



DEPARTMENT OF THE AIR FORCE
45TH SPACE WING (AFSPC)

MAR 19 2015

MEMORANDUM FOR SURFACE TRANSPORTATION BOARD

395 E Street SW
 Washington, DC 20423-0001
 ATTN: Dave Navecky, Environmental Filing Docket No. FD 35852

FROM: 45 SW/XP
 1201 Edward H. White II Street
 Patrick AFB FL 32925-3238

SUBJECT: Rail Extension to Port Canaveral, Florida – Potential Rail Alignments
 (Your letter, 20 Feb 15)

1. We have received your letter requesting comments on the feasibility of potential rail alignments that would traverse Cape Canaveral Air Force Station (CCAFS). The 45th Space Wing recognizes the potential economic benefit rail service to Port Canaveral would have to Brevard County and the local community. However, such benefit must be carefully weighed against the ability of the wing to safely support our growing launch mission manifest and those operations of our mission partners operating on CCAFS.
2. Routes referred to as 1a and 1b of your letter are not considered feasible because in both of these scenarios, the route crosses the CCAFS airfield; rendering that facility unusable to support our mission. In addition, route 1a is shown running past our critical launch complexes 37, 40 and 41. Any route proposed in proximity to these complexes would likewise be considered not feasible due to safety, security and hazardous operations related to those facilities.
3. Based on the information provided, it is not possible to evaluate the feasibility of route 1c running along CCAFS's western transportation corridor. Due to the multiple hazardous operating facilities, critical telemetry and radar equipment, and cultural and natural resources located along the route, the 45th Space Wing would require the Surface Transportation Board to provide a planning assessment, similar to the one performed for the NASA routes, in order to evaluate potential mission impacts and possible mitigation strategies before such a determination could be made. We do not have any comment on route 1d since it traverses Kennedy Space Center (KSC) and is not CCAFS property.
4. In summary, none of the proposed rail routes that traverse CCAFS property are currently feasible without further study. We look forward to working with Surface Transportation Board and reviewing any assessments you can provide to further evaluate the overall feasibility of any rail route that traverses CCAFS. If you have any further questions, please contact me directly at 321-494-3398 or via e-mail at Thomas.Eye@us.af.mil .

THOMAS A. EYE
 Director, Plans and Programs

2 Attachments:

1. Rail Line Extension to Port Canaveral, Florida – Potential Rail Alignments, 20 Feb 15
2. 45 SW Response to Rail Extension to Port Canaveral, Florida, 9 Dec 2014

CC:
NASA KSC/AD
45 OG/CC
45 MSG/CC
45 LCG/CC
45 SW/SE



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

February 20, 2015

Thomas A. Eye
Director, Plans and Programs
45 SW/XP
1201 Edward H. White II Street
Patrick AFB, FL 32925-3238

Re: Docket No. FD 35852, Canaveral Port Authority — Rail Line Extension to
Port Canaveral, Florida — Potential Rail Alignments

Dear Mr. Eye:

The Surface Transportation Board's (Board) Office of Environmental Analysis (OEA) has received your letter dated December 9, 2014 with scoping comments for the environmental impact statement (EIS) on the proposed Port Canaveral Rail Extension. We appreciate your comments and are giving them our careful consideration.

During the EIS scoping phase, other agencies and interested parties submitted questions, comments and suggestions regarding the feasibility of various potential alignments for the proposed rail line. A number of commenters proposed rail alignments that would traverse the U.S. Air Force's (USAF) Cape Canaveral Air Force Station (CCAFS). In some instances, the commenter suggested a specific route through CCAFS (see 1c and 1d below) and in other instances, commenters suggested general or non-specific routes through CCAFS (see 1a and 1b below). The specific and general alignments proposed during EIS scoping are listed below and depicted in the enclosed map, *Proposed CCAFS Rail Alignments*:

- 1a - an alignment that would travel north through CCAFS to the Launch Complex (LC)-39 Pad Area and connect with the National Aeronautics and Space Administration (NASA) Kennedy Space Center (KSC) rail line in that area.
- 1b - an alignment that would travel north through CCAFS and would depart CCAFS on NASA Parkway East, which it would follow until joining the existing rail at KSC.
- 1c - an alignment that would travel north through CCAFS, specifically along the western shoreline of CCAFS, until leaving CCAFS along the southern shoulder of NASA Parkway East.

- 1d - an alignment that would travel north through CCAFS via alignments 1b or 1c, and at the industrial area would turn west and exit KSC along NASA Parkway West to the existing Florida East Coast Railway (FEC) main line.

As part of OEA's effort to develop a reasonable range of alternatives for analysis in the EIS, OEA needs to determine the feasibility of each of these potential rail alignments. For each of these potential alignments, please state whether it would be infeasible or feasible from a USAF perspective. For each potential alignment that the USAF may consider infeasible, please provide an explanation as to why. For each potential alignment that the USAF may consider potentially feasible, but would be subject to USAF-imposed conditions or restrictions during rail line construction or operation, please identify and detail those potential conditions or restrictions (e.g., type, frequency and duration of USAF events during which rail line construction activities or train movements would be prohibited or restricted).

OEA has also provided these potential alignments to the Canaveral Port Authority and requested its perspectives on feasibility. This request (Information Request #2 to the Canaveral Port Authority, submitted February 5, 2015) is available on the OEA-sponsored EIS website at the following address under "Related Documents and Links:"
<http://www.portcanaveralraileis.com>.

Thank you very much for your assistance. We look forward to receiving this information at your earliest convenience, and no later than March 20, 2015. If it would be helpful to you to speak to someone about the questions that we are posing in this letter, please do not hesitate to contact Mr. Dave Navecky of my staff at 395 E Street SW, Washington, DC 20423, 202-245-0294, (David.Navecky@stb.dot.gov). When your response is ready, please send it to Mr. Navecky by email, if that is most convenient for you.

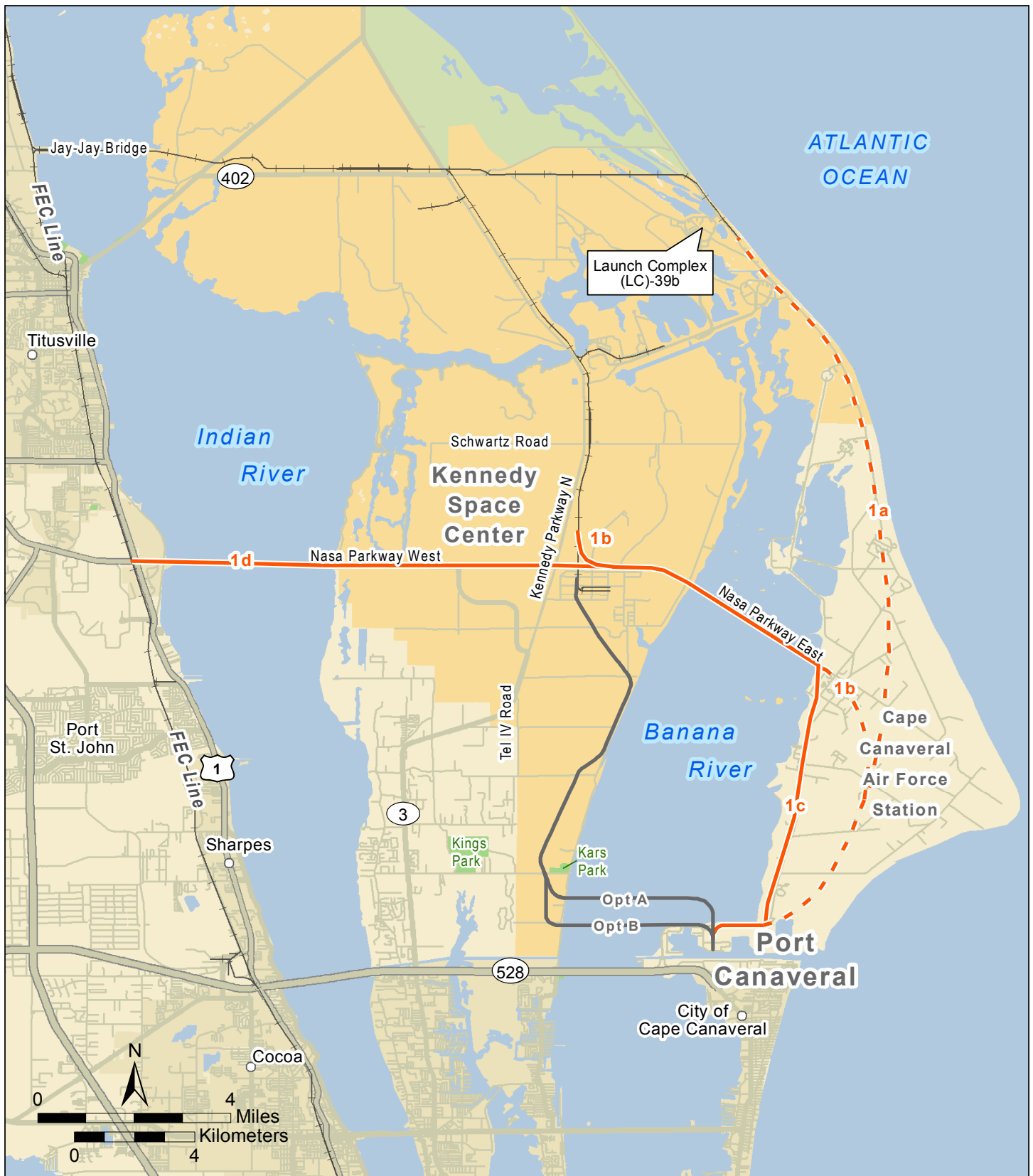
Sincerely,



Director
Office of Environmental Analysis

Enclosures:

- Docket No. FD 35852, Proposed CCAFS Rail Alignments



Proposed CCAFS Rail Alignments

— Existing Rail Lines

— CPA-Proposed Alignments A & B

STB Docket No. FD 35852

Date: 2/19/2015

CCAFS Potential Alignments

— Routes Proposed by Commenter

- - - Route Not Specified by Commenter





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45TH SPACE WING (AFSPC)

DEC 9 2014

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ATTN: Dave Navecky, Environmental Filing Docket No. FD 35852

FROM: 45 SW/XP
1201 Edward H. White II Street
Patrick AFB FL 32925-3238

SUBJECT: Rail Extension to Port Canaveral, Florida (Your letter, 27 Oct 14)

1. We have reviewed the notice of intent to prepare an Environmental Impact Statement (EIS) and submit the comments below to assist the Board's Office of Environmental Analysis (OEA) in the preparation and issuance of the final scope of study for inclusion in the EIS.
2. The 45 Space Wing's Radar 19.14 is located south of the rail route shown as Option A. The Option A route would likely disrupt line-of-sight to future launch support locations. As such, we consider the Option A route to be unacceptable unless it is determined there will not be any line-of-sight issues in the design process of the Option A route. Also, it appears that the proposed rail route will encroach on the northern 30% of the existing 1km laser range at the Innovative Science Technology Experimentation Facility (ISTEF) located at KSC to the north of the Radar 19.14. Any rail route through that area must consider the need to resolve potential operational conflicts between the laser range and rail operations.
3. We are pleased to see the EIS Notice of Intent (NOI) includes "Safety" as an impact area to be addressed. The NOI states that the EIS will "Evaluate the potential for disruption and delays to the movement of emergency vehicles" (reference page 5, paragraph 2.c). We recommend adding "launch essential vehicles" and "emergency evacuation operations from CCAFS" to the scope of that area of evaluation.
4. Aside from the impacts mentioned above, we need to stress that additional impacts could result due to small changes in route that might emerge during the design process. Our instrumentation assets at KSC are sensitive to vibrations and electromagnetic interference and we must therefore be kept closely involved as a stakeholder to approve any changes in route during the design phase that may impact our Spacelift mission. Also, at the appropriate point in the development of this initiative we may want to explore the possibility of installing fiber infrastructure along the proposed rail route from our Tel IV facility on KSC (near Radar 19.14) to the CCAFS south gate area.

THOMAS A. EYE
Director, Plans and Programs

cc:
NASA KSC/AD
45 OG/CC; 45 MSG/CC; 45 LCG/CC; 45 SW/SE