML2 STA. 204+48.23

BANANA RIVER

PORT CANAVERAL

**LEGEND**

-  EXISTING RAIL ALIGNMENT
-  EXISTING WETLANDS
-  EXISTING COMMUNICATION LINES
-  EXISTING OVERHEAD ELECTRICAL LINES
-  PROPOSED RAIL ALIGNMENT



**Tran Systems**  
 4500 SALISBURY ROAD  
 SUITE 440  
 JACKSONVILLE, FL 32216  
 PHONE: 904-245-6500  
 FAX: 904-245-6510

CONSULTANTS:

PORT CANAVERAL RAIL ACCESS

CAPE CANAVERAL, FLORIDA



REVISIONS:	MARK	DATE	DESCRIPTION

PROJ NO: P304120075  
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 DATE: 11/25/2013  
 DESIGNED BY: MEW  
 DRAWN BY: MEW  
 CHECKED BY: MGB

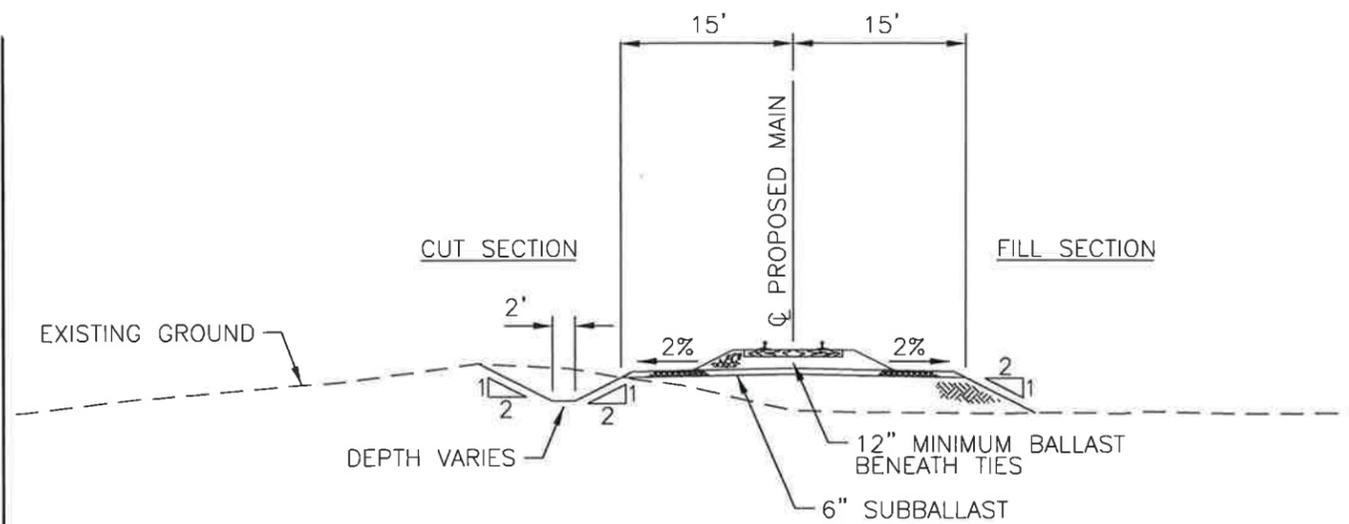
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 OPTION 2B**

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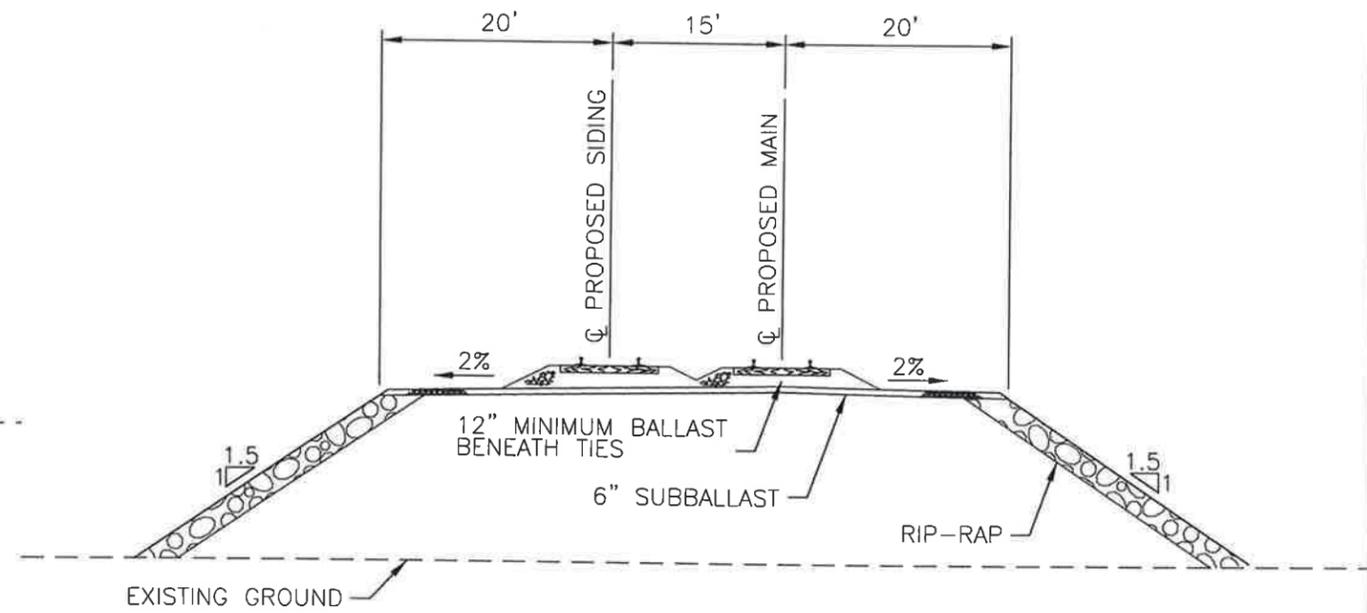
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**EXHIBIT #9 - TRACK SECTIONS**



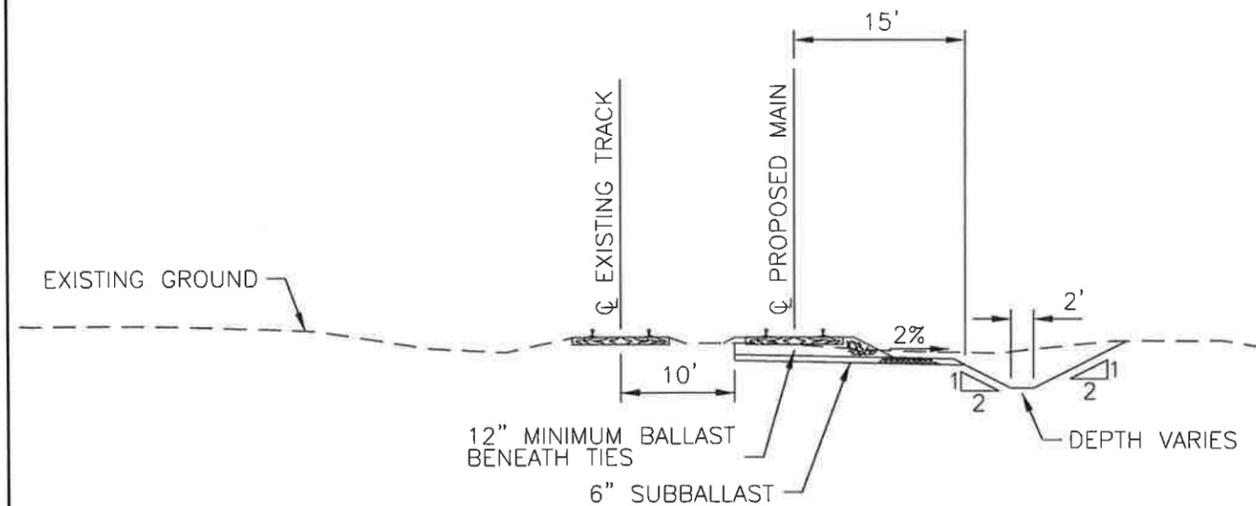
**TYPICAL SECTION  
PROPOSED SINGLE TRACK**

- PROPOSED MAIN LINE 1 STA. 102+00.00 TO STA. 487+00.00 (ALL OPTIONS)
- PROPOSED MAIN LINE 1 STA. 647+64.57 TO STA. 677+39.86 (ALL OPTIONS)
- PROPOSED MAIN LINE 2 STA. 209+00.00 TO STA. 631+85.00 (ALL OPTIONS)
- PROPOSED MAIN LINE 2 STA. 806+05.50 TO STA. 835+80.78 (ALL OPTIONS)



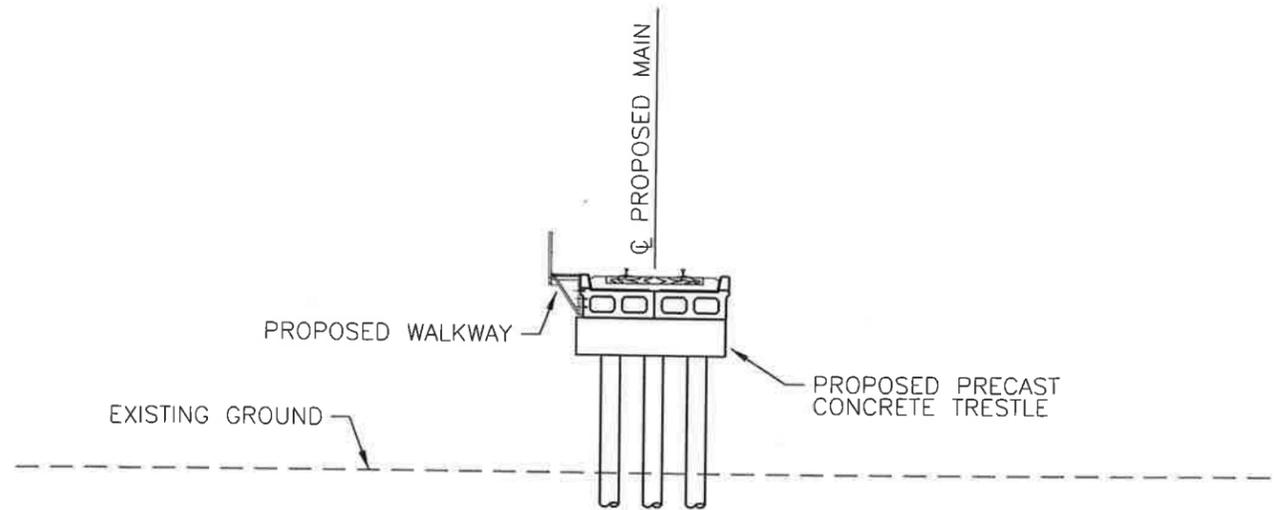
**TYPICAL SECTION  
PROPOSED TRACK  
ON PROPOSED BERM**

- PROPOSED MAIN LINE 1 STA. 547+15.20 TO STA. 647+64.57 (OPTION 1A)
- PROPOSED MAIN LINE 2 STA. 705+56.12 TO STA. 806+05.50 (OPTION 2A)



**TYPICAL SECTION  
PROPOSED SINGLE TRACK  
ADJACENT TO EXISTING TRACK**

- PROPOSED MAIN LINE 1 STA. 93+87.71 TO STA. 102+00.00 (ALL OPTIONS)
- PROPOSED MAIN LINE 2 STA. 200+00.00 TO STA. 209+00.00 (ALL OPTIONS)



**TYPICAL SECTION  
PROPOSED SINGLE TRACK  
ON PRECAST CONCRETE TRESTLE**

- PROPOSED MAIN LINE 1 STA. 487+00.00 TO STA. 547+15.20 (OPTION 1A)
- PROPOSED MAIN LINE 1 STA. 487+00.00 TO STA. 648+00.00 (OPTION 1B)
- PROPOSED MAIN LINE 2 STA. 631+85.00 TO STA. 705+56.12 (OPTION 2A)
- PROPOSED MAIN LINE 2 STA. 631+85.00 TO STA. 806+40.93 (OPTION 2B)



CONSULTANTS:

PORT CANAVERAL RAIL ACCESS



REVISIONS:	MARK	DATE	DESCRIPTION

PROJ NO: P304120075  
SCALE: N.T.S.  
DATE: 11/22/2013  
DESIGNED BY: MEW  
DRAWN BY: MEW  
CHECKED BY: MGB

SHEET TITLE:  
**TYPICAL SECTIONS**

SHEET NO.  
**TYP01**

SHEET OF

11/22/2013 5:17:28 PM G:\A120075\Rail\Sheet\TYP01.dgn

IF THIS DRAWING IS LESS THAN 24" X 36" IT IS A REPRODUCTION OF THE ORIGINAL

**EXHIBIT #10 - YELLOW: ROUTE FOR RAIL BARGE  
(RED: HARD RAIL)**



**PORT CANAVERAL, FL  
TIGER V**



**APPENDIX B**  
Multi-Modal Terminal Logistics Center



**John Walsh**  
Chief Executive Officer

In June, 2013, the Canaveral Port Authority Commission unanimously approved John Walsh to serve as Chief Executive Officer. John has been an important part of the leadership staff of Port Canaveral since being hired in February, 2011 as Deputy Executive Director of Infrastructure. During the past two years, he has directed planning, engineering, design, construction and development of more than \$300 million in planned capital projects. In his new capacity, John will take full charge of the Port's daily operations and business sectors of cruise, cargo, recreation and real estate to ensure the continued success of Port Canaveral for all stakeholders.

John's educational credentials include a MBA from West Chester University of Pennsylvania and a Graduate Management Certificate from the Wharton School of Business at the University of Pennsylvania. He also earned a bachelor of science in Construction Management from Drexel University in Philadelphia.

John has more than 32 years of construction, design-build and real estate development experience. From 1984, he owned a general construction firm that served a diverse clientele, including public and private ports, industrial, higher education, airports, railroads, and Fortune 500 firms. He also owned a development firm that focused on technology firms, higher education, waterfront projects, and neo-traditional town centers from 1996 to 2010.



**Committee on Oversight and Government Reform**  
**Witness Disclosure Requirement – “Truth in Testimony”**  
**Required by House Rule XI, Clause 2(g)(5)**

Name: John E. Walsh

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1. Please list any federal grants or contracts (including subgrants or subcontracts) you have received since October 1, 2011. Include the source and amount of each grant or contract.

None. I have not personally received any federal grants or contracts since October 1, 2011.

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2. Please list any entity you are testifying on behalf of and briefly describe your relationship with these entities.

I am testifying on behalf of Canaveral Port Authority where I serve as the CEO and Port Director.

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3. Please list any federal grants or contracts (including subgrants or subcontracts) received since October 1, 2010, by the entity(ies) you listed above. Include the source and amount of each grant or contract.

Please see the attached list of Grants Canaveral Port Authority received since October 1, 2010.

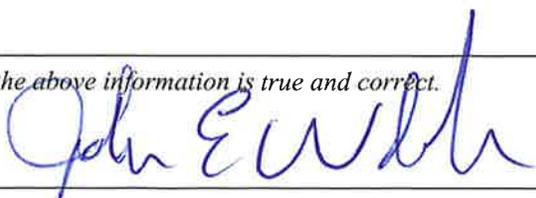
Canaveral Port Authority has no Federal contracts and is not a subcontractor.

Canaveral Port Authority does enter into MOU agreements for Cost Reimbursement for Harbor Projects with the Army Corp of Engineers and US Air Force.

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*I certify that the above information is true and correct.*

Signature:



Date:



**CANAVERAL PORT AUTHORITY**

**SCHEDULE OF FEDERAL GRANTS/CONTRACTS RECEIVED SINCE 10/1/2010**

PROGRAM TITLE	AWARD TYPE	GRANT SOURCE		GRANT AMOUNT
		FEDERAL AGENCY	PASS THROUGH ENTITY	
Port Security Grant Program FY2010 Port Security Grant Program Fiduciary Agent 08/13/2010 - 05/31/2013	Direct recipient	Department of Homeland Security FEMA		\$1,514,567
Port Security Grant Program FY2011 Port Security Grant Program Fiduciary Agent 08/13/2010 - 05/31/2013	Direct recipient	Department of Homeland Security FEMA		\$1,000,063
Port Security Grant Program FY2013 Port Security Grant Program Fiduciary Agent 09/01/2013 - 08/31/2015	Direct recipient	Department of Homeland Security FEMA		\$1,098,563
National Explosives Detection Canine Team Program 10/01/2010 - 09/30/2016	Direct recipient	Department of Homeland Security- Transportation Security Administration		\$602,500
Canaveral Port Authority Energy Efficiency Project 06/27/2011 - 04/30/2012	Sub-recipient	U.S. Department of Energy	Florida Department of Agriculture and Consumer Services	\$325,000
<b>TOTAL</b>				<b>\$4,540,693</b>