

Surface Transportation Board

Incoming Correspondence Record

#EI-20769

Correspondence Information		Status: In Process	
* Required Fields		Recorded by David Navecky on 12/29/2014	
*Docket #:	FD 35852 0	Affiliation:	Local Interest
*Name of Sender:	Rosalie Foster	Letter Type:	Other
Group:	North Brevard Heritage Foundation		
Attention Of:		Description 'Other':	
*Date Received:	12/18/2014	NEPA Type:	Scoping
Date of Letter:	12/18/2014	In Public Docket?	☐ Yes ☒ No
Group's Address:	3830 Rambling Acres Drive		
Group's City:	Titusville	Phone Number:	
Group's State:	FL	Email Address:	
		Group's Zip Code:	-

Submitter's Comments

STB's Comments

Image Attachment(s)

An attachment has not been added.



Docket No. FD35852 Port Canaveral Rail Extension
 Roz Foster
 to:
 david.navecky
 12/18/2014 04:07 PM
 Hide Details
 From: Roz Foster <roz@callhenry.com>
 To: <david.navecky@stb.dot.gov>,

E1-20769

I believe the extension of rail service from Port Canaveral to the FEC mainland line is essential for the development of direct access to freight rail service to and from Port Canaveral.

I do have concerns with connecting with the 17 existing miles of rail line at NASA/KSC to make a connection with a main line of the FEC Railway near Jay Jay Bridge crossing in Titusville.

1. Security of rail cargo going thru high security areas located on NASA/KSC properties
2. How would RR closings be handled during launches?
3. Closures to traffic at RR crossings open to the public on KSC and MINWR?
4. Would freight be limited to non-hazardous materials?
5. It is estimated that approx. 3-4 trains per week consisting of 170 roundtrip hopper and box cars with an additional 50 roundtrip double-stacked container cars within 2 ½ years would be using the rail line. Projected future growth of cargo transport by rail would increase this capacity. How would additional security and road closings be handled and scheduled at KSC and MINWR. How would these closings effect employees and visitors?
6. Under- utilized existing rail line at KSC is economically feasible and will eliminate the cost of operation and maintenance of this rail system from NASA. However, does this proposal fit in with NASA's 20 -year development plan and will the existing rail system support commercial space flight contractors is required?
7. Does the existing rail system need refurbishment due to increased weight load, etc. and at what cost?

Proposed construction of the 11 miles of new rail line would have an impact on the scrub jay habitat located on the MINWR as proposed, and routing it across the Banana River needs more careful thought as to the impact on marine life and water quality. The entire span should be a trestle bridge which would allow for water flow and have less impact on marine life and water quality.

An alternate route for a new rail line would be along the 528 causeway and thru the barge canal with trestle bridges across both the Indian and Banana River to permit water flow and continued water access to boat traffic. Study should be made on feasibility of this route and cost effectiveness vs refurbishment of existing 17 miles of rail line and construction of 11 miles of new rail line.

Thanks for the opportunity to submit comments concerning this important project. I would like to see the Port of Canaveral expand their freight cargo transportation system for future development, but not at the expense of destroying our pristine Merritt Island National Wild Life Refuge or the marine life and water quality of the Indian and Banana Rivers.

Respectfully,

Rosalie (Roz) Foster, Founder and President
 North Brevard Heritage Foundation, Inc.
 3830 Rambling Acres Dr.

Titusville, Florida 32796