

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 9, 2015

Kathryn Kusske Floyd
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 #3

Dear Ms. Floyd:

Consistent with 40 C.F.R. § 1506.5(a), we would like to request the information listed below, which is needed for the Surface Transportation Board's Office of Environmental Analysis (OEA) Environmental Impact Statement (EIS) in connection with the above-referenced proceeding.

Feasibility of Potential Rail Alternatives

The items below pertain to the potential feasible rail alternatives for the proposed Port Canaveral Rail Extension (PCRE). OEA is in the process of finalizing a list of alternatives for detailed study in the EIS and requires a prompt response from the Canaveral Port Authority (CPA) on the items below to complete the list.

1. On CPA's website, the Cruise Master Plan includes a potential new channel to and new turning basin within the Banana River. The proposed open channel depicted in the master plan diagram would cross several potential PCRE alternatives including the State Route (SR) 528 alignments and CPA's Option B. Please report on the status of current cruise master planning and discuss whether the potential new open channel and turning basin could affect the viability of Option B and the SR 528 alignments.
2. In the April 30, 2015 community meeting and in the "Port Canaveral Rail Extension Myths vs. Facts" document, CPA notes that the PCRE would not be built on an earth-filled causeway or berm but would be constructed on an elevated trestle. Confirm that

CPA proposes to use a trestle-only design for any Banana River crossing. Provide the current conceptual design of the Banana River crossing.

3. In the April 30, 2015 community meeting, CPA officials noted that the U.S. Air Force provided CPA with “58 reasons why it was not a good idea to go through the Air Force base.” Does CPA have any publicly available documentation of these reasons? If yes, please provide OEA with a copy of the documentation.
4. Question number 1 in the Second Information Request dated February 5, 2015, asked CPA to comment about the feasibility of alignments through the Canaveral Air Force Station (CCAFS) including an alignment labeled “1d”, which would enter the Kennedy Space Center (KSC) from the east on NASA Parkway East and exit the KSC on the west following NASA Parkway West (see Enclosure). In the response to the Second Information Request dated March 26, 2015, CPA noted that all alignments through CCAFS (including 1d) are not operationally feasible. However, other alignments that do not cross CCAFS—including CPA’s Option A and Option B—could utilize the segment of 1d that follows NASA Parkway West across the Indian River. Please state whether CPA considers a potential crossing of the Indian River along NASA Parkway West as feasible or infeasible. If CPA considers such a crossing to be infeasible, please provide OEA with documentation for this finding.
5. In the April 30, 2015 community meeting, CPA officials explained that, “the northern route has some conflict with equipment that the Air Force has in launch operations.” Confirm that the “northern route” identified in the meeting corresponds to CPA’s Option A and, if possible, provide further documentation or information about this conflict.
6. In CPA’s supplemental response to the Second Information Request received by OEA on May 22, 2015, there is no discussion of the feasibility of alignment 2b. As described in the Second Information Request dated February 5, 2015, 2b is “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.” The enclosure provided with this letter provides a depiction of alignment 2b. Please state whether CPA considers potential alignment 2b listed above as feasible or infeasible. If CPA considers alignment 2b to be infeasible, please provide OEA with documentation for this finding.
7. CPA noted in the supplemental response to the Second Information Request received by OEA on May 22, 2015 that thorough discussions had taken place with the Florida Department of Transportation (FDOT) leading up to CPA’s determination that a SR 528 rail alignment would be feasible. Please clarify the following. Is FDOT receptive to placing the proposed PCRE within the SR 528 right-of-way? Does FDOT have a preference between the north shoulder alignment and median alignment for SR 528? Please provide any documentation of these discussions with FDOT. Also, does CPA have a preference between the north shoulder alignment and the median alignment for SR 528?

Thank you for your assistance. We look forward to receiving this information at your earliest convenience and no later than June 22, 2015. Please provide a copy of your response to Dave Navecky of my staff at 395 E Street, SW, Washington, DC, 20423, 202-245-0294

(David.Navecky@stb.dot.gov) and to 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 if you have any questions. Thank you for your assistance.

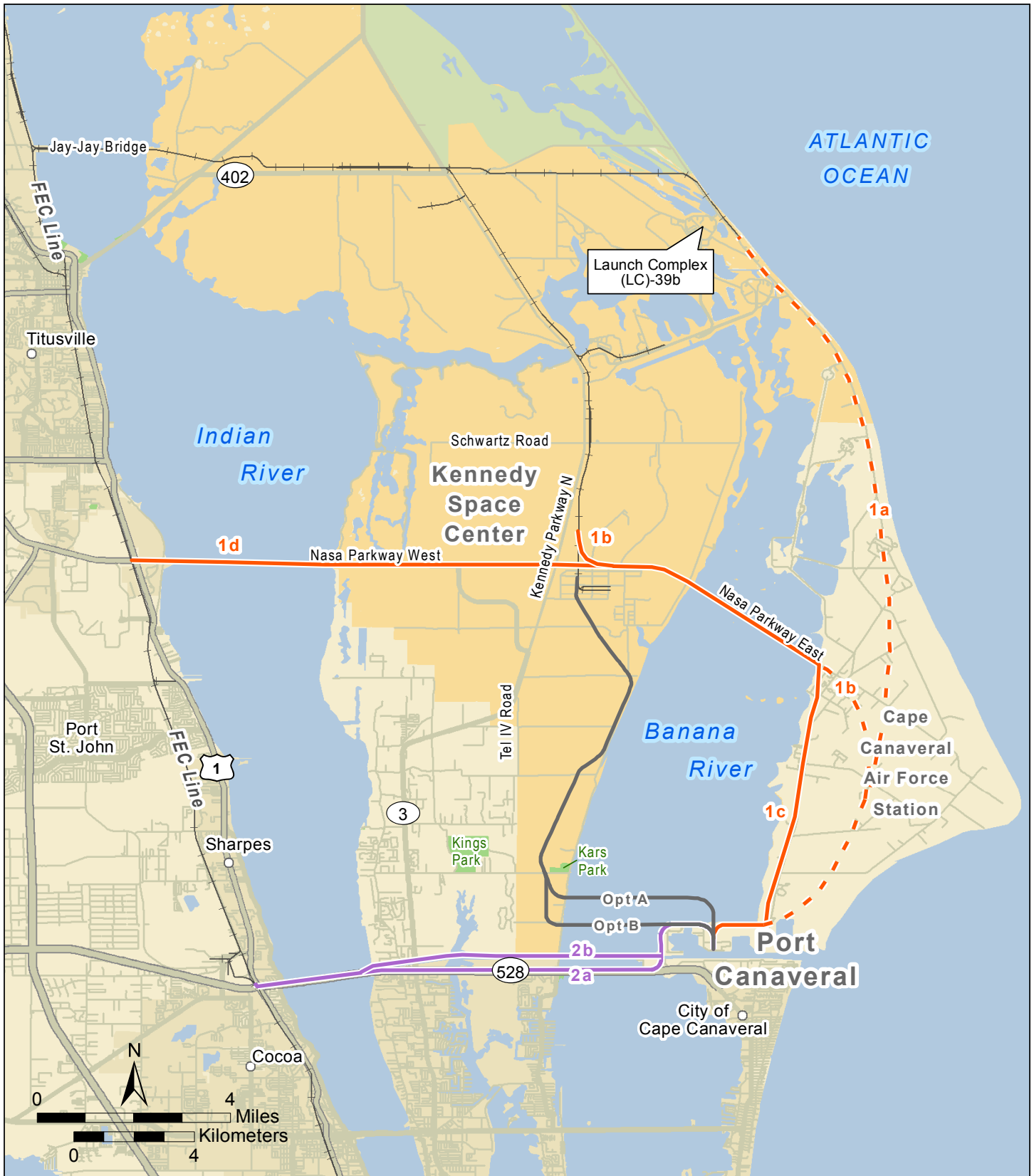
Sincerely,

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

Victoria Rutson
Director
Office of Environmental Analysis

cc: Jay Johnson

Enclosure: Proposed CCAFS & SR 528 Rail Alignments



Proposed CCAFS & SR-528 Rail Alignments

STB Docket No. FD 35852
Date: 2/4/2015

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| <ul style="list-style-type: none"> — Existing Rail Lines — CPA-Proposed Alignments A & B — SR-528 Potential Alignments | <p>CCAFS Potential Alignments</p> <ul style="list-style-type: none"> — Routes Proposed by Commenter — Route Not Specified by Commenter |
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