



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.

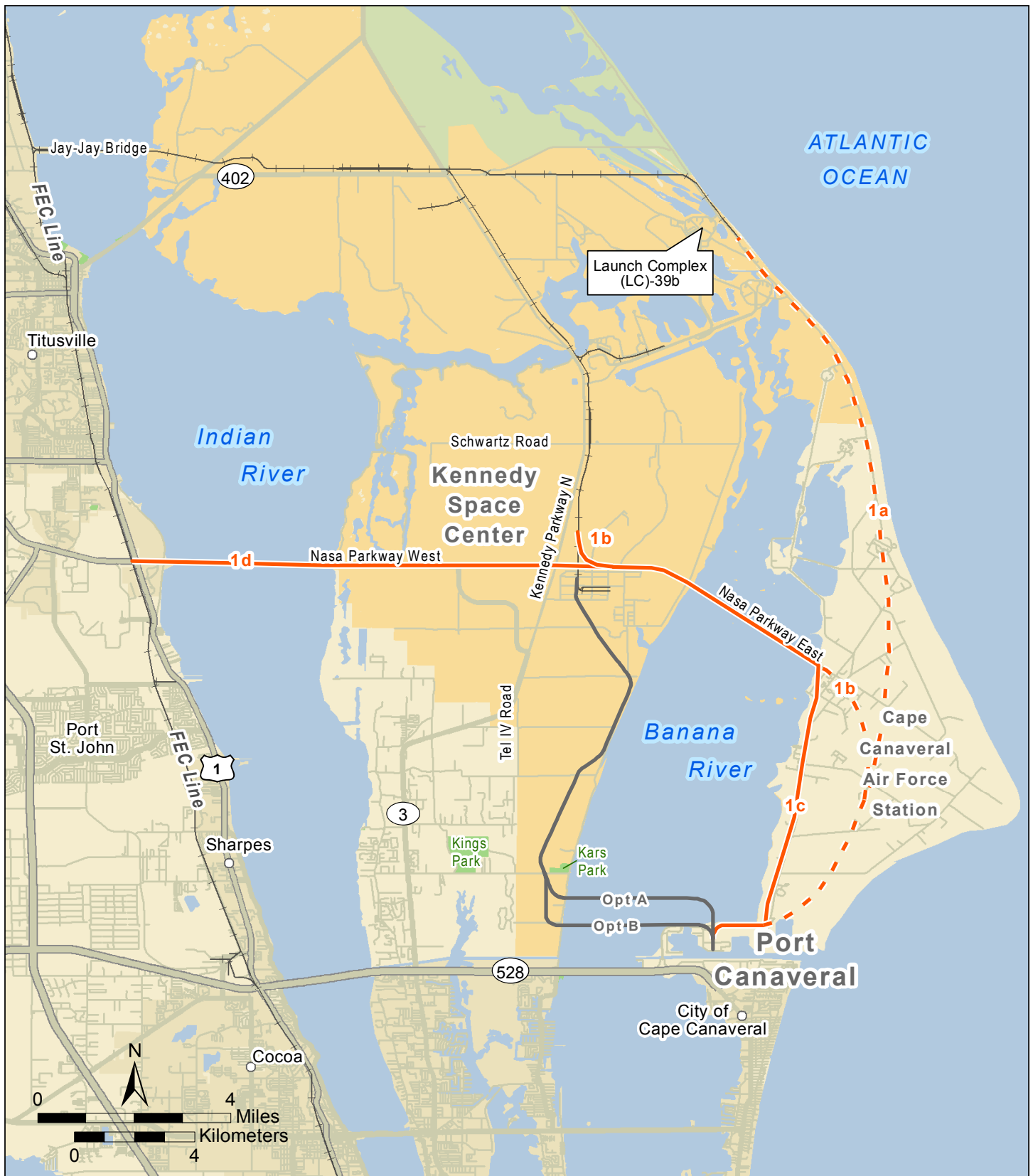
Sincerely,



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

