



DEPARTMENT OF THE AIR FORCE
45TH SPACE WING (AFSPC)

DEC 9 2014

MEMORANDUM FOR SURFACE TRANSPORTATION BOARD
395 E Street SW
Washington, DC 20423-0001
ATTN: Dave Navecky, Environmental Filing Docket No. FD 35852

FROM: 45 SW/XP
1201 Edward H. White II Street
Patrick AFB FL 32925-3238

SUBJECT: Rail Extension to Port Canaveral, Florida (Your letter, 27 Oct 14)

1. We have reviewed the notice of intent to prepare an Environmental Impact Statement (EIS) and submit the comments below to assist the Board's Office of Environmental Analysis (OEA) in the preparation and issuance of the final scope of study for inclusion in the EIS.
2. The 45 Space Wing's Radar 19.14 is located south of the rail route shown as Option A. The Option A route would likely disrupt line-of-sight to future launch support locations. As such, we consider the Option A route to be unacceptable unless it is determined there will not be any line-of-sight issues in the design process of the Option A route. Also, it appears that the proposed rail route will encroach on the northern 30% of the existing 1km laser range at the Innovative Science Technology Experimentation Facility (ISTEF) located at KSC to the north of the Radar 19.14. Any rail route through that area must consider the need to resolve potential operational conflicts between the laser range and rail operations.
3. We are pleased to see the EIS Notice of Intent (NOI) includes "Safety" as an impact area to be addressed. The NOI states that the EIS will "Evaluate the potential for disruption and delays to the movement of emergency vehicles" (reference page 5, paragraph 2.c). We recommend adding "launch essential vehicles" and "emergency evacuation operations from CCAFS" to the scope of that area of evaluation.
4. Aside from the impacts mentioned above, we need to stress that additional impacts could result due to small changes in route that might emerge during the design process. Our instrumentation assets at KSC are sensitive to vibrations and electromagnetic interference and we must therefore be kept closely involved as a stakeholder to approve any changes in route during the design phase that may impact our Spacelift mission. Also, at the appropriate point in the development of this initiative we may want to explore the possibility of installing fiber infrastructure along the proposed rail route from our Tel IV facility on KSC (near Radar 19.14) to the CCAFS south gate area.

THOMAS A. EYE
Director, Plans and Programs

cc:
NASA KSC/AD
45 OG/CC; 45 MSG/CC; 45 LCG/CC; 45 SW/SE