***SURFACE TRANSPORTATION BOARD***
*Washington, DC 20423*

*Office of Environmental Analysis*

February 12, 2016

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, Fla; Information Request #4

Dear Ms. Floyd:

Pursuant to your letter of October 29, 2015 and my reply of November 9, 2015, the environmental review process for the above-captioned proceeding is currently suspended while Applicant Canaveral Port Authority (CPA) evaluates the feasibility of an additional alignment to be considered in the Surface Transportation Board's Office of Environmental Analysis (OEA) Environmental Impact Statement (EIS)—that of a rail routing alignment through the Cape Canaveral Air Force Station. But while CPA is conducting its feasibility evaluation and consistent with 40 C.F.R. § 1506.5(a), we are requesting the information listed below, which is needed for OEA's EIS in this proceeding. The requested information will assist OEA in assessing alignment feasibility and determining which of the Merritt Island and SR-528 alignments should be carried forward as alternatives in the EIS.

**Merritt Island Alignments**

1. The enclosed map depicts CPA's proposed rail alignment through Merritt Island (including Options A and B for a potential Banana River crossing) and avoidance zones associated with the Range Safety Radar, Range Safety Radar Boresight Antenna, Tel-IV Telemetry Site, and Multiple Object Tracking Radar (MOTR). As depicted on the map, the CPA-proposed rail alignment encroaches on the larger avoidance zone for the Tel-IV Telemetry Site (i.e., a zone defined by a 5,000-foot radius of the telemetry site from 0 degrees north to 90 degrees east). Please identify an adjustment to CPA's proposed rail alignment that would avoid the Tel-IV Telemetry Site's avoidance zone. Any adjustment should be designed to a level equivalent to approximately 15 percent engineering design. Please provide OEA with shape files or files in a KMZ format and design drawings and diagrams that include the items listed below, as applicable:
    a. Rail alignment plan and profile;
    b. Daylight lines for cut and fill or grading limit lines;

c. Typical cross-section for the full right-of-way and the rail bed including potential access roads, transmission lines, and other ancillary facilities that would be located in the right-of-way; and

d. If a different trestle design would be used for the crossing of the Banana River other than the one depicted in the rail alignment sheets provided by CPA on October 17, 2014,[1] please provide a typical cross section for the trestle crossing and design drawing of the bascule bridge.

2. Rail alignment sheets, which were provided by CPA in the October 17, 2014 Submittal, depict a rail siding constructed over the Banana River as part of the design. Please confirm whether a rail siding is proposed for this location over the Banana River. If a rail siding would be constructed over the river, does the presence of a rail siding on the trestle require more or larger piers or pilings than those depicted in the design drawings provided by CPA in the October 17, 2014 Submittal?

3. In CPA's March 26, 2015 response to OEA Information Request No. 2, question 13, CPA indicated that the Jay-Jay and Wilson rail yards would likely be used and would require reconfiguration or modification. Please describe the anticipated modification or reconfiguration anticipated for these rail yards. Would either yard be expanded beyond its present footprint or fence line?

**SR-528 Alignments**

4. In CPA's May 22, 2015, supplemental response to OEA's Information Request No. 2, question 2, CPA provided information and maps for two alignments along SR-528 that CPA identified as equally feasible. Please examine these potential alignments in more detail and develop a more refined rail alignment option or options. For example, CPA may examine the previously provided SR-528 alignments in more detail and determine that only one rail alignment option would be feasible, both would be feasible, or some combination of both would be feasible. Any refined rail alignment(s) should be designed to a level equivalent to approximately 15 percent engineering design. For any refined alignment(s), provide OEA with shape files or files in a KMZ format and updated design drawings and diagrams that include the items listed below as applicable:

   a. Rail alignment plan and profile;

   b. Daylight lines for cut and fill or grading limit lines;

   c. Typical cross-section for the full right-of-way and the rail bed including potential access roads, transmission lines, and other ancillary facilities that would be located in the right-of-way;

   d. Typical cross-section for trestle over the Banana and Indian rivers; and

   e. Typical bascule bridge.

[1] "Port Canaveral Rail Access, Brevard County, Florida," prepared by TranSystems for Port Canaveral Authority, November 22, 2013, Draft, 174 pages (October 17, 2014 Submittal).

5. According to CPA's May 22, 2015, supplemental response to OEA's Information Request No. 2, question 2, CPA is considering a runaround track that could be constructed to move locomotives from the north to the south end of the train in order to pull the train onto Florida East Coast Railway's southbound mainline. Please provide the potential location(s) of the runaround track.

6. During the April 30, 2015 CPA Community Meeting, CPA officials indicated that a rail route in the SR-528 corridor could also have passenger rail service capabilities. If constructed, does CPA anticipate that a rail alternative in the SR-528 corridor would support passenger service in addition to cargo? If yes, provide more information regarding the passenger rail in the corridor. For example, how many passenger trains would be anticipated and what would be their frequency of service?

7. Does CPA anticipate the need to construct, modify, reconfigure, or expand any rail yards to support the operation of a SR-528 rail alignment?

Thank you for your assistance. We look forward to receiving this information at your earliest convenience but no later than April 15, 2016. 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 Hova Woods of ICF International, our independent third-party contractor, at ICF International, 9300 Lee Highway, Fairfax, VA 22031, 571-265-4263 (Hova.Woods@icfi.com). Please feel free to contact Mr. Navecky if you have any questions.

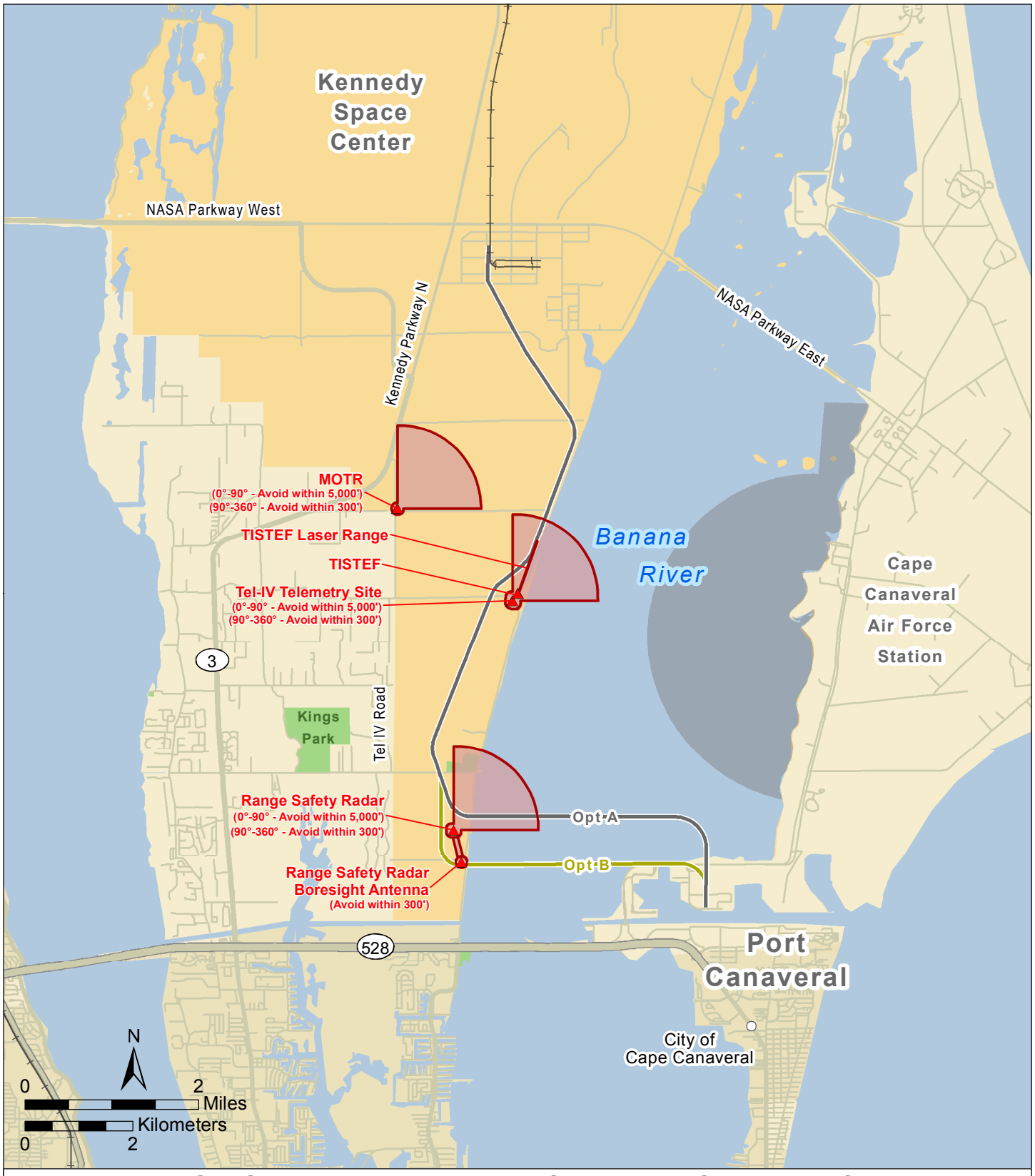
Sincerely,

Victoria Rutson
Director
Office of Environmental Analysis

cc: Jay Johnson

Map Enclosure:

Port Canaveral Rail Extension: CPA-Proposed Options and USAF Avoidance Areas




# Port Canaveral Rail Extension: CPA-Proposed Options and USAF Avoidance Areas+

**Rail Alignments**

- CPA-Proposed Option A
- CPA-Proposed Option B
- Existing Rail Lines
- Avoidance Site
- Avoidance Area
- Restricted Area


STB Docket No. FD 35852
Date: 11/20/2015
+Avoidance areas provided by USAF in 10/6/2015 letter.
++TISTEF 1-mile and 5-mile radii avoidance areas are not shown.