



LOCAL REDEVELOPMENT
AUTHORITY FOR

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GOVERNMENT OF PUERTO RICO

April 29, 2025

Responses to Questions

RFP#2024-004

Vertical Space Launch Facility at Roosevelt Roads, Ceiba, Puerto Rico

Local Redevelopment Authority (LRA)

This document provides the official responses from the Local Redevelopment Authority for Roosevelt Roads (LRA) to the questions submitted by interested parties during the RFP #2024-004 process regarding the proposed vertical launch facility at Roosevelt Roads, Ceiba, Puerto Rico. The purpose of this document is to clarify inquiries and provide additional information to ensure all participants have a clear and consistent understanding of the requirements and expectations set forth in the RFP.

1. The RFP requires the submittal of one (1) signed original, seven (7) copies, and one (1) electronic copy on USB Drive. For improved efficiency and security, please amend this requirement to only be one (1) electronic copy submitted via email or secure cloud storage / SFTP.

Response:

We appreciate the suggestion; however, the requirements for submission outlined in the RFP remain in effect as stated. Respondents must submit one (1) signed original, seven (7) hard copies, and one (1) electronic copy on a USB drive. This format ensures uniformity in the review process and preserves the integrity of the procurement procedure.

2. What is the status of environmental review at the proposed launch site location?

Response:

An environmental assessment was previously conducted for the broader Roosevelt Roads installation; however, the specific parcel identified as SWMU 77 (Solid Waste Management Unit 77) remains subject to ongoing environmental remediation activities under the supervision of the U.S. Navy. As such, the site is not yet cleared for unrestricted use.

We strongly encourage all respondents to conduct thorough environmental due diligence and engage qualified professionals—such as environmental consultants, legal counsel, and permitting experts—to evaluate potential regulatory constraints, assess site-specific



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conditions, and develop a compliant permitting and mitigation strategy tailored to the proposed scope of operations.

3. Does National Environmental Policy Act analysis and documentation exist, including wetlands and endangered species surveys? If so, can it be posted to the RFP website?

Response:

The LRA provided all the documentation that it has available regarding environmental matters in the RFP2024-004 document. As stated before, an environmental assessment was previously conducted for the broader Roosevelt Roads installation; however, the specific parcel identified as SWMU 77 (Solid Waste Management Unit 77) remains subject to ongoing environmental remediation activities under the supervision of the U.S. Navy. As such, the site is not yet cleared for unrestricted use.

We strongly encourage all respondents to conduct thorough environmental due diligence and engage qualified professionals—such as environmental consultants, legal counsel, and permitting experts—to evaluate potential regulatory constraints, assess site-specific conditions, and develop a compliant permitting and mitigation strategy tailored to the proposed scope of operations.

4. How much of the proposed launch site has been environmentally remediated and what is the proposed timeline to complete remediation?

Response:

The proposed launch site lies within an area historically used for military training activities and is currently designated as SWMU 77 (Rifle Range Subarea). Environmental investigations and corrective actions have been underway for over a decade, led by the U.S. Navy under the Resource Conservation and Recovery Act (RCRA).

A summary of key activities includes:

- 2011–2013: Phase I and full RCRA Facility Investigations (RFI) identified elevated levels of metals and nitroglycerin (NG) in both surface and subsurface soils.
- Military munitions debris (bullets, shell casings, and fragments) and potential explosive hazards (MEC and MPPEH) were documented.
- 2015: A formal risk evaluation determined potential unacceptable risks to both ecological and human health. This prompted interim corrective measures, including soil removal in the Pistol and Rifle Range areas. However, confirmation



sampling still exceeded preliminary target values in some locations, requiring further removal efforts.

- 2021: A Data Evaluation and Site Assessment Plan (SAP) was implemented to address remaining data gaps. This included:
 - Soil and sediment sampling across multiple subareas (including Rifle Range),
 - Monitoring wells installation,
 - Digital Geophysical Mapping (DGM) to assess unexploded ordnance and subsurface contamination.

These activities confirm that remediation is ongoing, and site conditions are not yet suitable for unrestricted use. The Navy has expressed a commitment to adjusting remediation priorities should project development timelines require expedited action in specific areas. This includes potential reassignment of resources to address the launch site area prior to other zones, if needed.

Given this context, we recommend that respondents plan for coordination with the U.S. Navy and relevant environmental regulators and incorporate adaptive strategies to accommodate phased remediation and potential site access limitations.

5. Who is the building official and authority having jurisdiction? What other approval agencies (environmental, utilities, stormwater, construction) are present, and are their standards available?

Response:

The Building Official with jurisdiction over projects within the Roosevelt Roads facilities is the Puerto Rico Permit Management Office (OGPe, for its acronym in Spanish), which oversees construction permits and regulatory compliance. However, the Roosevelt Roads Redevelopment Authority (LRA) serves as the managing entity of the site's infrastructure and facilities. The LRA operates under applicable local and federal laws and coordinates development efforts within the framework of Puerto Rico's land use and permitting structure.

Several agencies have regulatory jurisdiction over environmental, construction, utility, and stormwater matters, including but not limited to:

- Permit Management Office (OGPe) – primary permitting and construction authority.
- Puerto Rico Department of Natural and Environmental Resources (DRNA) – environmental resource protection and management.



- U.S. Environmental Protection Agency (EPA) – federal environmental oversight.
- U.S. Fish and Wildlife Service (USFWS) – protection of endangered species and critical habitats.
- U.S. Army Corps of Engineers (USACE) – wetlands, navigable waters, and related permitting (e.g., Section 404 of the Clean Water Act).

Each of these agencies operates under its own regulatory standards and procedural frameworks. It is the responsibility of each proponent to conduct independent due diligence to identify which regulations, approvals, and agencies are applicable to their specific project scope, location, and activities. Standards and permitting guidelines are available directly through the websites or regional offices of the corresponding agencies.

We strongly encourage all respondents to engage qualified professionals (e.g., legal counsel, permitting consultants, environmental engineers) to support their regulatory analysis and permitting strategies.

6. Are engineering drawings available for the local utilities?

Response:

The Roosevelt Roads Redevelopment Authority (LRA) does not possess additional engineering drawings beyond those already included in Appendices I1, I2, and I3 of the RFP. There are no as-built or utility-specific plans currently available for public distribution. While the LRA is actively working on future infrastructure development projects—currently in the design stage, the utility connection point for all services (water, electricity, communications, etc.) will be located near Building 1205, as referenced in the RFP. The approximate coordinates for this location are 18.227562, -65.613453.

As stated in Section 3.8 of the RFP:

“In the site area subject of these RFP, utilities (water, electricity, communications, etc.) do not exist; the selected proponent will be solely responsible for constructing and maintaining all of the utilities and lines up to the closest connection points which are located near LRA’s 1205 building.”

7. Power - Where are the substations located, what is the available capacity and are there redundant feeders?



Response:

The closest operational substation is Substation India, located at coordinates 18.230401, - 65.616998, with a current electrical capacity of approximately 5 MW. The property subject to this RFP does not have existing electrical infrastructure. Therefore, the selected proponent will be responsible for designing and constructing the electrical distribution system from the designated connection point to the project site, subject to coordination with LRA and in compliance with applicable utility standards.

As stated in Section 3.8 of the RFP:

“In the site area subject of these RFP, utilities (water, electricity, communications, etc.) do not exist; the selected proponent will be solely responsible for constructing and maintaining all of the utilities and lines up to the closest connection points which are located near LRA's 1205 building.”

8. Water – What is the system capacity for storage and flow rate, and are there nearby flow tests available?

Response:

The water system at Roosevelt Roads includes a 1.5-million-gallon storage tank located in the *Takan* sector. Currently, no flow tests are available. Similar to the electrical service, the project site does not have potable water connections or infrastructure. The selected proponent must connect to the available water system at the designated point near Building 1205, following applicable design and permitting processes.

As stated in Section 3.8 of the RFP:

“In the site area subject of these RFP, utilities (water, electricity, communications, etc.) do not exist; the selected proponent will be solely responsible for constructing and maintaining all of the utilities and lines up to the closest connection points which are located near LRA's 1205 building.”

9. Sewer – What is the capacity of the treatment plant? Is septic allowable?

Response:

There is no active wastewater treatment plant operating within the Roosevelt Roads property. Currently, all sanitary discharges from existing uses are managed through extraction and



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transportation by vacuum trucks to the Puerto Rico Aqueduct and Sewer Authority (PRASA) treatment plant in Fajardo.

The subject parcel does not contain sanitary sewer infrastructure. However, the use of retention or holding tanks may be considered for wastewater management, provided such systems comply with all applicable regulations from OGPe, DRNA, EPA, and any other relevant permitting agencies.

As stated in Section 3.8 of the RFP:

“In the site area subject of these RFP, utilities (water, electricity, communications, etc.) do not exist; the selected proponent will be solely responsible for constructing and maintaining all of the utilities and lines up to the closest connection points which are located near LRA’s 1205 building.”

10. Communications – What is the existing capacity?

Response:

The subject parcel does not contain any existing telecommunications infrastructure. There are no wired systems for voice, data, or internet connectivity currently available at the site.

Given these conditions, proponents are strongly encouraged to evaluate and incorporate wireless technology-based solutions—including satellite, microwave, or cellular systems—to support their operational needs. Any proposed communication infrastructure must comply with applicable regulatory standards and be coordinated with the LRA to avoid interference with existing or planned systems within the broader Roosevelt Roads area.

As stated in Section 3.8 of the RFP:

“In the site area subject of these RFP, utilities (water, electricity, communications, etc.) do not exist; the selected proponent will be solely responsible for constructing and maintaining all of the utilities and lines up to the closest connection points which are located near LRA’s 1205 building.”

11. Can you provide an airport masterplan and an Airport Layout plan (ALP) that shows the Part 77 surfaces?



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Response:

The airport facilities located within the former Roosevelt Roads Naval Station are not under the ownership or operational control of the Roosevelt Roads Redevelopment Authority (LRA). These areas are owned and managed by the Puerto Rico Ports Authority (PRPA), which is the agency responsible for airport operations and planning in the region.

It is important to clarify that the area of interest identified in this RFP, including the SWMU 77 site, lies outside the jurisdictional boundaries of PRPA and, therefore, is not included in any existing Airport Layout Plan (ALP) or master planning documents managed by that agency. Any aeronautical assessments related to Part 77 surfaces would need to be conducted independently by the proponent as part of their project-specific due diligence.

12. Are engineering drawings available for the dry dock? Specifically, what is the minimum width of the dry dock?

Response:

There are no engineering drawings currently available for the dry dock structure. However, based on historical records and visual assessments, the estimated minimum width of the dry dock is approximately 150 feet.

It is important to highlight that the dry dock is not included within the boundaries of the area subject to this RFP. Therefore, any evaluation or potential use of that facility would fall outside the scope of this procurement process and would require separate coordination with the relevant authorities, including the U.S. ARMY, which retains ownership of certain adjacent assets.

13. Given that USB and hard copies are not a secure way to provide information, can the proposal and financial model be submitted electronically only via email or secure file transfer?

Response:

We acknowledge the concern; however, the submission requirements, including the provision of one (1) signed original, seven (7) copies, and one (1) electronic copy on USB drive, shall remain as indicated in the RFP. These instructions are in place to ensure compliance with applicable protocols and internal procedures governing the evaluation process.



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14. How does the LRA define small and medium launch systems? What is the maximum distance from the boundary of the launch site development area that launch operations cannot impact?

Response:

The LRA follows generally accepted definitions in the aerospace industry when referring to small and medium launch systems. As a general guideline:

- Small launch vehicles are those capable of delivering up to 2,000 kilograms to Low Earth Orbit (LEO).
- Medium launch vehicles typically support payloads ranging from 2,000 to 20,000 kilograms to LEO.

These classifications may vary slightly depending on the source, such as NASA, FAA, or other international regulatory agencies. As to launch operations, respondents are expected to propose systems that can demonstrate environmental and public safety compliance. The impact radius and buffer zones will be evaluated as part of the licensing process in coordination with relevant regulatory bodies. Respondents are expected to take into consideration the existing site boundaries and provide mitigation strategies to avoid adverse impacts beyond those limits.

15. The link provided to understand tax advantages does not appear to work. Can an updated link or a high-level summary be provided?

Response:

Thank you for bringing this matter to our attention. In the meantime, we can confirm that the Roosevelt Roads Redevelopment Area may be eligible for various tax incentives under Puerto Rico's current economic development laws, including but not limited to:

- Income tax exemptions for eligible activities
- Property tax exemptions
- Municipal tax exemptions
- Special tax treatment for export services

These benefits are available through various legal frameworks, including the Puerto Rico Incentives Code (Act 60-2019). We strongly encourage proponents to consult with legal or tax advisors to conduct a detailed analysis based on the specific structure and nature of their project.

For more information, you may visit the following link:

<https://incentives.ddec.pr.gov/Security/Login?ReturnUrl=%2F>



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Additionally, we highly recommend that all proponents engage professionals specializing in tax incentive programs —such as legal advisors, tax consultants, or economic development experts— to assess their project’s eligibility under the various available programs. This evaluation will help identify concrete opportunities and develop an effective tax strategy that maximizes the benefits available under the Puerto Rico Incentives Code (Act 60-2019) and other applicable laws.

16. In Section 4.4.3.1, there is a shall statement for the provision of audited financial statements. Could this item be reduced to a “must provide” thereby allowing Respondents to demonstrate financial stability in ways other than audited financial statements?

Response:

The requirement for audited financial statements remains applicable to all respondents, unless the entity is newly established. In such cases, the respondent must submit certified documentation that reasonably demonstrates its financial capacity to carry out the proposed project. This may include, but is not limited to, bank references, capital commitments, investor backing, or other credible financial instruments or guarantees. The LRA reserves the right to evaluate such alternative evidence to determine whether it satisfies the due diligence requirements for financial stability.

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