

Surface Transportation Board

Incoming Correspondence Record

#EI-20872

Correspondence Information		Status: In Process	
* Required Fields		Recorded by David Navecky on 01/05/2015	
*Docket #:	FD 35852 0	Affiliation:	Self / Individual
*Name of Sender:	David Hoffman	Letter Type:	Letter
Group:			
Attention Of:			
*Date Received:	12/31/2014	NEPA Type:	Scoping
Date of Letter:	12/31/2014	In Public Docket?	☐ Yes ☒ No
Group's Address:	8682 U.S. Highway 61 North		
Group's City:	Woodville	Phone Number:	
Group's State:	MS	Email Address:	
		Group's Zip Code:	39669-3016

Submitter's Comments

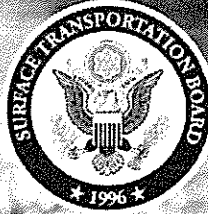
STB's Comments

Image Attachment(s)

An attachment has not been added.

Redd 12/31/14

ENVIRONMENTAL
IMPACT STATEMENT



Port Canaveral Rail Extension

How Do I Submit Comments?

EI-20872

- **Written Comments:** Complete and submit this form at a public meeting, or mail your comments to the Surface Transportation Board's address at the bottom of this page.
- **Recorded Comments:** Provide your comments to a court reporter at a public meeting.
- **Electronic Comments:** Submit electronic comments by visiting the Surface Transportation Board's website, www.stb.dot.gov, and clicking on the "E-Filing" link.

Please refer to Docket No. FD 35852 in all correspondence addressed to the Surface Transportation Board. The comment deadline is December 19, 2014.

~~My comments/input should be evaluated in the context that I was the NASA/KSC Railroad Manager from mid-1983 until my retirement in March 1996. Of particular significance is that I am (was) the ONLY person employed by NASA EVER to have real knowledge in the operation and maintenance of a railroad. The existing heavy-duty, low maintenance condition of KSC's 12½ mile mainline is the result of my knowledge (specifications, etc.) and management (scheduling, work orders, contract scope of work, etc.).~~

~~I began to evaluate, study, et al several proposals to extend the KSC railroad to Port Canaveral beginning back in the 1970's (!) when some Commissioners of the CPA had news of the rail proposal published in local newspapers. At the time, before cruise ships, they were talking about handling coal (for local electric powerplants) with a projected initial tonnage of 5 million tons annually. My evaluation for KSC management: they are talking about 100 car unit trains, inbound to the Port empty and loaded outbound, passing the Orbiter Processing Facility (near VAB) every 30 minutes around the clock 365 days a year --AND DOUBLING the tonnage volume within 5 years. Needless to say, that was a non-starter with KSC.~~

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Woodville, MS 39669-3534
CITY, STATE, ZIP CODE

Home phone: (601) 888-3016

---I do not use E-mail---
E-MAIL:

Comments may be submitted today or mailed to:

Dave Navecky
Surface Transportation Board
ATTN: Environmental Filing,
Docket No. FD 35852
395 E Street, SW
Washington, D.C. 20423-0001

PLEASE SEE ATTACHED COMMENTS/INPUT SHEETS.

DAVID M. HOFFMAN
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Reference: Docket No. FD 35852, Port Canaveral Rail Extension

COMMENTS/INPUT page 2 (following your formal Comment page)

PAST PROPOSALS/STUDIES for Rail to Port Canaveral (continued):

Circa mid-1980's the manager of the Army Outport asked me to develop a proposed route to the Outport facility. I do not know what proposals or rationale existed for his request but I honored it in a broad-brush fashion. I suggested building across the Banana River on the south shoulder of NASA Parkway East and thence down more or less through the center of Cape Canaveral Air Force Station so as to also serve rail transportation needs of the Air Force and/or their tenants.

As an extension of the "NASA Railroad" this would have been a government operation fully subject to all pertinent regulations and restrictions.

My suggested route specifically AVOIDED all active launch pads and the outages resulting from fueling and launch activities --NOT a minor consideration.

Nothing ever came of that proposal.

There was another rail to the port proposal by then CPA Commissioners (obviously desperate for freight revenue) which talked about mining (by others, of course) the known vast deposit of phosphate in southern Brevard County and exporting it via CPA. Their idea was that Florida East Coast would build parallel to Fla. 528 from City Point to the Port.

My unwritten (until now) evaluation was that the CPA idea was nonsense because it made no rational sense for FEC to fight the battles for permission to build, invest many \$ millions, and significantly reduce their transportation revenue given that an existing phosphate exporting facility already existed up in Jacksonville which would require no construction investment by FEC while giving FEC the longest possible revenue mileage.

This idea seems to have died a deserved death.

NOTES: The idea of either coal or phosphate being handled in the port seems completely at odds with the CPA's booming cruise ship business. I formerly worked for a coal hauling railroad and spent a brief time around their facilities (railcars to ships) at Newport News, VA. I can tell you that it is a very **DIRTY, NASTY** situation. Likewise I have also been close enough to the Florida phosphate terminals south of Tampa to know that it is likewise a **DIRTY, NASTY** situation. Talk about messing up an environment !

In summary, cruise ships are a clean business which would seem illsuited to co-exist with coal or phosphate in a small port like Canaveral. That is my "two cents worth on that".

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COMMENTS/INPUT page 3

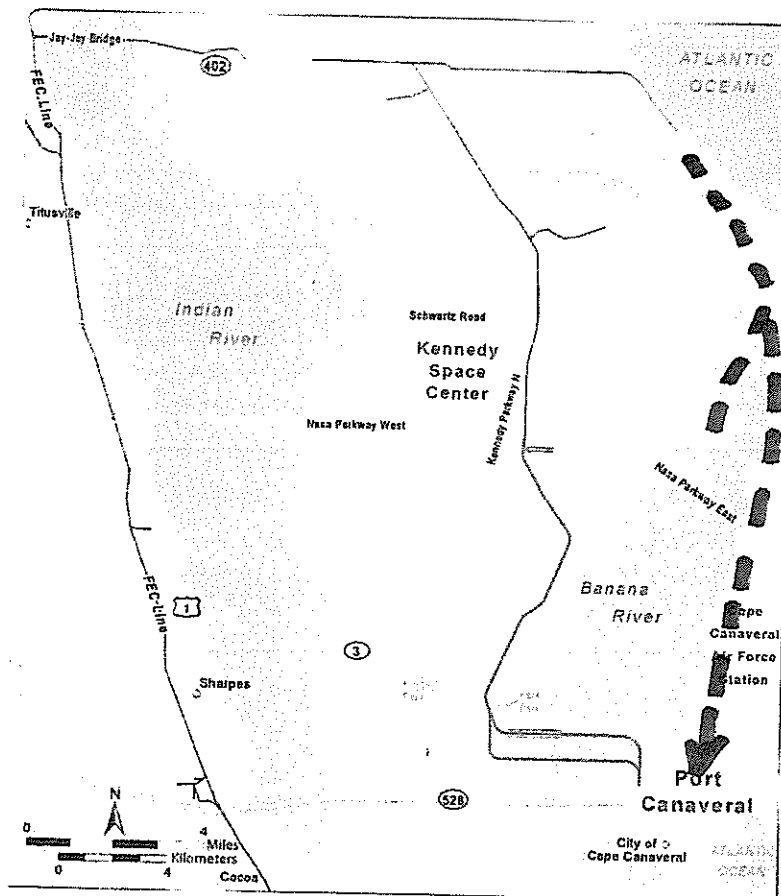
REPORTED PUBLIC SUGGESTIONS at the scoping meetings:

I was told of several by a friend who attended both meetings and watches for public announcements in newspapers or other media

ROUTE VIA THE KSC BEACH LINE:

Just below the surface of a seemingly good idea, this one is about as bad as possible !

- (1) I am told of existing environmental concerns and/or constraints relating to the track (now removed because of) blocking the path of sea turtles and/or other creatures.
- (2) Proximity to launch pads result in sometimes lengthy (days or weeks) shutdown of rail and other activities during fueling and launch events. Result: a partially useless railroad.
- (3) A commercial railroad through CCAFS may run afoul of classified activities resulting in security issues and shutdowns.
- (4) Serious rust issues will require complete replacement of rail and other steel track components approx. every 15 years for those portions of the track directly inside the dune line, possibly incurring damage to the dunes. (I have personal knowledge.)



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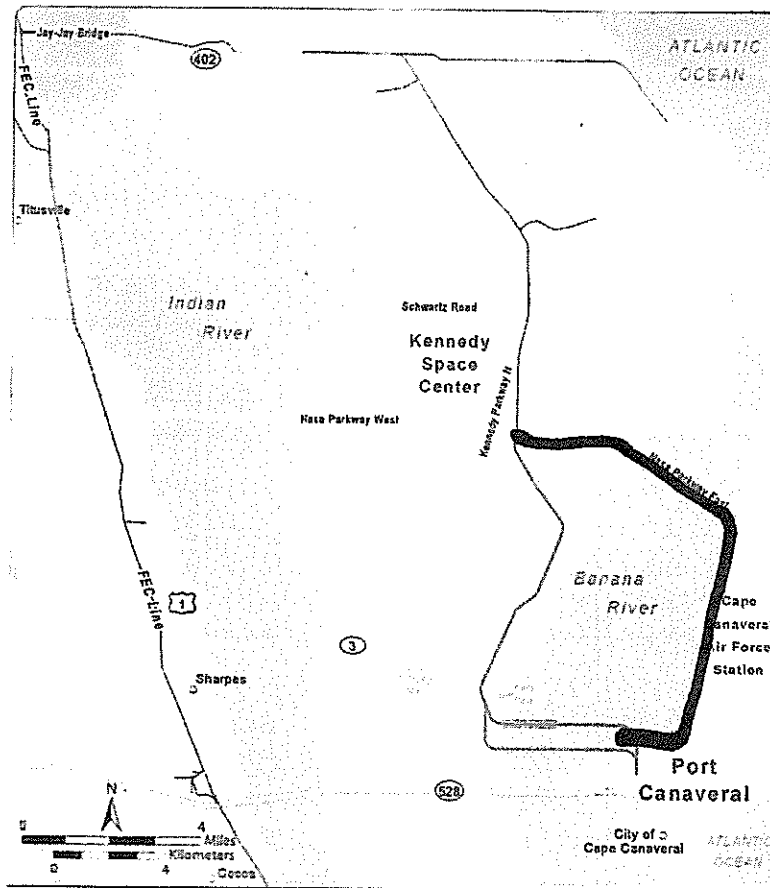
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COMMENTS/INPUT page 4

RECOMMENDED ROUTE: BEST albeit with a potential problem...

As shown in the solid heavy black line, I recommend that the new rail line utilize the existing (fill) south shoulder of NASA Parkway East to reach the west shoreline of CCAFS where it would turn south along the west shoreline of CCAFS to reach the port from the north.



Some of the PLUS & MINUS of this plan are

- (1) Use of the south shoulder of NASA Parkway East will significantly reduce amount of new fill albeit that some bulkheads and in-fill may be required.
- (2) The required draw-span's foundations may be less intrusive than any other site in the Banana River.
- (3) Building along the west shoreline of CCAFS likely will need some bulkhead, fill & short trestle work... In total it possibly will be less intrusive than the current plan.
- (4) This alignment will be less visible to the public as well as MUCH less intrusive to leisure activities of the public. It also avoids proximity to homeowners.
- (5) May eliminate added dredging for barges to/from KSC.
- (6) Minimize intrusion to river species.

What about that potential problem? Simply stated: CCAFS. (a) USAF may not want to give up the land. (b) While the current commander may be OK with the railroad, a future one may be adamantly opposed, a problem. SOLUTION PROPOSAL: action by Florida Congressional delegation to order CCAFS to deed a 100 foot (min.) east-west rightofway to CPA.

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COMMENTS/INPUT page 5

ABOUT ME: PERSONAL BACKGROUND (it may be relevant)

Current age: 73

RETIRED after 32½ years Federal service, all of it NASA.
Total time at KSC: 30 years, 3 months continuous.
I do know the area well.

EDUCATION: Graduate Sarasota, FL High School 1958
At age 17 got into GEORGIA TECH as out-of-state student
Intention: Mechanical Engineering
Not achieved - weak in advanced math
Transferred to UNIVERSITY of TENNESSEE, Knoxville
Winter Quarter 1962
Major: Transportation (College of Business)

NOTE: Worked my way through college (Tech & Tenn.) earned
more than 90% of all costs.
Gained work experience as engineering draftsman for a
firm manufacturing custom and unique hydraulic valves
Worked 4 quarters in Transportation Branch,
NASA, Marshall Space Flight Center, Huntsville

Graduated with B.S. Transportation, Tenn. March 1964.

Employed as Management Trainee, Operating Department,
Chesapeake & Ohio Railway, based in
Huntington, WV during 9 month system-
wide orientation program (every terminal,
every department, etc. -learned a lot!)
Assigned ("permanent") to assist the
Yardmaster in Grand Rapids, MI --job
was 12 days on, maybe 2 off outside --
after one winter we had a parting of
the ways and I went back home to Florida.

With NASA re-hire status, hired in Transportation
Branch, Kennedy Space Center, FL Jan. 1966.
-- am (was) ONLY graduate Transportation
specialist ever at KSC -- one of few in NASA
Variously promoted to Section Chief/ Acting
Deputy Branch Chief in absence of Chief;
Then to Technical Assistant for Transport-
ability & Planning (also Deputy Branch
Chief) and Railroad Manager.