



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

February 5, 2015

Kathryn K. Floyd Esq.
Venable LLP
575 Seventh Street NW
Washington, DC 20004

Re: Docket No. FD 35852, Canaveral Port Authority — Construction and Operation Exemption — Rail Line Extension to Port Canaveral, Florida; Information Request #2

Dear Ms. Floyd:

Consistent with 40 C.F.R. § 1506.5(a), we are requesting the information listed below, which is necessary for the Office of Environmental Analysis' (OEA) Environmental Impact Statement (EIS) in connection with the above-referenced proceeding.

Feasibility of Alignments

During the scoping process for the EIS, agencies and members of the public submitted questions, comments and suggestions regarding the feasibility of various alignments, options, and features. In order for OEA to determine a reasonable range of alternatives, please state whether the Canaveral Port Authority (CPA) considers the potential alignments listed below as feasible or infeasible. Enclosed with this information request are figures depicting approximate locations of each potential alignment. For every alignment that CPA considers to be infeasible, provide a detailed explanation as to why.

1. A number of scoping commenters proposed alignments that would cross the U.S. Air Force Cape Canaveral Air Force Station (CCAFS). They include the following proposed alignments (see enclosed figure, *Proposed CCAFS & SR-528 Rail Alignments*):
 - a. An alignment that would travel north through the 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.

- b. 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 in KSC.
- c. An alignment that would travel north through the CCAFS, specifically along the western shoreline of CCAFS, until leaving the CCAFS along the southern shoulder of NASA Parkway East.
- d. An alignment that would travel north through CCAFS via alignments 1b or 1c, and at the industrial area would turn west and leave the KSC along NASA Parkway West to the existing Florida East Coast Railway (FEC) main line.

Please provide any available written documentation concerning CCAFS's position on having the proposed rail line extension located on CCAFS grounds.

2. A number of commenters proposed alignments that would generally follow State Road (SR) 528. These include the following proposed alignments (see enclosed figure, *Proposed CCAFS & SR-528 Rail Alignments*):
 - a. An alignment from the Port, following SR-528 until reaching the existing FEC main line.
 - b. An alignment that would run due west from the Port, parallel to the barge canal to the Indian River, then parallel to SR-528 at the Indian River crossing until reaching the FEC.
3. Scoping commenters proposed alignments that followed Tel-IV Road within KSC property. These included the following proposed alignments (see enclosed figure, *Proposed Tel-IV Road Rail Alignments & Barge Options*):
 - a. An alignment that follows a route nearly identical to either Option A or Option B; but after crossing the Banana River, travels farther west and turns north to follow the western edge of the KSC property along a north-south line parallel to Tel IV road. The alignment would travel north until reaching Kennedy Parkway North, which it would follow until joining the existing KSC rail line.
 - b. An alignment identical to 3a above, but after passing north of Ransom Road, turning northeast away from Kennedy Parkway North and meeting the existing KSC rail line in the KSC industrial area.
4. Several comments were submitted regarding the feasibility of alignments located along the eastern side of the KSC property. This includes the following proposed alignments (see enclosed figure, *Proposed Eastern KSC Rail Alignments*):

- a. An alignment that leaves the Port near the same location as the proposed “Option A” but travels across the Banana River bearing to the northwest until reaching the KSC property just to the north of 28th Street SE and following the alignment for “Option A” from that point.
 - b. An alignment that would cross the Banana River on a northwest bearing until reaching KSC property at a point between Kars Park and the Tel-4 Telemetry Site.
 - c. An alignment that would follow either Option A or Option B across the Banana River and around Kars Park to a point approximately 0.7 mile north of Hall Road, where the alignment would travel northeast to Audobon Road, which it would follow until joining the Option A/B alignment.
5. For the proposed Option A and B describe the feasibility of placing the entire Banana River crossing on a trestle (i.e., not placing fill material in the Banana River to construct a causeway). Likewise, for each of the alignments listed in questions 3 and 4 above, indicate how a trestle-only crossing could change the feasibility the alignment.

In addition to the rail alignments identified above, the evaluation of rail by barge options were proposed during the scoping period. For the rail by barge options described below, please state whether CPA considers the options listed below as being feasible or infeasible (see enclosed figure, *Proposed Tel-IV Road Rail Alignments & Barge Options*). For every option that CPA believes to be infeasible, provide a detailed explanation as to why it is considered infeasible.

6. An option utilizing rail by barge from the Port, across the Banana River to a point near where Option A or Option B is currently proposed to enter KSC property, then following the proposed rail options from that point.
7. An option utilizing a rail barge service that would include a rail transfer bridge at the Port and barge service to an inland port at the Orlando Utilities Commission’s Power Plant on the Indian River at Port St. Johns.
8. An option that would use rail by barge from the Port north through the Banana River, and through the barge canals to the turning basin near the existing rail line.
9. For all prior alignments examined by CPA, please describe in detail the screening process used to review these alignments.

No Action Alternative

10. Does CPA anticipate a future increase in cargo throughput at the Port in absence of the proposed rail line? Describe the anticipated future truck traffic necessary to

accommodate future cargo movement at the Port in the absence of the proposed rail line.

11. Provide a description of other projects or activities planned by CPA regardless of the proposed rail line. For example, is CPA considering expanding berthing facilities or cargo yards? Would CPA activities include additional fill in the Banana River? Is the CPA planning to provide facilities for post-Panamax and/or Triple E cargo vessels?

Project Design and Description

12. Would the Jay-Jay Bridge require upgrades to accommodate rail traffic anticipated under the proposed project? If yes, please describe the nature of the anticipated upgrades.
13. What is the railroad right-of-way width for existing rail on the KSC? Does CPA anticipate the need to widen any part of the existing right-of-way on the KSC as part of their proposed rail line? Please list and describe the anticipated facilities that would be constructed or installed inside the right-of-way. For example, would the right-of-way footprint include access roads, communication towers, power distribution lines, etc.?
14. Indicate if all or parts of the rail line right-of-way would be fenced and, if so, outline typical areas where fencing would be installed and the type and height of any anticipated fencing.
15. What portion of the right-of-way would be cleared for new rail line construction? Does CPA anticipate that the rail bed footprint is the only area within the rail line right-of-way that would be permanently cleared of vegetation?
16. What fill material would be used to construct a causeway in the Banana River? Would any structures be placed in the causeway to allow for water circulation through the causeway, such as culverts or short bridge spans?
17. Identify the planned maximum allowable gross car weight that the rail line would be built to accommodate.
18. What is the anticipated FRA rail class for the proposed line?

Construction Phase

19. Identify how ballast and sub-ballast material would be transported to the construction site. Describe the type and source of both the sub-ballast materials and the ballast materials used in rail bed construction.
20. Is it anticipated that water would be used during construction for soil compacting and dust compression? If so, identify the source of the water.
21. Would the rail line construction require the use of construction staging areas? If so, would staging areas be located within or outside the rail line right-of-way?

22. Does the existing KSC rail system need refurbishment due to increased weight load, etc.? If so, describe in detail how the existing rail system would be upgraded or refurbished to meet potential new rail needs.
23. Describe how pilings or piers associated with the rail trestle would be installed in the Banana River. For example, would pile-driving activities be required?
24. Would any blasting or other detonation activity be required for design, pre-construction activities or construction of the rail structure across the Banana River?
25. Would any mechanical dredging from a floating platform, barge, or structure be required for preconstruction activities or during construction for the Banana River crossing, and if so, would this dredging operation restrict manatee access to less than half the width of the Banana River?
26. Would CPA be able to implement the six standard manatee conditions for in-water work (see enclosure) for the proposed project?
27. If upgrades to the Jay-Jay Bridge are anticipated, indicate if anticipated work would include any in-water work in the Indian River. If yes, describe the activities and answer questions 24 through 26 above with responses addressing the Jay-Jay Bridge and Indian River specifically.

Rail Operations

28. Provide a list of cargo that is reasonably foreseeable to be transported on the proposed rail line. Identify cargo that would be transported for existing Port tenants separately from those that would be transported for potential future tenants.
29. Identify the current number of trucks trips to/from the Port as well as the number of anticipated trucks trips to/from the Port anticipated during operation of the rail line.
30. In CPA's August 8, 2014 *Informational Paper* provided to the Board, CPA estimated that 2,700 trucks trips per week (including loaded and empty trucks) would be avoided by development of freight rail capacity at the Port. Provide an explanation of how that estimate was calculated.
31. Describe the typical anticipated consist for trains associated with the rail line (e.g., number of locomotives, number of cars, and approximate overall length).

Other Actions

32. What reasonably foreseeable projects or activities does CPA anticipate would take place because of the proposed rail line and not otherwise?
33. Would CPA's proposed rail line result in a net increase in vessel traffic to and from the Port? If so, estimate the number and type of additional ships that are anticipated.

Thank you for your assistance. We look forward to receiving this information at your earliest convenience and no later than February 26, 2015. Please provide a copy of your

response to Mr. Dave Navecky of my staff at 395 E Street, SW, Washington, DC, 20423, 202-245-0294 (David.Navecky@stb.dot.gov) and to Ms. Elizabeth Diller of ICF International, our independent third-party contractor, at ICF International, 9300 Lee Highway, Fairfax, VA 22031, 561-429-6209 (Elizabeth.Diller@icfi.com). Please feel free to contact Mr. Navecky or me if you have any questions.

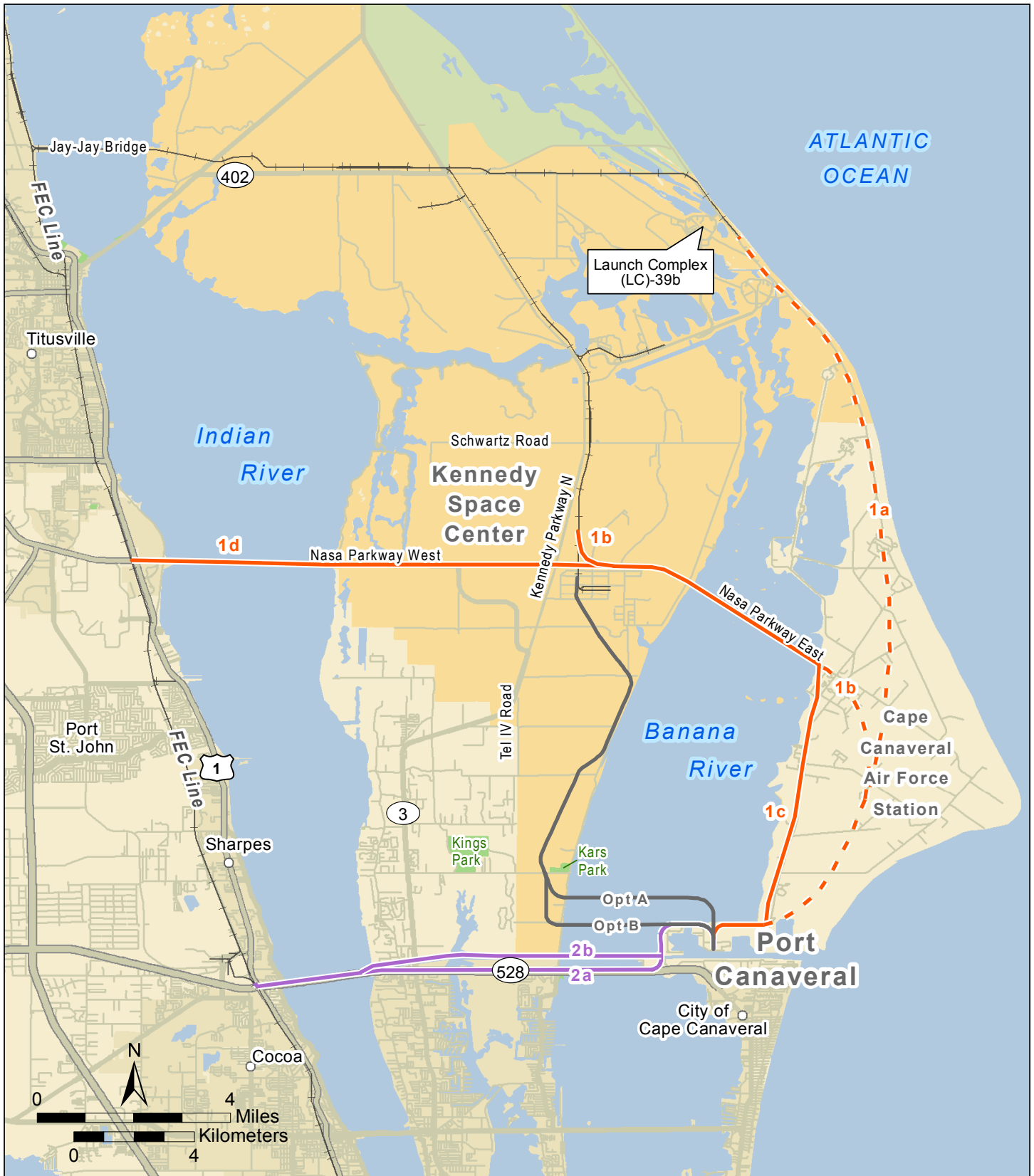
Sincerely,

A handwritten signature in black ink, appearing to read "Patricia Rutson". The signature is written in a cursive style with a large initial "P".

Director
Office of Environmental Analysis

Enclosures:

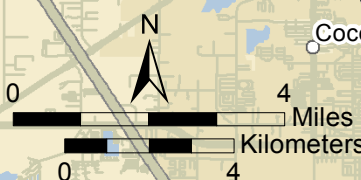
- Docket No. FD 35852, Proposed CCAFS & SR-528 Rail Alignments
- Docket No. FD 35852, Proposed Tel-IV Road Rail Alignments & Barge Options
- Docket No. FD 35852, Proposed Eastern KSC Rail Alignments
- Standard Manatee Conditions for In-Water Work, 2011

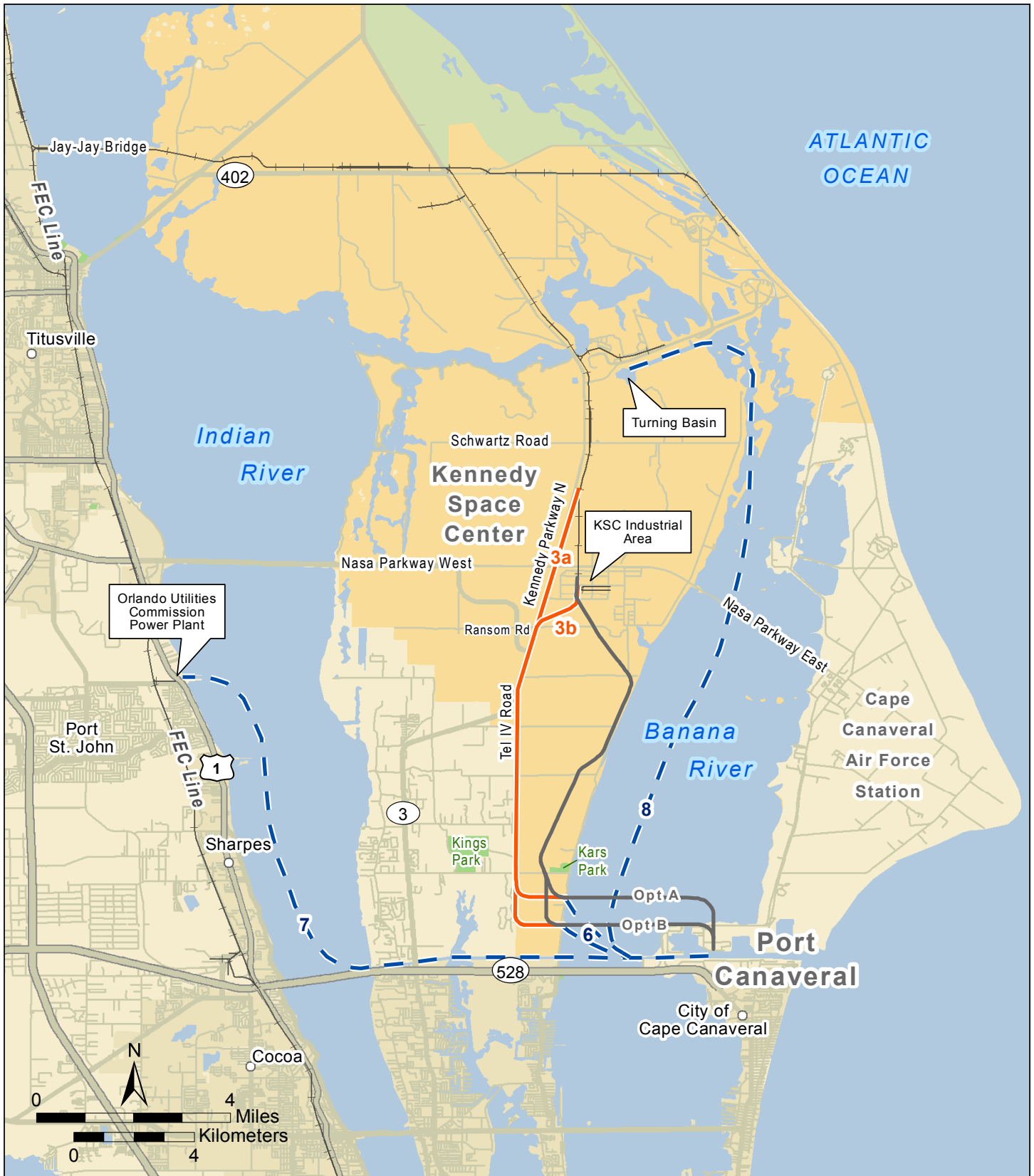


Proposed CCAFS & SR-528 Rail Alignments





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- Existing Rail Lines
- CPA-Proposed Alignments A & B
- SR-528 Potential Alignments
- CCAFS Potential Alignments
- Routes Proposed by Commenter
- Route Not Specified by Commenter



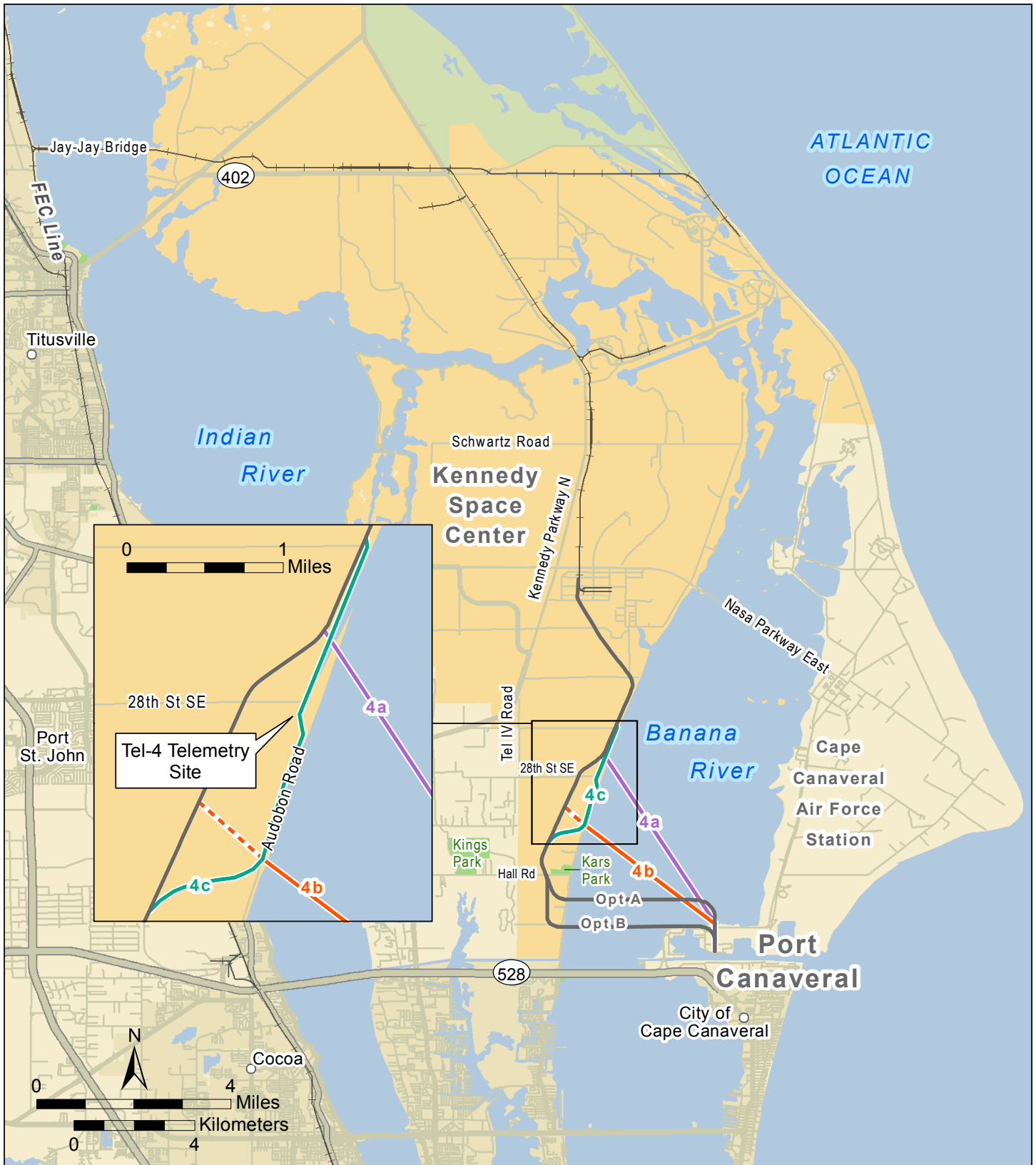


Proposed Tel-IV Road Rail Alignments & Barge Options

-  Existing Rail Lines
-  CPA-Proposed Alignments A & B
-  Other Potential Alignments
-  Potential Barge Routes

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Proposed Eastern KSC Rail Alignments

- Existing Rail Lines
- CPA-Proposed Alignments A & B
- Other Potential Alignments
 - 4a
 - 4b
 - - - 4b Route Not Specified
 - 4c

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STANDARD MANATEE CONDITIONS FOR IN-WATER WORK

2011

The permittee shall comply with the following conditions intended to protect manatees from direct project effects:

- a. All personnel associated with the project shall be instructed about the presence of manatees and manatee speed zones, and the need to avoid collisions with and injury to manatees. The permittee shall advise all construction personnel that there are civil and criminal penalties for harming, harassing, or killing manatees which are protected under the Marine Mammal Protection Act, the Endangered Species Act, and the Florida Manatee Sanctuary Act.
- b. All vessels associated with the construction project shall operate at "Idle Speed/No Wake" at all times while in the immediate area and while in water where the draft of the vessel provides less than a four-foot clearance from the bottom. All vessels will follow routes of deep water whenever possible.
- c. Siltation or turbidity barriers shall be made of material in which manatees cannot become entangled, shall be properly secured, and shall be regularly monitored to avoid manatee entanglement or entrapment. Barriers must not impede manatee movement.
- d. All on-site project personnel are responsible for observing water-related activities for the presence of manatee(s). All in-water operations, including vessels, must be shutdown if a manatee(s) comes within 50 feet of the operation. Activities will not resume until the manatee(s) has moved beyond the 50-foot radius of the project operation, or until 30 minutes elapses if the manatee(s) has not reappeared within 50 feet of the operation. Animals must not be herded away or harassed into leaving.
- e. Any collision with or injury to a manatee shall be reported immediately to the Florida Fish and Wildlife Conservation Commission (FWC) Hotline at 1-888-404-3922. Collision and/or injury should also be reported to the U.S. Fish and Wildlife Service in Jacksonville (1-904-731-3336) for north Florida or Vero Beach (1-772-562-3909) for south Florida, and to FWC at ImperiledSpecies@myFWC.com
- f. Temporary signs concerning manatees shall be posted prior to and during all in-water project activities. All signs are to be removed by the permittee upon completion of the project. Temporary signs that have already been approved for this use by the FWC must be used. One sign which reads *Caution: Boaters* must be posted. A second sign measuring at least 8 ½" by 11" explaining the requirements for "Idle Speed/No Wake" and the shut down of in-water operations must be posted in a location prominently visible to all personnel engaged in water-related activities. These signs can be viewed at MyFWC.com/manatee. Questions concerning these signs can be sent to the email address listed above.

CAUTION: MANATEE HABITAT

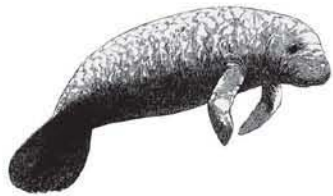
All project vessels

IDLE SPEED / NO WAKE

When a manatee is within 50 feet of work
all in-water activities must

SHUT DOWN

Report any collision with or injury to a manatee:



Wildlife Alert:

1-888-404-FWCC(3922)

cell *FWC or #FWC