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To whom it may concern,

I am writing in reference to Docket Number: FD_35852_0 (CANAVERAL PORT AUTHORITY - PETITION FOR EXEMPTION TO CONSTRUCT AND OPERATE A RAIL LINE EXTENSION TO PORT CANAVERAL, FLORIDA) to express our opposition to this plan. Our opposition is rooted in multiple areas of concern. My wife and I attended the scoping meeting at the Radisson Resort on November 19. At the time the true nature and scale of this project and the multiple threats it presented to our environment and the quality of our lives. Much more knowledgeable speakers appeared at the meeting to discuss probable and potential impacts on the Banana River Lagoon and Merritt Island Wildlife preserve. Anyone who lives in Brevard County, especially in the Central area, is aware of the many discussions and action plans being investigated due to the polluting of the local lagoons, damage incurred by previous development and choking of the waterways by causeways. These actions occurred in the past due to ignorance and lack of foresight. People are much smarter now with an awareness of the dangers inherent in development. Florida State recently passed Amendment 1 by a large majority, another indication of people's concerns regarding the destruction of our environment. It is obvious that a project of this scope will destroy the environment on multiple levels (water, land, and wildlife) and mitigation is really not possible because the destroyed areas are so unique. Just north of me is a restricted area, restricted due to Eagle's nests. This is the area through which the train will pass.

On a more personal note and objection, we live in the Savannahs development off Hall road and just south of KARS Park. The Savannahs is a desirable community nestled among county owned Environmentally Endangered Lands (EEL) Program acreage and NASA protected acreage. It is a serene area where typically the most raucous noise emanates from the local wildlife. This train will run literally through our backyard with no way to mitigate the noise and potential hazards if there is an accident. I understand the plan calls for the movement of supposedly benign materials, but it also calls for 4 trains per week to start. By the Port's admission, the train car count is projected to increase substantially within a few years. What exists to constrain their frequency or length of trains or cargo types? The reality is that if there is an accident with hazardous cargo massive pollution of our waterway and environmentally sensitive lands is guaranteed. There is also the potential for serious impacts on the Savannahs population since there is only one egress route (Hall Road) to/from our homes. Also note that south of us

sharing this single egress route is a retirement facility and several other homes. It's obvious that this project will adversely impact the desirability of living in our community, causing a serious drop in property valuation. I consider this de-valuation to be a "taking" which demands compensation. Is the Port prepared to buy-out Savannahs homeowners at "pre-train market values"?

In closing, I strongly encourage the STB to reject this application as incompatible with the local community and posing too great too great a potential risk while incurring severe and significant damage to a very unique and irreplaceable environment.

Larry FitzGerald



Evelyn FitzGerald

