

PORT CANAVERAL RAIL EXTENSION
PUBLIC SCOPING MEETING

November 19, 2014

ORIGINAL

RADISSON RESORT AT THE PORT
THE CONVENTION CENTER
8701 Astronaut Boulevard
Cape Canaveral, Florida 32796

PRESENTATION BY:

Mr. David Navecky
Office of Environmental Analysis
Surface Transportation Board
395 E Street, SW
Washington, DC 20423

Margaret Eddy Sheffield, Court Reporter
Notary Public, State of Florida at Large

14 Suntree Place, Suite 101
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1 CAPE CANAVERAL, FLORIDA; November 19, 2014

2 WHEREUPON:

3 (The following comment was made prior to
4 the start of the meeting.)

5 THE COURT REPORTER: Okay, Mr. Baldwin,
6 sir, whenever you're ready.

7 MR. BALDWIN: All right. Well, first of
8 all, I'm not against progress. I was in
9 business for 42 years. I understand the value
10 of it.

11 But I moved here seven years ago mainly
12 because of the Indian River-Banana River estuary
13 which is the largest in North America. And over
14 that last seven years it has become so fragile
15 that I can't believe that this happened.

16 And my concern is that we -- in that it is
17 so fragile we're only going to take a step
18 further to make it more fragile and kill the
19 wonderful estuary we have.

20 And the reason I say that is that they're
21 talking about putting in a causeway which
22 restricts the flow of water. And if it were
23 bridges all the way across or something of that
24 nature so we get more flow of water. But that
25 flow of water is one of our number one problems

1 in this estuary.

2 And I don't think we're taking into
3 consideration the endangered species, the
4 environment and conservation practices that we
5 should.

6 There's also a major economical factor
7 within Brevard County whether it be -- I know
8 fellows that actually guide photographers that
9 come here from all over the country. And I know
10 fellows that fish.

11 I myself just enjoy sitting out watching
12 the birds and the animals and doing a little
13 fishing and photography, also. Wildlife
14 photography. The reason being is that I think
15 we have to look at this about -- a little more
16 cautiously so that there's something for our
17 grandchildren, if you will, to be able to enjoy
18 as much as their grandparents did.

19 That's what I have to say. It can be done.
20 It just has to be very careful. Because if we
21 do a lot of dredging or if we block that flow of
22 water we're going to just take away from it
23 rather than capitalize on that.

24 Thank you.

25 THE COURT REPORTER: Thank you, Mr.

1 Baldwin. All right. Have a good evening, sir.

2 (Pause.)

3 MS. PIGGOTT: Okay. We'll go ahead and get
4 started.

5 Good evening, ladies and gentlemen. Thank
6 you for joining us this evening for our scoping
7 meeting.

8 I'd like to introduce Mr. Dave Navecky from
9 the Surface Transportation Board Office of
10 Environmental Analysis.

11 Dave?

12 MR. NAVECKY: Thank you.

13 MEMBERS OF THE AUDIENCE: (Applause.)

14 MR. NAVECKY: Good evening. Again, my name
15 is Dave Navecky with the Surface Transportation
16 Board, specifically the agency's Office of
17 Environmental Analysis.

18 And welcome to the public scoping meeting
19 on the environmental impact statement for the
20 proposed Port Canaveral rail extension.

21 We have a great turnout here. I'm glad
22 you're here. That's the purpose of tonight's
23 meeting is to hear from you folks, to identify
24 what your concerns are, what issues you want us
25 to address as we do the environmental review for

1 this project, what alternatives you like or
2 don't like.

3 Everything about the project. We want to
4 hear your comments and concerns either this
5 evening or in your written comments that you can
6 provide to us.

7 In this presentation -- it's only going to
8 be about 15, 20 minutes -- I'm going to explain
9 why we're preparing an environmental impact
10 statement, what agencies are involved in the
11 process, discuss the purpose and need of the
12 proposed rail line, provide a description of the
13 proposed project, run through the categories of
14 potential impacts that we'll be addressing.

15 And then I'll run through the next steps in
16 our environmental review process. Then we'll
17 move on to the public comment portion of this
18 evening's meeting.

19 Why are we doing an environmental impact
20 statement. The National Environmental Policy
21 Act which is the federal statute requires
22 agencies like mine, federal agencies like mine,
23 to prepare an environmental impact statement
24 when two criteria are satisfied.

25 One, when there's -- the agency's about to

1 undertake a major federal action. In this case
2 before the Port Authority could construct and
3 operate the rail line they need to get the
4 approval from my agency. And my agency's
5 decision on that request is considered a major
6 federal action.

7 The second criteria is related to impacts.
8 And we've -- the Office of Environmental
9 Analysis in which I work has already determined
10 that this project has the potential to result in
11 significant environmental impacts. So that's
12 the second criteria.

13 So with those in mind we've determined that
14 we need to prepare an environmental impact
15 statement for this project.

16 What agencies are involved. First, there's
17 the Surface Transportation Board as I mentioned.
18 We're an economic regulatory agency of the
19 freight railroad industry. And how are we
20 involved in this is that whenever a railroad
21 wants to enter a new market, enter a new service
22 area, that requires the approval from my agency.

23 And constructing a new rail line into the
24 Port is opening up a new market to the
25 Interstate Rail Network and thus requires the

1 approval from my agency.

2 We're a very small agency. There's only
3 about 150 people at my agency. And because --
4 in our environmental group there's only about
5 eight of us. And so there's no way we could
6 accomplish an environmental impact statement of
7 this size and comprehension that I'm expecting
8 it to turn into. So we have a consulting firm
9 that's helping us, assisting the Surface
10 Transportation Board in preparing the document.
11 And that's ICF International.

12 And those are the other folks that you've
13 seen this evening that were manning the
14 registration desk, that were speaking with you
15 at the poster boards.

16 We have four federal agencies that are
17 cooperating in the preparation of the
18 environmental impact statement. Each of these
19 federal agencies could in their own right have
20 become lead for the agency. But we discussed
21 the project; and based on my agency's expertise
22 in reviewing the environmental impacts of rail
23 line construction and operation projects it was
24 decided that we would take the lead in
25 preparation of the EIS.

1 NASA is involved, obviously, because the
2 proposed rail line, the alignment that is
3 proposed by the Port runs through Kennedy Space
4 Center. The project could also involve the Port
5 utilizing 17 miles of rail line that currently
6 exists on Kennedy Space Center.

7 The US Army Corps of Engineers is involved
8 because they would need to issue permits under
9 the Clean Water Act and under the River and
10 Harbors Act.

11 The US Coast Guard is involved because they
12 would need to issue a permit for any bridge
13 across the Banana River. And as you've seen
14 from the poster boards there would be a crossing
15 of the Banana River if this project were to go
16 forward.

17 And the US Wildlife Service is also
18 involved. They provide special expertise in
19 this project since much of the Kennedy Space
20 Center is managed as part of the Merritt Island
21 National Wildlife Refuge and there are a lot of
22 sensitive resources, sensitive species,
23 threatened and endangered species that we need
24 to be concerned about.

25 They will also need to issue some type of

1 approval for the project to go forward, too.
2 Exactly what that might be is yet to be
3 determined. But they will need to provide some
4 approval for the project.

5 Purpose and need. Now, this project is not
6 my agency's project. It's not an agent --
7 project of the Surface Transportation Board.
8 We're a licensing agency. So the purpose and
9 need that you see here comes to us from the
10 Port. It doesn't come from my agency.

11 The Port has stated that the proposed rail
12 line will provide them with the capability to
13 transport primarily bulk, break-bulk and
14 containerized goods to and from the Port.

15 Bulk goods include materials such as slag
16 and salt. Break-bulk is when they take that
17 bulk material and bag it up like salt or cement
18 even.

19 The containers are those large steel
20 containers that you might see moving on existing
21 rail lines or tractor-trailer trucks that come
22 from overseas.

23 The rail line would also satisfy a need
24 that the Port sees in an additional land-based
25 mode of transportation to moving those materials

1 other than currently all those materials moving
2 in and out of the Port are moving by truck.

3 And additionally, the availability of the
4 freight rail service would facilitate future
5 cargo growth at Port Canaveral.

6 Project description. With the alignment
7 that the Port has proposed there would be about
8 11 miles of new rail line constructed. It would
9 run from the Port across the Banana River and up
10 through Merritt Island and connecting with the
11 existing rail line on Kennedy Space Center.

12 The project would also utilize
13 approximately 17 miles of existing rail line at
14 the Kennedy Space Center. The Port and the
15 Space Center would need to come to some
16 agreement on that arrangement where the Port
17 would actually operate the entire 28 miles, the
18 17 existing miles and the new 11 miles of rail
19 line.

20 And that rail line from Kennedy Space
21 Center connects with the Florida East Coast
22 Railway main line north of Titusville. That
23 line runs north and south roughly parallel to US
24 Route 1.

25 Here's a map. These are the -- this is the

1 alignment that has been proposed by the Port
2 Authority. If we start out at the north cargo
3 area at the Port the line goes across the Banana
4 River.

5 Currently there are two options that the
6 Port has proposed; one a little more north, one
7 a little to the south. The eastern -- currently
8 as proposed by the Port the eastern portion of
9 each crossing -- of either crossing -- there
10 would only be one if this project moves forward.

11 The eastern portion of either crossing as
12 currently proposed would be causeway. The
13 western portion would be trestle with a vascular
14 bridge.

15 Both options enter Kennedy Space Center on
16 Merritt Island south of Kars Park. It turns
17 north going up through Kennedy Space Center
18 until it reaches the existing rail line in the
19 industrial area of Kennedy Space Center.

20 From there the trains leaving Port
21 Canaveral, for example, would travel north up
22 the existing rail line until it got to the main
23 line turning west. It would cross the Indian
24 River by the existing Jay Jay Bridge until it
25 connects with the Florida East Coast Rail Line.

1 And from there the trains could go in either
2 direction to any destination across the
3 interstate rail network.

4 Construction. There would be a single
5 track constructed. It would be constructed with
6 continuously-welded rail. That's where they
7 take the long strings of the steel rail and they
8 weld the pieces together as opposed to the older
9 jointed rail that you might be familiar with
10 when you -- the clickety-clack, clickety-clack
11 as the rail cars run down the jointed rail.

12 That continuous welded rail is -- its
13 primary benefit is it reduces the maintenance
14 requirements of the rail line. They would use
15 concrete ties.

16 The right-of-way of the new rail line would
17 be up to 100 feet in width. And there would be
18 grade crossings of local roads, through the
19 crossings of utility corridors and there would
20 be waterways crossings including that of the
21 Banana River.

22 Train operations. There would be three to
23 four roundtrip trains per week. What that means
24 is that there would be three to four trains
25 inbound to the Port and there would be three to

1 four trains per week outbound per week.

2 So if you're standing in any one point on
3 the rail line and you stood there for a week six
4 to eight trains would pass you by. Those trains
5 would be moving approximately 170 roundtrip
6 hopper and boxcars per week.

7 And additionally 50 roundtrip
8 double-stacked container cars per week could be
9 moving within about two and a half years.

10 Putting it all together the trains would be
11 no longer than 75 cars per train loaded or
12 unloaded. And, again, that's three to four
13 roundtrip trains per week. And they would be
14 moving at approximately 10 miles per hour.

15 Potential impacts. These are the
16 preliminary categories that we'll be looking at
17 in the EIS.

18 Transportation systems and safety. We'll
19 be looking at delays at road crossings, delays
20 of emergency vehicles trying to get to an
21 incident or to someone that needs some medical
22 attention.

23 We will be looking at land use impacts.
24 There's the land taken out of existing land use
25 to construct and operate the rail line. And

1 there's the impacts on the adjacent land use
2 during the train operations.

3 Recreational impacts. We'll be looking at
4 the impacts of recreational activities, for
5 example, on the Banana River. I understand
6 there are a couple of islands near the existing
7 528 crossing that -- just a little to the north
8 where recreational activities are fairly common.

9 We'll be looking at impacts of the trestle
10 or the causeway to those recreational
11 activities.

12 Biological resources. We'll look at the
13 impacts to the vegetation, the sensitive
14 habitat, threatened and endangered species such
15 as the indigo snake, the Florida scrub jay,
16 Florida manatee, bald eagles. All those
17 wildlife.

18 Water resources and navigation. Looking at
19 -- going back to the Banana River; we'll be
20 focusing a lot on the Banana River. We'll be
21 looking at the impacts of the -- for example,
22 the causeway on the Banana River and how it may
23 affect circulation in the river and how it may
24 affect navigation on the river whether it's just
25 recreational boating.

1 I understand that the area north of 528 is
2 a no motor zone. But we'll be looking at the
3 impacts on kayaking and other activities.

4 Moving up to air quality. We'll look at
5 the impacts of the locomotive emissions on air
6 quality.

7 We'll look at -- under the no action
8 -- we'll also then look at the impacts of truck
9 traffic on air quality. If this project were to
10 move forward we use a ratio that approximately
11 each loaded railcar takes four trucks off the
12 road. So there would be the emissions from
13 those trucks which would be removed under the
14 proposed project.

15 Noise and vibration. We'll be looking at
16 -- we'll be modeling the noise, potential noise
17 impacts from the operating train. We'll go --
18 we'll actually develop contours -- noise
19 contours. We'll place those noise contours on
20 aerial photographs. They'll be of sufficient
21 detail so if you live in the area you'll be able
22 to see where your house is and you'll be able to
23 specifically identify what the noise levels
24 could be at your residence.

25 And we'll identify what we refer to as

1 sensitive receptors of potential noise impacts.
2 We call -- we define sensitive receptors as
3 homes, schools, libraries, nursing homes.
4 Things of that nature.

5 Socioeconomics. We'll look at the impacts
6 of the constructing a rail line, the potential
7 economic benefit of the materials used in
8 construction of the rail line, the number of
9 workers that would be involved in constructing
10 the rail line.

11 Cultural and historic resources. We'll
12 look at the potential impact on those areas
13 whether it's archaeological sites, historic
14 structures, traditional cultural properties that
15 might be of concern to Native Americans.

16 Aesthetics. We will likely do some photo
17 simulations of the crossing the Banana River;
18 whether it's causeway or trestle. We'll select
19 some key vantage points where those photo
20 simulations would be viewed from, whether or not
21 they're from the 528 causeway or the shoreline
22 on the west side of the Banana River or perhaps
23 even the islands in the Banana River that are
24 used for recreation so if the folks are there
25 they will have an idea of what the trestle and

1 causeway would look like from those vantage
2 points.

3 And finally we will look at environmental
4 justice. And that's whether or not there are
5 any disproportionate adverse impacts on
6 environmental justice communities. And those
7 are communities of minority and low income
8 populations.

9 The next steps. We're currently in the
10 scoping process. And what we're here for
11 tonight is to hear from you, hear what your
12 comments are on both the impacts, potential
13 impacts, what areas you want us to study in the
14 environmental impact statement.

15 If there's mitigation you already think is
16 going to be necessary for the project to
17 minimize impacts we want to hear about that. We
18 want to hear about alternatives.

19 If you don't like the alignment that's
20 proposed by the Port, if you think there should
21 be another alignment study in the EIS we want to
22 hear about that.

23 Once we receive all those scoping comments
24 -- the scoping period ends on December 19th --
25 we'll compile all those comments and develop a

1 range of alternatives that we'll study in detail
2 in the environmental impact statement.

3 So those will be the topics that I
4 identified previously and any additional topics
5 that come out of scoping that you folks
6 identify.

7 We'll also finalize the topics that will be
8 identified -- I mean analyzed in the draft EIS
9 and we'll issue what we refer to as a final
10 scope of study.

11 That might take us a month or two to
12 prepare. Because it might take us some time to
13 decide which alternatives are reasonably
14 foreseeable that we can address in the
15 environmental impact statement.

16 For example, if you folks identify
17 something that -- an alternative we need to look
18 at we need to at least do a little preliminary
19 work and see if that's even an feasible option.
20 And if it is a feasible option then we could
21 very well put it into the draft EIS.

22 After the draft EIS has been prepared it'll
23 identify the potential impacts of the project,
24 all the alternatives as well as the no action
25 alternative. It'll identify preliminary

1 mitigation that we think should be imposed on
2 the project if it were to move forward.

3 And then once we issue the draft EIS it'll
4 be available to you folks for a public comment
5 period for a minimum of 45 days.

6 And we'll also be back here to hold public
7 meetings to allow you to speak to us in person
8 and to provide you a formal forum for you to
9 provide your verbal comments to us on that draft
10 EIS.

11 We'll take all those comments from the
12 draft EIS and we'll prepare the final
13 environmental impact statement. How long it
14 takes us to prepare the final EIS will depend on
15 the nature of comments that we get from you
16 folks.

17 If somehow we overlook the impacts on an
18 orchid that only blooms on June 9th and we have
19 to wait until June 9th then that could delay the
20 timing of the final EIS.

21 In the final environmental impact statement
22 my office, the Office of Environmental Analysis,
23 will identify what we consider to be the
24 preferred alternative. And it will also have a
25 list -- a final list of recommended mitigation

1 measures.

2 Then that document goes to my board which
3 is actually a three-member board. Those three
4 members are nominated by the President and
5 confirmed by the Senate. It's a bipartisan
6 board. The party in control mirrors the party
7 in the White House. So we currently have two
8 Democrats and one Republican on the board.

9 Those three members will take the final
10 EIS, consider our recommendations regarding
11 preferred alternative and mitigation. They also
12 look at the draft EIS and review the comments
13 that came in on the draft EIS.

14 Then, of course, they'll consider the
15 transportation merits of the proposed rail
16 line. And then they will vote. And they'll
17 actually vote on the proposed rail line. And it
18 would require at least a two-to-one vote to
19 approve or approve with conditions for this rail
20 line to go forward from my agency's
21 perspective.

22 But they're not done yet. They then would
23 need to get decisions -- records of decisions
24 and permits from the other agencies that are
25 involved including the Corps of Engineers, Fish

1 and Wildlife Service and NASA that are here
2 tonight.

3 And there are likely other permits that may
4 be required.

5 Public comments. We have another number of
6 options for you to provide public comments.
7 This evening you can provide us written
8 comments, filling out the forms that came with
9 the brochure that you received when you entered
10 at the front door. And you can leave those with
11 us.

12 You can provide us with electronic
13 comments. We have some computers set up in the
14 back that are linked to our website. You can
15 provide your comments to us electronically or in
16 a few moments you'll be able to provide us oral
17 comments here.

18 Come up to the microphone. And you'll have
19 noticed that there's a court reporter here.
20 She's transcribing everything I'm saying and
21 she'll transcribe everything that you say. And
22 those will go into the record.

23 If you don't provide us comments this
24 evening the options you have are to provide
25 written comments. And you can mail those to me

1 at my agency in Washington, DC. And the address
2 is on the back of your brochure that you
3 received.

4 You can also provide us with electronic
5 comments through my agency's website. And we
6 have instructions in the back on how to go about
7 submitting those comments. You'll be able --
8 once you're on our website you'll be able to
9 either type your comments into a text box.
10 There's a limit on the number of characters you
11 can put in there.

12 You won't be able to to put in a 10-page
13 comment letter in that little box. So we
14 provide you with the opportunity you can attach
15 a document whether that's a Word document or a
16 PDF document, something of that nature if you
17 type it up on your own computer and then just
18 attach your file to the comment form, hit the
19 submit button and it's -- and it's on its way.

20 Here's my address again. That's -- again,
21 that's provided on the back of your brochure, as
22 well.

23 If you have any questions about the Surface
24 Transportation Board's environmental review
25 process of how we're going about this or

1 anything of that nature you can write me or you
2 can call me, too. My phone number is also
3 provided on the back side of the brochure. I'm
4 not afraid of talking with you. I like talking
5 with you folks.

6 We also have set up a project website for
7 -- specifically for this EIS. And that's
8 identified in the brochure, as well. That's
9 called www.portcanaveralraileis.com. And that
10 provides a lot of material that you might be
11 interested in looking at.

12 We have the draft scoping document in
13 there. The poster boards and other materials
14 that you see here tonight; we'll be putting
15 those up on the website. There is a preliminary
16 design of the Port's proposed alignment that's
17 on there currently that you can take a look at.
18 That's a fairly large PDF document. But it runs
19 from the alignment they propose from the end of
20 the Kennedy Space Center line in the industrial
21 area all the way to the north cargo area of the
22 Port.

23 We'll eventually put the final scope of
24 study up there. And eventually we'll provide
25 you the draft EIS.

1 And I think most of you probably filled out
2 the registration card when you came in and you
3 were asked to indicate whether you wanted to be
4 kept informed of the project and how; whether
5 you wanted to receive mail or E-mail. So when
6 the final EIS is available when we issue that in
7 a couple of months or whenever that might be you
8 will receive either a notice in the mail or
9 E-mail, whichever your preference was, that that
10 document is available.

11 And when the draft EIS is issued you'll
12 receive similar notification by mail or E-mail
13 that that document is available for you to
14 review and comment on.

15 I guess that's the end of my presentation.
16 Is there another slide there? I guess not.

17 Jennifer? I need help.

18 MS. PIGGOTT: No problem.

19 MR. NAVECKY: And Jennifer's going to be
20 our -- Jennifer Piggott from ICF International,
21 the consulting firm that's assisting me, she's
22 going to be the facilitator for the comments.
23 And she'll be calling you up by name and she'll
24 tell you what the rules of the game are from
25 here, from this point forward.

1 Jennifer?

2 MS. PIGGOTT: All right. Thanks, Dave.

3 As Dave alluded to we're going to move into
4 the oral comment portion of this evening in just
5 a moment. A few quick things before we do that.
6 As previously mentioned to ensure we have
7 sufficient time for all those who have signed in
8 to speak we are going to limit your comments to
9 three minutes.

10 If at the end of that time and at the end
11 of the meeting we've heard everybody if we have
12 the time and you wish to expand upon your
13 comments we'll allow that opportunity as time
14 permits.

15 Also, as Dave mentioned, we have a court
16 reporter here this evening that will be taking
17 down your oral comments. So at the start of
18 your comments we do ask that you clearly state
19 your name and spell your name for the record to
20 ensure we have the most accurate record in the
21 transcription.

22 So the Surface Transportation Board which
23 is Dave here this evening will not be responding
24 directly to your comments today. However, your
25 comments will be considered when the board

1 prepares the final scope of study and as well as
2 the draft environmental impact statement.

3 One thing we wanted to be sure everyone
4 knew; that regardless of how you comment,
5 whether it's orally this evening, written
6 comments, doing the E filing, electronic
7 comments whether they come in today or they come
8 in all the way up to December 19th, all the
9 comments are weighed equally.

10 So at this point we're going to take a few
11 quick minutes so we can readjust the room. And
12 if anyone who did not sign up to speak has
13 decided that you want to speak if you would go
14 back to the registration table and see Gretchen.
15 She'll sign you up and we'll call you up in the
16 order in which you signed up.

17 So just give us just a minute and then
18 we'll move into the oral portion. Thank you.

19 (Pause.)

20 MS. PIGGOTT: We're going to begin the oral
21 comment portion of this evening.

22 I first apologize in advance if I butcher
23 anyone's last name. I have a difficult last
24 name myself so I definitely can relate. So I
25 apologize in advance.

1 Again, you'll have three minutes to speak.
2 We have a timekeeper at the front of the room
3 who will raise a yellow card when you have 30
4 seconds remaining of your time and a red card
5 when it's time to stop. We would appreciate if
6 you would adhere to the time limit.

7 And, again, if you do want to expand upon
8 your comments we'll try to give you that
9 opportunity at the end of the meeting.

10 Again, if you would state and spell your
11 full name for the court reporter so we can
12 ensure an accurate record.

13 We have a microphone at the front. We also
14 have a gentleman at the back of the room with a
15 wireless microphone if anyone would prefer to
16 make your comment from their seat or be seated
17 while addressing your comment.

18 So our first commenter this evening is
19 Victoria DiDomenico.

20 MS. DiDOMENICO: Okay. Victoria
21 DiDomenico. That's V-I-C-T-O-R-I-A
22 D-I-D-O-M-E-N-I-C-O. There you are.

23 Well, when I first walked in tonight I
24 didn't realize how large this project was and
25 the implications of it. I thought it was for

1 NASA. I thought the rail system was for NASA by
2 looking just at the map. And then I realized
3 it's a commercial rail system that's just going
4 through Kennedy Center property.

5 And that raises red flags for me because
6 it's like what about the safety? What about
7 who's going to inspect all this cargo? Where is
8 it coming from? What if there's toxic materials
9 going through our wetlands? And why are we even
10 going through wetlands and nature preserves?

11 I mean and then what is going to stop --
12 where is it going to stop? How much more rails?
13 Is it going to be a continual rail system?
14 What's going to go over those rails? We have no
15 control. We don't know.

16 So that's what concerns me about this
17 system. And even -- why even have a rail
18 system? Why not use a barge system if you're
19 going to do that? Take a barge up there.
20 "That's slower." Oh, well, I guess you won't
21 have as much stuff commercially to go across it.

22 It just upsets me. So that's my comment.

23 MEMBERS OF THE AUDIENCE: (Applause.)

24 MS. PIGGOTT: Thank you for your comment.

25 Our next speaker is Sara Turner.

1 MS. TURNER: My name is Sara Turner S-A-R-A
2 Turner T-U-R-N-E-R, RN, MSN, PHN. PHN stands
3 for public health nurse. I've been a nurse for
4 30 years. I've also done pandemic planning on
5 an international level and I shared that plan
6 with Andrews Air Force Base which serves the
7 President of the United States.

8 I think all our emotions tonight are -- as
9 reiterated what this speaker said before me. My
10 main concern is bioterrorism. The other concern
11 is emissions from diesel fuel which there is
12 research on how that affects the population with
13 potential cardiac and respiratory problems.

14 The third is ingress and egress to our
15 North Merritt Island. Right now there is not
16 enough area for us to move out of an area if
17 there's a potential danger of air quality
18 emissions, potential hazardous conditions.

19 And our street alone, Hall Road; if there
20 was anything that should happen we are sort of
21 sandwiched in where if it happened after our
22 development there would be no way that we could
23 leave the area. There's no other roads.
24 There's just one road.

25 So those are my main concerns. I would

1 hope you identify that and look at that, Dave.
2 And I appreciate you being here.

3 MR. NAVECKY: Thank you.

4 MEMBERS OF THE AUDIENCE: (Applause.)

5 MS. PIGGOTT: Thank you for your comments.

6 Our next commenter this evening is Mark
7 Buchness.

8 MR. BUCHNESS: My name is Mark Buchness.
9 It's M-A-R-K B-U-C-H-N-E-S-S.

10 One of the comments that I want to make is
11 about the two proposed routes for the rail
12 leaving the Port. I looked on the Port website
13 and I did find a small sketch that did show what
14 the length of proposed trestles are which was
15 6,400 feet.

16 And then using the scale that they had one
17 would have to assume that the rest of the area
18 being covered are going to be by causeway which
19 would block the flow of water coming up into the
20 Banana River.

21 For 25 years scientists and entomologists
22 and the rest of everybody has said that blocking
23 our rivers is what the real cause of pollution
24 is in Florida. And yet we're sitting here faced
25 and looking at a project where we're talking

1 about allowing it to continue.

2 And there are other options to the rail
3 system. It seems that the Port Commissioners
4 tried two of them to begin with. This is the
5 third option. The option that looks the best is
6 to go through the Air Force Station. But the
7 Air Force said positively not because of
8 security reasons.

9 So if it's not good enough for the Air
10 Force why should it be allowed to come through
11 --

12 MEMBERS OF THE AUDIENCE: (Applause.)

13 MS. PIGGOTT: Thank you for your comment.

14 Our next speakers this evening are Richard
15 and Phyllis Loewenstein.

16 MRS. LOEWENSTEIN: No. Just Richard.

17 MS. PIGGOTT: Just Richard.

18 MR. LOEWENSTEIN: My name is Richard
19 Loewenstein L-O-E-W-E-N-S-T-E-I-N.

20 First I want to applaud --

21 UNIDENTIFIED MEMBER OF THE AUDIENCE:

22 Closer to the mike.

23 MR. LOEWENSTEIN: First, I want to applaud
24 the previous speakers and I agree with them
25 wholeheartedly.

1 The things that concern me are just so many
2 that the three minutes wouldn't be enough to get
3 into detail about them all.

4 But I think we should all be aware of the
5 environmental impacts. I see somebody with
6 ears. Can you hear me better now? Okay. I'll
7 move that up. Okay?

8 The environmental impacts -- and I'm only
9 going to generalize or else I'll be here for a
10 half hour.

11 You know, they've already been stipulated
12 -- he calls it the categories of potential
13 impact. There was about 20 listed there. Every
14 single one of them are of concern. Every single
15 one of them are going to affect us.

16 They are going to affect our quality of
17 life. They're going to affect the values of our
18 property. They just are enormous.

19 I'll give you some examples. The air and
20 noise pollution problem, the wetland
21 destruction, the wildlife and habitat impacts,
22 the contamination to the lagoon.

23 We've had this pristine north of the --
24 north of 528, north of the Barge Canal. That
25 part of the Banana River Lagoon is beautiful.

1 It's pristine. I don't know if any you have
2 ever gone out there with kayaks and canoes and
3 fished. It's an excellent place to go. It's a
4 no motor zone. You cannot take a boat with a
5 motor on it.

6 The other concerns I have are this -- as I
7 mentioned before are quality of life and the
8 property values. How are we going to be
9 reimbursed for these property values if such an
10 action takes place?

11 There are so many alternatives rather than
12 going the routes that are shown here. I like
13 Mark's idea and I think that is the only
14 solution if it has to happen; and that's to go
15 along the side of the Air Force Station and
16 across at the top there. They call it the --
17 some kind of parkway east. And then it would
18 take it over to the railway.

19 This would not change anything that's
20 already existing. There are already tracks.
21 There are already beds over on the Air Force
22 side.

23 The third alternative if it had to happen
24 -- and I don't want it to happen for all the
25 reasons that I just stated, okay? would be a

1 diagonal.

2 I only got 30 seconds I'm told here.

3 Instead of going across where it's red to
4 take a 45 degree turn, keep it about three, four
5 miles away from the residential areas and
6 connect where it makes the first turn to go
7 around Kars Park.

8 I think I better stop because I'm getting
9 the evil eye from the person that has the stop
10 card.

11 So I say thank you very much. Let's not go
12 ahead with this project.

13 MEMBERS OF THE AUDIENCE: (Applause.)

14 MS. PIGGOTT: Thank you for your comments.
15 Our next speaker this evening is Mitchell
16 Roffer.

17 MR. ROFFER: My name is Dr. Mitchell Roffer
18 M-I-T-C-H-E-L-L R-O-F-F-E-R. I am president of
19 Roffer's Ocean Fishing Forecasting Service. I
20 have my doctorate in biological oceanography
21 from the University of Miami.

22 My training and my experience lead me not
23 to support this kind of a rail project. I think
24 the negative impact on both land and aquatic
25 habitats both -- or in three different phases

1 are going to be a negative impact. And that's
2 in the building, the maintenance and the
3 operation of, in fact, the rail.

4 It's going to be negative to birds; all the
5 birds that are up there. And we have the scrub
6 blue jay. It's going to be negative to the fish
7 that are in there. It's going to change the
8 fish migration.

9 Dr. Greg Gilmore who's a colleague of mine
10 has found that the noise of the Florida East
11 Coast Railroad has already been shown to reduce
12 the spawning of sea trout when the noise goes
13 by. Apparently it mimics the males and the
14 females run to the trains and not to the
15 males. There's issues with the marine mammals,
16 the porpoises and the dolphins.

17 We already mentioned a reduction of the
18 water flow. Not only -- you people don't
19 conceive the water flow but it results in
20 stagnant water. Stagnant water results in
21 hypoxic conditions. So low oxygen conditions.
22 It also increases the chance of having red tides
23 and other hazardous algae blooms.

24 Also what concerns me is just the
25 industrialization of the Port as previously

1 mentioned by my other -- the previous speaker.
2 It's a quality of life issue here.

3 I'm from New York and from Miami. And I
4 don't want this place to become like either one
5 of those.

6 MEMBERS OF THE AUDIENCE: (Applause.)

7 MR. ROFFER: I'm concerned about the noise.
8 I'm concerned about the air quality. I'm
9 concerned about the physical look. I'm
10 concerned about the ecological barriers that
11 this rail is going to cause to the animals.

12 And finally, I also don't believe in the
13 number of trains that are going to go through.
14 I don't believe the speed of the rails going
15 through.

16 MEMBERS OF THE AUDIENCE: (Applause.)

17 MR. ROFFER: And my final comment; if
18 you're looking for alternatives, the alternative
19 is to put this thing down in Miami or Fort
20 Lauderdale which already has an industrialized
21 port.

22 MEMBERS OF THE AUDIENCE: (Applause.)

23 MS. PIGGOTT: Thank you for your comments.
24 Our next speaker this evening is Earl
25 McMillin.

1 MR. McMILLIN: My name's Earl McMillin. I
2 live on North Merritt Island. I'm a retired
3 harbor pilot. I worked in Port Canaveral for 18
4 years. I've sailed on just about every kind of
5 ship that we've been talking about tonight.

6 I gave the lady the spelling of my name.

7 Port Canaveral is the gateway to -- to the
8 -- Central Florida. And 20 years ago along with
9 the Florida East Coast Railroad and some other
10 entities I prepared a study of the Florida Space
11 Coast Rail Link.

12 We came up with the same route, a cost of
13 38 million dollars which in today's dollars is
14 59 million dollars.

15 Talk about Miami, talk about Port
16 Everglades; they're too far south. They are all
17 hemmed in with urbanization. Miami had to build
18 a tunnel under the city to get to the
19 port. Jacksonville is really a Georgia port.

20 You're talking about access to the north
21 side. The road from the cargo area comes to a T
22 intersection where those red and green lines
23 are. All the traffic from the military
24 facilities comes from the east. You have to go
25 to the west, you have to go past the cruise

1 terminals and guess what? You have to go across
2 a drawbridge. The drawbridge goes up,
3 everything stops.

4 Additionally, in preparation of my report
5 20 years ago we went out on a worldwide survey
6 to over 200 ship operators and ship owners who
7 were asked about the importance of rail in a
8 port. And everyone who responded came up with
9 what we expected them to say; container and
10 break-bulk operators said: "Very
11 important." Oil tanker and liquid cargo
12 operations said: "We don't care."

13 So it is important. You're talking about
14 pollution. These are old figures. But a truck
15 back in 1995 was 10 times more polluting than a
16 train. A train with one gallon of diesel fuel
17 can move a ton of cargo 279 miles. A truck can
18 only move it 55 miles. So a train can take your
19 cargo to Savannah. A truck can take it to
20 Daytona.

21 There's been past studies. Way back in
22 1991 the Port studied a utility corridor
23 following the Beachline which would be along a
24 lot of the route that we're talking about with
25 the rail. And they found no serious

1 environmental problems with aquatic life,
2 recharge areas or anything else.

3 And here is the one thing that I haven't
4 heard mentioned by anyone. We're talking about
5 jobs. Building, operating this railroad, the
6 additional jobs in the Port which would flow
7 from increased traffic.

8 Those are jobs you can't send to China.
9 You can't send them to India. They're here.
10 That's infrastructure which will benefit
11 everyone.

12 It may have some environmental impact.
13 Those impacts can be mitigated.

14 Thank you.

15 MEMBERS OF THE AUDIENCE: (Applause and
16 booing.)

17 MS. PIGGOTT: Thank you for your comment.

18 The next speaker this evening is Marc
19 Krsek.

20 MR. KRSEK: My name is Marc Krsek M-A-R-C
21 K-R-S-E-K.

22 And I got a lot in three minutes so I'm
23 going to have to knock it down some. But
24 basically what I want to touch on is the grass.
25 The grass is the basis of everything out there.

1 When we start losing the grass everything's
2 going to fall like dominos.

3 The north Banana River no motor zone is
4 largely untouched and the only area of the
5 Banana River that still boasts lush sea grass
6 beds. These beds are on exceptional rebound
7 from just a few years ago.

8 The grass itself may not seem like nearly
9 enough of a worthy reason to deny the new
10 infrastructure but the loss and damage of these
11 sea grass beds can create an unforeseen ripple
12 effect in the Banana River that can have a very
13 distant reach in the years and decades ahead.

14 The Banana River as a whole is in very poor
15 condition. In fact, the north Banana no motor
16 zone is the only area left in the Banana River
17 with enough grass to be utilized by its
18 inhabitants.

19 Almost 90 percent of all marine species
20 that reside in the Indian River Lagoon system's
21 watershed will depend on these grass beds in
22 some way, shape or form at some point within
23 their lifecycle.

24 Its most important feature by far is that
25 it provides shelter for fry and juvenile fish of

1 all kinds. If we lose a large amount of grass
2 untold numbers of developing game fish will lose
3 crucial habitat hindering development or
4 adulthood which could create a ripple effect
5 eventually causing a long-term drop in stocks
6 due to developing fish being exposed with no
7 natural habitat to use as cover to avoid
8 predation.

9 Simply put, if these juvenile fish fail to
10 reach adulthood they will never have the
11 opportunity to spawn and restock this area with
12 fish.

13 The main argument which has been touched on
14 by many is potential impacts to the berms and
15 seawalls will induce by further restricting the
16 water flow causing a plethora of issues.

17 The lower Banana River is spanned by many
18 causeways. And most areas here are an absolute
19 desert devoid of any vegetative growth. This is
20 due to several factors.

21 We'll again lose this wide-open flow that
22 it once had before the causeways were
23 established and the berms dramatically choke off
24 the flow of bottlenecking water and channeling
25 it to a very slow outflow to the next portion of

1 the lagoon.

2 The restriction of flow is one of the many
3 reasons -- main reasons we get large unsightly
4 and potentially devastating algae blooms in this
5 area year after year.

6 These algae blooms have been slowly killing
7 the lagoon for years. The blooms greatly reduce
8 dissolved oxygen levels in affected areas which
9 can be detrimental not only to marine life but
10 sea grass growth, as well.

11 The blooms are so thick that they impede
12 sunlight from penetrating through to the bottom
13 starving sea grasses that thrive on the light
14 resulting in die-offs and heavy thinning of sea
15 grass beds that were once thick and vital.

16 If this scenario were to take place in the
17 north Banana River it would set this area back
18 decades. This is the last remaining suitable
19 habitat in the entire Banana River and in my
20 opinion is not worth risking for any dollar
21 amount by further impeding the flow.

22 The reason I defend the sea grass beds so
23 aggressively is very simple. The sea grass is
24 the absolute staff of life and which the lagoon
25 thrives on, the very foundation on which the

1 ecosystem builds itself upon.

2 Areas that are currently in decline also
3 happen to be areas that are devoid of sea
4 grasses. This can have untold impacts years
5 down the road on fish and wildlife stocks within
6 our estuary.

7 I grew up fishing these areas and have
8 witnessed the decline firsthand and I stand up
9 today to defend the north Banana River to keep
10 it from becoming another statistic and another
11 area that used to be.

12 I don't want to drive over the 528 causeway
13 and point out to my son the area that used to be
14 thriving with a vital ecosystem.

15 I want to be able to take him out there and
16 let him experience the things that I and many in
17 this room have been blessed to experience in
18 this priceless piece of water that lies just in
19 our backyard.

20 While I realize the proposed plan will not
21 -- will bring jobs and money to the Space Coast
22 I personally cannot fathom any amount of money
23 being worth this intrusive impact to a pristine
24 and protected wildlife and manatee sanctuary.

25 MEMBERS OF THE AUDIENCE: (Applause.)

1 MS. PIGGOTT: Thank you for your
2 comments.

3 Our next speaker this evening is Ginger
4 Knox.

5 MS. KNOX: Ginger Knox G-I-N-G-E-R
6 K-N-O-X.

7 My concerns are more down line from this
8 project. I live on the East Coast Railway line.
9 And my questions are regarding how this impact
10 study is going to take all of the effects down
11 line or up line or wherever the cargo's going to
12 go to in consideration.

13 I did talk to some of the people here. And
14 apparently they're not going to take any of the
15 down line effects into consideration because
16 there's only going to be four trains running.
17 Has to be eight trains running per week.

18 Now, what I'm going to ask you is how much
19 is this costing? How much are they going to
20 make off of four trains per week? Do you really
21 think they're going to stay at four trains per
22 week? And how do we know that? Why aren't we
23 waiting until they have some kind of agreement
24 with NASA that they make it only do four trains
25 per week before we do the EIS study?

1 That way we're actually basing it on what's
2 actually going to happen on these tracks.

3 MEMBERS OF THE AUDIENCE: (Applause.)

4 MS. KNOX: So I just want to say please
5 take down line, up line, across 528 line,
6 whatever is -- this cargo is going to go on.
7 Please take that into consideration when you're
8 doing the EIS and don't just say: "Well,
9 they're telling us there's four trains." Make
10 them put it in writing, hold them to that or
11 assume that they're actually doing this to make
12 money and they're going to have more than four
13 trains.

14 MEMBERS OF THE AUDIENCE: (Applause.)

15 MS. PIGGOTT: Thank you for your comments.
16 The next speaker is Jim Durocher.

17 MR. DUROCHER: Jim Durocher
18 D-U-R-O-C-H-E-R.

19 I see a lot of concerns with this
20 proposal. Some of the best sea grass anywhere
21 in the lagoon is in this area. I've paddled all
22 over the Indian and Banana River and Mosquito
23 Lagoon and this is some of the best sea grass
24 that's left. And believe me, there's not a lot
25 left in the lagoon.

1 This is a critical area here. I think it
2 needs to be protected. It should be a -- you
3 know, a preserve area through there anyway.

4 It's also like the speaker said about the
5 sea grass; it's the beginning of life in our
6 lagoon. That's a huge manatee and dolphin area.
7 And the fishing in there is some of the best
8 anywhere along the East Coast of Florida.

9 The bioluminescence in that area is some of
10 the best. That's one of the best places
11 anywhere in the lagoon to see bioluminescence in
12 the summertime. You go out there at night and
13 paddle it.

14 You're talking about jobs? There's a lot
15 of kayaking jobs that'll be put out of business
16 if this rail goes in because that area will have
17 light --

18 MEMBERS OF THE AUDIENCE: (Applause.)

19 MR. DUROCHER: You know, there's going to
20 be as many jobs lost as there is gained I think
21 on this thing.

22 But that's a great place to go kayaking up
23 there, see bioluminescence. If you do go
24 through with this you gotta limit the causeway.
25 The causeways are a huge disaster. We know what

1 that's done to the lagoon all through this
2 system.

3 And also the sea grass could be
4 transplanted. If you're going to do it at least
5 pull all of the sea grass out of there in plugs
6 and plant it over the rest of the lagoon. Maybe
7 it'll take a chance on growing.

8 You know, I see the Port as a pretty good
9 neighbor all these years. I've been here 32
10 years. Now I see my neighbor kind of being
11 spoiled and they want something that they
12 shouldn't want. And they want to destroy some
13 possible stuff to -- to get it.

14 And it's like if your neighbor next door
15 wanted to open up a nudie bar or something like
16 that. You know? You wouldn't want him doing
17 that because it's going to disturb everything.
18 This is a similar situation. So I'm against it.

19 MEMBERS OF THE AUDIENCE: (Applause.)

20 MS. PIGGOTT: Thank you for your comments.

21 Our next speaker is Richard Bradley.

22 MR. BRADLEY: My name is Captain Richard
23 Bradley. I run a charter service Lagoonier
24 Fishing Guides. Some of you all might have been
25 fishing with me. I don't know.

1 Three minutes. It's tough. But what I
2 wanted to talk to you all about is a couple of
3 things. The distinguished Dr. Roffer who was
4 here; I can't really add to what he said. This
5 gentleman back here did an excellent job. And
6 he's a kayak guy.

7 I thought that was -- I can't say much more
8 about what's going on. There is no marine
9 biologist other than somebody compensated by the
10 guys that are doing the consulting work that
11 would pass this.

12 MEMBERS OF THE AUDIENCE: (Applause.)

13 MR. BRADLEY: No one. Period.

14 They are hoping that they're going to be
15 doing it.

16 The other thing you want to look at here is
17 on your brochure it talks about -- the last --
18 the last sentence; it says: "To facilitate
19 future cargo growth in Port Canaveral."

20 Now, if you look at the picture that he
21 showed or the photograph that I took here a
22 minute ago that told how many cars were going to
23 go by? They're not here to stay at four trains
24 per week, guys.

25 You think they're going -- and it says in

1 two and a half years they're going to go 50 more
2 cars, they're double stacked. What about six?
3 What about 10? What about 20?

4 You know, if you think that welding the
5 tracks together is going to, you know, make the
6 sound go away; you've heard the wheels, the
7 bearings. You know, you can hear it for miles
8 (untranslatable sound).

9 It's going to happen.

10 Just alone you know that these guys want to
11 grow. I've grown up here. I'm a 50-year
12 resident of Merritt Island. I grew up on North
13 Banana River Drive and everything these guys are
14 telling you about the sea grasses, the fishing;
15 it is going to crap everywhere developed.

16 The only place left that's good is in north
17 Banana up from 528 north. Okay? And you guys
18 gotta do something to stop this.

19 And they're conveniently not showing you a
20 photograph, also. This is a two color, three
21 color, whatever it is. If you looked at the
22 railroad track that used to come down the Air
23 Force side which they've taken off there was a
24 corridor, a rail corridor that went all the way
25 down and serviced all the Apollos, all the way

1 down to the Mercury, Gemini pads.

2 And it came along. And, no, Mr. Port Pilot
3 which gets his retirement from guess where. He
4 made over \$250,000 a year being a port pilot.
5 Those are the guys that run the Port, not your
6 Port Commissioner. Okay?

7 He has a vested interest -- he's got a
8 retirement on this thing going. And if you came
9 down that way, no, you wouldn't go over the
10 drawbridge. You'd go just right where it says
11 it goes right there. It doesn't go to the
12 drawbridge, you know, to do that. You can go
13 right there and go right up the coast.

14 So he's going to ride on that one? So
15 whatever. Go ahead.

16 MEMBERS OF THE AUDIENCE: (Applause.)

17 MS. PIGGOTT: Thank you for your comment.
18 The next speaker is Alex Gorichky.

19 MEMBERS OF THE AUDIENCE: (Applause.)

20 MR. GORICHKY: Hello. My name is Captain
21 Alex Gorichky G-O-R-I-C-H-K-Y.

22 I'm owner and operator of Local Lines Guide
23 Service in Merritt Island, Florida. I'm a
24 lifelong resident of this area.

25 My major concerns are all with this.

1 Everybody's done a great job stating one of the
2 biggest issues with this situation. My pointed
3 issues are the hydrology of moving water from
4 one end to the other. Okay?

5 We have no tides in these areas. The only
6 water movement we get is from a north or south
7 wind. Each one of these causeways has
8 effectively choked our lagoons to death. This
9 causeway right here will continue to choke our
10 lagoon to death.

11 Last night I posed a question to everybody
12 standing in the room. "I challenge anybody in
13 this room, including you, sir, to find me one
14 acre of live grass south of 528." You will not
15 find that acre of live grass south of 528
16 because it's not there. Okay?

17 This is a serious issue. It's not: "Oh.
18 Well, it's going to be a little mitigation, a
19 little of this, little that."

20 This is a very serious issue. As this
21 water goes, our area goes. And when this area
22 goes nobody's going to want to be here. As
23 Mitch Roffer said, this isn't Miami. This isn't
24 New York. This is Florida. And not only
25 Florida but this is our Florida and we want to

1 keep it that way. Okay?

2 The hydrology and the water movement is not
3 only essential to the sea grass movement which
4 is one of the reasons why you can have an area
5 that has healthy sea grass with no residential
6 areas and then just on the other side of the
7 causeway there's not a single bit of sea grass.
8 Okay?

9 The water won't flow anymore. It can't
10 carry that grass down. Just like the wind blows
11 and moves grass and other plant -- other plant
12 pollen up and down your street. It does the
13 same thing here and it can no longer do that.
14 Okay?

15 With this goes the one and only area in the
16 United States, in the entire region, that the
17 redfish is found, where redfish can breed
18 inshore. There is no other place this happens.
19 One area. Well, two areas or three. Right
20 here, right here and then the Mosquito Lagoon
21 right above it.

22 I've talked to several people, tonight
23 included; we hardly saw a spawn this year
24 whatsoever of redfish. What does that mean five
25 years from now when there's not a redfish to

1 catch in the slot limit. Okay?

2 I would really like you guys to look at the
3 patterns and the breeding patterns of the
4 redfish that inhabit these flats that are
5 directly affected by any of this rail
6 production.

7 Real quick I want to tell a story. When my
8 dad and my aunt who's sitting in this room lived
9 here as children they got to eat oysters out of
10 the river right here. Okay? I can't remember
11 an oyster since I was a kid. When I was a kid
12 growing up right over in this area I got to eat
13 clams. I can't show my son a clam. Am I not
14 going to be able to show my son sea grass?

15 I'd also like them to be clear and concise
16 on the fact that the Port also wants to tear up
17 a section of the no motor zone for another
18 terminal. That is the long-term goal. That is
19 where they're going with this. It will never
20 stop unless we stop it here.

21 MEMBERS OF THE AUDIENCE: (Applause.)

22 MS. PIGGOTT: Thank you for your comments.

23 Our next speaker is Sue Ford.

24 MS. FORD: My name is Sue S-U-E

25 Ford F-O-R-D.

1 And I not only live on North Merritt Island
2 but I am a former Port Commissioner in Port
3 Canaveral elected in 1984 and 1988.

4 When I was at the Port we fought a
5 passenger rail from the Port to Orlando. And
6 the reason we fought it is because they wanted
7 to go along 528 on the north side and go through
8 all kinds of sensitive habitat, all kinds of
9 environmentally-sensitive areas.

10 This one makes that look like nothing.
11 Okay? It really does. I got online and I found
12 the present Port director has his whole plans, I
13 mean it's pages and pages and pages. And part
14 -- a whole lot of what I read is not even being
15 discussed here.

16 Someone alluded to the fact that just north
17 of that big curve that goes out to the north
18 side of the Port, okay? they plan to fill 50
19 acres of the Banana River. That would be
20 devastating to the river.

21 And like people have said -- like people
22 have said: "Hey, the Indian River Lagoon is one
23 of a kind." Okay? Number two, it has no
24 current flow, no tidal flow. What goes into the
25 Indian River Lagoon stays. Okay? That's the

1 problem we have.

2 And the reason that north section of the
3 Banana River is so pristine, think about it;
4 there's no industry along either side. There is
5 no development. It is wetlands. And the
6 wetlands filter things before it goes into the
7 river. It's nature's way, okay? of filtering
8 all kinds of pollution before it goes into the
9 river.

10 We have got to protect our wetlands if we
11 want to protect our drinking water. This is so,
12 so, so important. And it wouldn't take a rocket
13 scientist to figure out if you had to have this
14 rail you should go from the north side of the
15 Port right up through the Air Force Station and
16 connect to the rail.

17 It goes all the way to the coast from the
18 maps I saw online. They're very, very close to
19 the coast. To go up the eastern side of North
20 Merritt Island where it's all wetlands, it's all
21 sensitive area, it's all kinds of habitat for
22 scrub jays and a whole lot of other things is
23 just not smart. Okay?

24 And I am so impressed to see this crowd out
25 here. You guys are super. Because we're going

1 to have to be on top of this.

2 Thank you.

3 MEMBERS OF THE AUDIENCE: (Applause.)

4 MS. PIGGOTT: Thank you for your comment.

5 The next speaker is Cheryl Lankes.

6 MS. LANKES: My name is Cheryl Lankes

7 L-A-N-K-E-S.

8 I -- I want to say something positive so
9 I'm positively for an all cruise Port. I'm not
10 into the cargo. I can't -- I cannot say that
11 the barge traffic would be better for us. I
12 consider not just the -- the air pollution but
13 also any kind of sludge that would come into our
14 Port, as well.

15 And I've learned from my children on a
16 field trip that this area that runs the Barge
17 Canal length is where the north tropic and the
18 south tropic meet. So there's habitat, sea
19 life, plant growth that doesn't happen anywhere
20 else in the State of Florida.

21 It needs to be protected.

22 MEMBERS OF THE AUDIENCE: (Applause.)

23 MS. PIGGOTT: Thank you for your comments.

24 The next speaker is Kathleen Burson.

25 MS. BURSON: Good evening. I'm the -- my

1 name is Kathleen Burson. Kathleen with a K
2 B-U-R-S-O-N.

3 I'm a Titusville resident. I'm very active
4 in the greater community especially when it
5 comes to the Indian River Lagoon system.
6 Everyone is and should be pitching in to
7 evaluate and remedy the current situation.

8 I am all for the Port. I think cargo is a
9 good idea in our economic future.

10 With that said, the Indian River Lagoon
11 system is a 3.7 billion dollar a year industry.
12 Anything the Port does and any cost or effort
13 should be held -- excuse me -- I can't read my
14 own writing.

15 Or efforts should be held back to prevent
16 further impacts to the health of the Indian
17 River Lagoon system and to the Merritt Island
18 National Wildlife Refuge.

19 In addition, anything that the Port can do
20 to participate in the cleanup of the past
21 impacts and sufferings of our natural resources
22 it is expected and greatly appreciated.

23 Barge is not a viable option either due to
24 the environmental impacts of dredging the
25 lagoon.

1 Elevated rail straight across 528 appears
2 to be the best option or the suggestions of the
3 other speakers to go up through the Air Force
4 Station. I don't know what the environmental
5 impacts would be there.

6 And thank you for everybody speaking
7 tonight.

8 MEMBERS OF THE AUDIENCE: (Applause.)

9 MS. PIGGOTT: Thank you for your comments.
10 Our next speaker is Tom Altif.

11 MR. ALTIF: Tom Altif. Tom the common
12 spelling of the name. Altif A-L-T-I-F.

13 I am opposed to this project based on
14 several factors. One is the two proposed
15 crossings of the Banana River will disturb
16 undisturbed areas. It'll have an environmental
17 impact if either one of them is selected. It
18 will then go on to the National Wildlife Refuge
19 and it'll disturb the area that has been left by
20 NASA largely undisturbed.

21 I know under the NEPA guidelines that the
22 Surface Transportation Board has to look at all
23 alternatives. And, to me, if it has to be built
24 -- if the rail line needs to be built it should
25 be built along the 528 corridor which is already

1 disturbed property and would seem the most --
2 the route that would make the most sense.

3 I appreciate all the previous speakers
4 because I think they explained very well what
5 we're faced with here. Thank you.

6 MEMBERS OF THE AUDIENCE: (Applause.)

7 MS. PIGGOTT: Thank you for your comments.
8 The next speaker is Mary Prosser.

9 MEMBERS OF THE AUDIENCE: (No response.)

10 MS. PIGGOTT: Mary Prosser, are you still
11 with us this evening?

12 MEMBERS OF THE AUDIENCE: (No response.)

13 MS. PIGGOTT: Okay. Our next speaker is
14 Mary Hillberg.

15 MS. HILLBERG: You're not taking time off
16 of me walking; are we?

17 I'm old and slow.

18 Hi. I'm Mary Hillberg. I live at 3780
19 Sierra Drive in North Merritt Island. I'm
20 elected to the North Merritt Island Advisory
21 Board and I'm on the -- the vice president of
22 the North Merritt Island Homeowners
23 Association. And we care for thousands of
24 people who live in North Merritt Island.

25 We are definitely not opposed to this -- I

1 mean we are definitely opposed to this proposed
2 rail extension.

3 And when looking through the items that you
4 have listed as far as -- that you want commented
5 on in terms of safety, accidents happen. The
6 dangers of contamination of our groundwater and
7 the Indian River Lagoon are obvious.

8 As an RN we worked out at the Space Center
9 and ran on rigs and ambulances for years.
10 Managing emergencies in wetlands is a very, very
11 difficult task.

12 Our North Merritt Island topography is very
13 unique and it floods readily. We have spent
14 millions -- the County has spent millions of
15 dollars to pump and redirect and culvert and try
16 to trick the water to move in different
17 directions. But it wants to go towards Sykes
18 Creek and out that way.

19 So with the need to elevate a rail along
20 this corridor here, along North Merritt Island
21 you're going to have to elevate it up to get it
22 out of the water. And when you do that you're
23 going to end up causing an obstruction of
24 drainage and the water won't go to the Creek
25 anymore and going to flood the people of North

1 Merritt Island.

2 MEMBERS OF THE AUDIENCE: (Applause.)

3 MS. HILLBERG: That's a big issue.

4 The land use. In terms of land use an
5 industrialized diesel cargo freight train is
6 totally incompatible with the existing
7 residential land use of the area.

8 In terms of biological issue -- impact, the
9 devastation of our sea grasses, wildlife,
10 fisheries and marine mammals and federal and
11 state threatened and endangered species is
12 imminent if this is done.

13 And the cumulative and the incremental
14 negative impacts of the proposal of this rail
15 extension are devastating and permanent. And
16 I'd like to agree with all those who have said
17 that the -- because I don't want to be a no, no,
18 no, no, no. I want to say: "Here's an option."

19 That 528 option is a fine option. It's the
20 most expensive option. We understand. But it's
21 the most obviously appropriate option. The
22 safest for everyone.

23 Thank you so much.

24 MEMBERS OF THE AUDIENCE: (Applause.)

25 MS. PIGGOTT: Thank you for your

1 comments.

2 Our next speaker is Dave Holmes.

3 MR. HOLMES: Hello. My name is Dave
4 Holmes. Dave D-A-V-E H-O-L-M-E-S.

5 I do a lot of subcontractor work at the
6 Walt Disney World Resort in Orlando. For many
7 years I've been over there and it's been brought
8 up many times that they expand their monorail
9 system throughout the -- to service all the rest
10 of the parks and hotels and so forth.

11 Disney has come to realize that it was
12 unfeasible and not economical for them to do
13 that and they run busses to this day for that
14 reason and they still don't have any
15 expectations to expand the monorail.

16 So I suggest we just continue running
17 trucks and service this in the way it's been
18 going all along. I'm not for this at all.

19 You know, we don't allow to run boats or
20 anything up in this area because of the manatees
21 and stuff. But we're going to run a train over
22 top of them and vibrate the --

23 MEMBERS OF THE AUDIENCE: (Applause.)

24 MR. HOLMES: Also, the Air Force apparently
25 from what everybody's telling me here in this

1 room tonight that we can't run this up the Air
2 Force side because they're just definitely
3 telling us no, no way it's coming through their
4 backyard. But they want to run it through our
5 backyard.

6 And, you know, like some of the other
7 people here I'm a resident of the Savannahs and
8 this is where it's going to affect us quite a
9 bit.

10 Last of all, I just want to reiterate what
11 Mr. Loewenstein said. If they're hell bent on
12 running this thing up through the Banana River
13 which I'm totally opposed which any idiot can
14 see that it's going to be faster and more
15 economical to run a diagonal line up to the
16 point of where it comes along the coast there as
17 opposed to running it west and then back
18 north.

19 So my issue is if they're going to do this
20 they can do like he said; run it diagonally to
21 where they catch the part of the railway that's
22 already in. But first and foremost I say we say
23 no to all of this.

24 MEMBERS OF THE AUDIENCE: (Applause.)

25 MS. PIGGOTT: Thank you for you comments.

1 And our last speaker that has currently
2 signed up is Tammy Wilson.

3 MEMBERS OF THE AUDIENCE: (Applause.)

4 MS. WILSON: I am Tammy Wilson. Tammy
5 Wilson.

6 I didn't know I was going to speak tonight.
7 Because I was just told I was going to speak.
8 And everyone else here has done such a fantastic
9 job of saying what we feel.

10 And I just want to say that I'm truly
11 impressed with the amount of engineering and the
12 planning and the lobbying and the intelligence
13 that goes behind planning something like this
14 and yet they couldn't figure out how to do it
15 without stabbing a knife right into the heart of
16 an already-dying lagoon.

17 MEMBERS OF THE AUDIENCE: (Applause.)

18 MS. PIGGOTT: So that concludes the
19 individuals who have already signed up to speak.

20 Is there anybody else who would like to
21 speak this evening?

22 Sir?

23 MR. BRANDES: Chris Brandes B-R-A-N-D-E-S.
24 I'm here for selfish reasons. I'm a waterfowl
25 hunter. Okay? Lifetime resident of Brevard.

1 Over 50 years. Born and raised in Rockledge.

2 Had a chance to hunt one end of this county
3 to the next. We've got the longest county in
4 Florida. It's also the skinniest as you know.

5 Some of these places you can hunt. Some of
6 these you can't. I'm not against it. I'm
7 probably progrowth more than anybody in this
8 room if it's done right.

9 Mr. Dave, I'm not so sure this is done
10 right. That's going to be your job with your
11 four identities to find that out, though.

12 The ducks get moved -- this used to be --
13 you talk about an economy here. You -- all
14 those Titusville hotels, they've closed
15 down. We used to have Duval County waterfowl
16 hunters come down and hunt and hunt and hunt.
17 Why? Because this was a premier waterfowling
18 spot in the country. It's not even on the map
19 anymore. It's a disaster.

20 Mark talked about the grass and Alex talked
21 about the grass. Captain Richard, Captain Alex;
22 I don't know how these guys do it. They've got
23 manatees signs, the zone. This, that and the
24 next thing.

25 Hell. I can't even idle. I've gotta take

1 -- I gotta get up 2:30 in the morning just to
2 idle to some of these spots.

3 Go out on them. Because some of the
4 species of duck I hunt are after these grasses.
5 And it's just -- when you're ready to put a
6 bridge or anything else there's always a buffer
7 zone that goes with it, right? You can only
8 hunt so close, only fish so close. I'm not so
9 sure this is the right way to go.

10 But I'm gonna challenge you, Mr. Dave; when
11 you get your four identities if you'll sit down
12 and have a prayer with Captain -- or Admiral
13 Barry Black up on the Hill. And I pray that you
14 do that. All right. That's it.

15 MEMBERS OF THE AUDIENCE: (Applause.)

16 MS. PIGGOTT: Thank you for your comments.
17 Is anyone else wanting to provide oral comments
18 this evening?

19 MR. PRITCHARD: Me.

20 Not that I'm used to public speaking. I'm
21 Ron Pritchard P-R-I-T-C-H-A-R-D, former County
22 Commissioner, Merritt Island. And the Port was
23 part of my district.

24 I agree with Mary Hillberg.

25 Mary, you're probably not going to believe

1 that.

2 But the 528 is the route to take. It's
3 already disturbed property. Some of it is
4 already included within the Port property. It's
5 the most direct route. And as long as the
6 trucks don't interfere with the traffic and
7 heading north on Courtenay I think it's the best
8 opportunity.

9 I believe in the Port. I believe in the
10 economic engine that is the Port. But you can't
11 go across the Banana River without having
12 horrendous environmental impact.

13 If it's going to be done let's do the 528
14 corridor.

15 MEMBERS OF THE AUDIENCE: (Applause.)

16 MS. PIGGOTT: Thank you for your comments.
17 Anyone else wishing to make a comment this
18 evening?

19 Sir?

20 MR. DEEM: Dave Deem D-E-E-M.

21 I just want to make comment even on truck
22 traffic coming off of the new -- new facility
23 there.

24 Where are they going to stage all these
25 tractor-trailers that's coming in and out of the

1 Port? Are they going to be packed all along
2 528? This blocks all our fishing access and
3 everything else and our -- the scenery of the --
4 of our whole area.

5 I haven't heard anybody say anything about
6 the truck traffic being in effect on 528. I saw
7 -- a few weeks ago I saw five tanker trucks
8 pulled over along 528 setting there for
9 hours. Is that what it's going to be down in
10 the future? We're going to have a row of
11 tractor-trailers all along 528? I don't think
12 that's a good idea. Thank you.

13 MEMBERS OF THE AUDIENCE: (Applause.)

14 MS. PIGGOTT: Thank you for your comments.

15 Anyone else wishing to provide comments
16 this evening?

17 Ma'am?

18 MS. SALLEE: My name is Vickie Sallee.

19 V-I-C-K-I-E S-A-L-L-E-E.

20 I have one thing to ask the Port Authority.
21 When is enough enough? You've pushed a lot of
22 us locals out. A lot of us have already left.
23 Stop. We're done. You've got cruise terminals.
24 Quit.

25 MEMBERS OF THE AUDIENCE: (Applause.)

1 MS. PIGGOTT: Thank you for your comments.
2 Sir?

3 MR. HUGHEY: My name is Alex Hughey
4 H-U-G-H-E-Y. I'm 22 years old and I was born
5 and raised in Rockledge and Cocoa. And my dad
6 used to bring me fishing on the Banana River.
7 And I've noticed throughout the years that, you
8 know, the sea grass really has just kind of
9 disappeared and really hurt the fishing already
10 with just the simple amount of boat traffic.

11 So why do we need to keep doing more to
12 destroy the river when we need to do more to
13 protect the river and protect our fisheries and
14 manatees and dolphins.

15 You guys see it as a simple bridge being
16 put up. It destroys more than you can even
17 imagine. It starts with one little railroad but
18 then where does it go from there?

19 And why destroy marshlands that have been
20 untouched and are home to birds, manatees, fish,
21 more species of anything that we even can get to
22 and pay any attention to because, you know,
23 they're protected. They're protected for a
24 reason. It needs to stay that way.

25 And what if one of these trains were to

1 come and derail by some chance and, you know,
2 fall into our river or something. It sounds
3 really far-fetched. But it is a possibility.
4 Then what?

5 How -- that would be destructive in more
6 ways than anybody can even think of. And how
7 would it be cleaned up? That's worse than an
8 oil spill for -- on a small little river like
9 that.

10 So I'm opposed to this. You know, I want
11 to be able to take my kid fishing on the Banana
12 River and Indian River 10 years from now, 20
13 years from now so that he can experience some of
14 the same things that I have and not have to
15 worry about having a whole ecosystem completely
16 wiped out.

17 MEMBERS OF THE AUDIENCE: (Applause.)

18 MS. PIGGOTT: Thank you for your comments.
19 Sir?

20 MR. KRSEK: I think another thing that we
21 need to think about is if the grass does die up
22 there it's going to displace a lot of manatees.
23 It's going to displace a lot of dolphins and
24 it's going to force manatees most likely south
25 of the 528 where they're exposed to boat

1 traffic.

2 And a lot of these manatees have never seen
3 boat traffic. They're not used to the
4 interaction with boats and they're going to be a
5 lot more vulnerable.

6 And also the wading birds; if we lose grass
7 they're also going to be displaced and that's
8 going to increase pressure in other areas by
9 increasing the population of birds and there's
10 going to be less forage and it's going to be a
11 big domino effect. And it all starts with the
12 grass.

13 My name is Marc Krsek K-R-S-E-K.

14 MEMBERS OF THE AUDIENCE: (Applause.)

15 MS. PIGGOTT: The gentleman in the back?

16 MR. SPHAR: Yes. My name is Douglas Sphar.
17 That's spelled S-P-H-A-R.

18 I've been attending some meetings of the
19 Governor's East Central Florida Task Force for
20 future road corridors and chaired by the Florida
21 Department of Transportation. They're looking
22 at transportation needs until -- up to the year
23 2060. Their report is due on the Governor's
24 desk I think the end of December.

25 They put a note in that they're proposing

1 to convert 528 to a multimodal transportation
2 corridor and their plan shows several rail lines
3 within that corridor. So I ask the question.
4 Why isn't the Port working with those people?

5 It seems like we've got various government
6 entities, you know, working at cross purposes.
7 If 528 is going to be a multimodal
8 transportation corridor with multiple rail lines
9 then why are we looking at another one up here?

10 That's my comment. Thank you.

11 MEMBERS OF THE AUDIENCE: (Applause.)

12 MS. PIGGOTT: Thank you for your comments.

13 Hold on one second, sir.

14 Dave, the woman over here had her hand up
15 first.

16 MS. PESCE: Yes. I need some
17 clarification. My name is Sandra Pesce,
18 resident of North Merritt Island.

19 The confusion I'm having right now is going
20 across the Banana River is this -- are we
21 talking about filling in and then -- are we
22 talking about a bridge for the rail? What are
23 we talking -- or are they going to fill in and
24 it going to be -- that's what's everyone talking
25 about blocking it off. I'm confused.

1 UNIDENTIFIED MEMBER OF THE AUDIENCE:

2 10,000 feet of berm.

3 MS. PESCE: So if you're saying --

4 UNIDENTIFIED MEMBER OF THE AUDIENCE: Dirt.

5 MS. PESCE: We're not going over it. We're
6 going to block it.

7 UNIDENTIFIED MEMBER OF THE AUDIENCE:

8 (Inaudible.)

9 MS. PESCE: Oh. Hell, no.

10 MEMBERS OF THE AUDIENCE: (Applause.)

11 MS. PIGGOTT: Sir?

12 Thank you for your comment.

13 MR. GROSSMANN: Andrew Grossmann

14 G-R-O-S-S-M-A-N-N.

15 I agree with Mr. Pritchard and what Mr.

16 Bradley said and someone else that just

17 mentioned the intermodal that's planned. This

18 seems premature to me. Everything that's going

19 to happen in the future, the logical thing to do

20 is incorporate it in that -- in that corridor.

21 And the other comment is this is a wildlife

22 corridor. It makes zero sense to put a rail

23 right through the middle of it. And anybody

24 that you, you know, talked to that's been up and

25 through there, they'll tell you the same

1 thing.

2 So that's my comments. Thanks.

3 MEMBERS OF THE AUDIENCE: (Applause.)

4 MS. PIGGOTT: Thank you for your comments.

5 The gentleman in the front?

6 MR. FALANGA: Hello. My name is Tony

7 Falanga F as in Frank A-L-A-N-G-A.

8 I can give you a million reasons,
9 statistics why it shouldn't happen.

10 Dave, I want you to do one thing. Take a
11 minute, go out to Kars Park, sit at the marina
12 and look at the hundreds, not five, not 10, but
13 hundreds of manatees that go in and out of that
14 small marina every single day. And they're only
15 there because that grass is still alive.

16 We are going to lose all that marine life.
17 I know that's strictly emotional. But the
18 bottom line is if we lose that grass those
19 manatees; they're going to die.

20 Thank you.

21 MEMBERS OF THE AUDIENCE: (Applause.)

22 MS. PIGGOTT: Thank you for your comment.

23 MR. MULLON: My name is Robert Mullon. I'm
24 a -- that's M-U-L-L-O-N.

25 Lifetime resident of this area. I've lived

1 within 15 miles of the Port my whole life. Born
2 in Cocoa Beach, now live in North Merritt
3 Island.

4 I grew up a few houses down from George
5 King down in South Cocoa Beach. That's where I
6 was -- when I was very young.

7 I believe him and some of the older folks
8 who were involved in the development of this
9 Port originally are rolling over in their graves
10 right now because of the lack of accountability
11 this Port Commission has to the constituents
12 that put them in office here.

13 This Port was supposed to be beneficial to
14 the community. We are looking at a Port that is
15 out of control or taking over. There is no
16 control over their growth. All they want to do
17 is get bigger. And where is that money coming
18 back in? Do we see any of it coming back into
19 our pockets here? The money goes back into the
20 Port. It goes back into the machine.

21 We need to be really careful and we need to
22 do something about having them be accountable to
23 the constituents in this community. It's very
24 important that somebody gets control over these
25 people because that will turn into another Port

1 of Miami. It's going to get out of control.

2 And right now on these impacts what are
3 they going to do about these declining property
4 values they're going to cause on North Merritt
5 Island? How are they going to account for that?
6 How are they going to reimburse us for that? I
7 believe we all need to keep this in mind.

8 When they're talking about jobs; the
9 construction jobs are temporary. They will not
10 stay. The jobs at the Port; those are dock
11 workers and container workers. Sure it will
12 help some of the community. But most of those
13 people will probably come in from outside. They
14 will not really benefit us as locals around this
15 area.

16 So just keep that in mind and keep that in
17 mind when it comes time to vote on this Port
18 Commission and these people you have working
19 supposedly for you.

20 And that's -- that's all I have to say
21 right now. It's been good hearing from
22 everybody here.

23 MEMBERS OF THE AUDIENCE: (Applause.)

24 MS. PIGGOTT: Thank you for your comment.

25 The lady in the back; did you still have a

1 comment?

2 MS. COATES: Hi. My name is Lee Coates
3 L-E-E C-O-A-T-E-S.

4 I've lived here since 1969. A number of
5 you have said that you've lived here a long
6 time. Do you remember when we used to have
7 cargo that went out of the Port? I can remember
8 when they'd bring in Volkswagens and having them
9 all over the north end of the Port and bring
10 them out across 528.

11 It -- I'm not opposed to cargo. I think
12 that it -- at this end of the county that we
13 need to have support for the Port. And I
14 believe that the best way would be to go along
15 528 or through Cape Canaveral Air Force Station.
16 Thank you.

17 MEMBERS OF THE AUDIENCE: (Applause.)

18 MS. PIGGOTT: Thank you for your comments.
19 Anyone? Sue. Is it Sue?

20 MS. FORD: Sue Ford. I just have another
21 couple of comments.

22 Concerning crossing along 528. Okay. The
23 Port owns 100 feet on either side of the Barge
24 Canal. Okay. But I seriously doubt they would
25 actually put a railroad on it.

1 Number one, you've got those marinas that
2 are going to have to go away. Okay?

3 If you go on either side beyond the hundred
4 feet, okay? you're talking about using eminent
5 domain to take away people's homes and their
6 properties. That would be a major impact on a
7 whole lot of people in this area if it's your
8 home and your property. You know?

9 Also, the other thing I want you all to
10 keep in mind. The Port Authority up until 1986;
11 they charged an ad valorem tax to everyone in
12 Brevard County from about Pineda all the way to
13 the Volusia County line.

14 And what I've read online that the Port
15 director today says is this project was going to
16 be over a billion dollars. Not a million. A
17 billion dollars.

18 This is a humongous project. Okay? If
19 they get so deep in debt guess where they're
20 gonna come to find the dollars? They're gonna
21 tax us again. Okay? They did that for 30 years
22 and they can doggone well do it again. Thank
23 you.

24 MEMBERS OF THE AUDIENCE: (Applause.)

25 MS. PIGGOTT: Thank you for your comments.

1 Anyone else?

2 Ma'am?

3 MS. SMITH: Hello. My name is Susan Smith.
4 I think that's easy enough to spell.

5 One point I'd like to make is a lot of this
6 property owned by NASA/KSC is protected
7 wildlife. And I'm not sure who their federal
8 agreement is with; if it's with Fish and
9 Wildlife or who. But I believe there is some
10 agreement that they have to leave it unbuildable
11 and leave it as protected property.

12 So you need to look at what NASA and KSC
13 already have in place with those federal
14 agreements. Thank you.

15 MEMBERS OF THE AUDIENCE: (Applause.)

16 MS. PIGGOTT: Anyone else wish to make a
17 comment?

18 MR. GORICHKY: Real quick. As several
19 people said I was at the very first meeting for
20 this several months ago. We did two in one day
21 and at both these meetings. And to see all
22 these people here is amazing because we've been
23 one of a dozen for several meetings now.

24 And I don't feel like one of a dozen. I
25 feel like one of several now. It's inspiring.

1 MEMBERS OF THE AUDIENCE: (Applause.)

2 MR. GORICHKY: I want to reiterate a number
3 that the lovely lady threw out. 3.7 billion is
4 what the lagoon gives us. What exactly is the
5 Port giving us at this moment in time?

6 I sat on the north side of the 528 causeway
7 for about 45 minutes before I drove here
8 tonight. I sat there and I looked.
9 Aesthetically which is one of your categories; I
10 could not find one way in my mind's eye that it
11 would look right with a causeway with a railroad
12 coming across.

13 This is an earthen causeway. They will not
14 say it's not. Those areas that are shown as a
15 solid line without the double line next to it
16 are guaranteed to be earthen causeways.

17 They will not spend the money to drive the
18 pilings and to elevate a causeway or elevate a
19 rail over four inches of water, over a foot of
20 water, over three foot of water.

21 Every inch that is going over is less than
22 three foot. They're going to fill it and
23 they're going to kill. No fill. No kill.

24 MEMBERS OF THE AUDIENCE: (Applause.)

25 MS. PIGGOTT: Thank you for your comments.

1 Ma'am?

2 MS. GORICHKY: Lisa Gorichky

3 G-O-R-I-C-H-K-Y.

4 And I can't say anything any better than
5 everyone else has already said. I just wanted
6 to expand on one thing that was mentioned with
7 regard to the death of the manatees.

8 There are no idle zones all over the rivers
9 specifically to protect the manatees. And yet
10 this project could potentially endanger or kill
11 many, many of the manatees. So it just seems
12 like definitely a conflict of interest. And I'm
13 opposed to it in the place that it's proposed.

14 MEMBERS OF THE AUDIENCE: (Applause.)

15 MS. PIGGOTT: Thank you for your comments.

16 Anyone else wish to make an oral comment
17 this evening?

18 MS. TURNER: My name is Sara Turner. I
19 just have one question for Dave. When you do
20 this research are you going to document the
21 references and, if so, are we going to be privy
22 to the references that you make?

23 MR. NAVECKY: Yes.

24 MS. TURNER: All right. Thank you.

25 MS. PIGGOTT: Anybody else wish to make an

1 oral comment this evening?

2 MS. KNOX: I have one.

3 Ginger Knox. I just want to -- and I know
4 he can't answer now. But I just wanted to put
5 on the record if passenger rail is ever going to
6 come down this line and what is our guarantee
7 that it won't?

8 All North Florida is currently getting
9 their line approved on 528. They're doing two
10 lines on 528, not one. And you're asking for a
11 hundred-foot easement here for one line which is
12 enough to do two lines. That's what they have
13 for their two lines there.

14 So I would like to know how we can be
15 assured that there won't be any passenger train
16 coming down this line since you're not taking
17 any of that into consideration for the
18 impacts.

19 And it's going to be a huge financial
20 impact if you have passenger rail coming across
21 here. Because that's going to stop people from
22 using our restaurants, our hotels and all sorts
23 of things. So that needs to be taken into
24 account. Whether it's good or bad it needs to
25 be taken into account if it's a possibility.

1 MEMBERS OF THE AUDIENCE: (Applause.)

2 MS. PIGGOTT: Thank you for your comments.

3 Anyone else wishing to make an oral
4 statement this evening? Anyone?

5 Ma'am?

6 MS. LACOSTE: Thank you. My name is Lois
7 L-O-I-S Lacoste L-A-C-O-S-T-E.

8 And I attended the meeting that was held
9 last night in Titusville and I wanted to come
10 tonight and hear what everyone had to say.

11 I've lived in South Florida. And I've now
12 lived here 10 years. I love living here. I
13 love the people. I love the community. I love
14 the pristine area that you have of the lagoon.

15 I understand they're not really rivers
16 because they don't flow. They are lagoon. And
17 if we keep blocking all these passages you're
18 going to end up killing more and more of the
19 vegetation and the sea grass and there's no
20 oyster beds. And it's a mess.

21 I can't believe you're pursuing building
22 something through the wildlife preserves and the
23 manatee preserve and you're taking a rail
24 carrying God knows what through the restricted
25 area of the Kennedy Space Center.

1 We have become so open-minded in this
2 country that our brains have fallen out. I
3 appreciate Mr. Pritchard speaking. I adore this
4 man. He stands up for the people that live in
5 this county and I appreciate him standing up and
6 saying things. And all the other people that
7 talked about this.

8 Because, to me, this is absolutely
9 ridiculous. I moved from the South Florida to
10 get away from mass transit. If I wanted mass
11 transit and all this railroad going on around my
12 neighborhood I would have stayed in Miami or I
13 would move to Orlando. This is going to ruin
14 the sweet area that you all live in and call
15 home.

16 And most of these young people who have
17 come here; I admire them to no end. We've had
18 20- and 30-year-old young people who talk about
19 their parents taking them fishing. And all of
20 that is disappearing. And now you're taking
21 even more of it away.

22 I mean wake up. I just don't get it
23 anymore. I don't get it.

24 MEMBERS OF THE AUDIENCE: (Applause.)

25 MS. PIGGOTT: Thank you for your comments.

1 Anyone else wanting to make a statement
2 this evening?

3 MEMBERS OF THE AUDIENCE: (No response.)

4 MS. PIGGOTT: Anyone else that's previously
5 spoken wanting to expand on their comments? We
6 still have a little bit more time.

7 MR. LOEWENSTEIN: Yeah. I'd like to say
8 something.

9 Yeah. My name is Dick -- Richard
10 Loewenstein. I spelled it earlier.

11 Just one thing. I keep looking at the map
12 that's on the board up front. And I keep seeing
13 one thing that really disturbs me. This is the
14 Kennedy Space Center being selfish, not caring
15 about any of the things that have been
16 previously discussed whether it be the
17 environmental impact, whether it be the
18 residential impacts.

19 All I see is their selfish interest. They
20 see a way of getting freebies. They can get
21 this railroad in. But now they get free
22 maintenance on their 17 miles of track. They
23 said: "No. You can't disturb Kars Park." The
24 Port says: "Well, that's no problem. We'll
25 just go around it."

1 So you see, the Kennedy Space Center's
2 interest is well taken here as you look at it.
3 And that is a selfish interest, not caring for
4 you and I, not caring for our waterways, our
5 wildlife, our environmental issues and our
6 residential issues. Thank you.

7 MEMBERS OF THE AUDIENCE: (Applause.)

8 MS. PIGGOTT: Okay. The gentleman in the
9 back.

10 MR. BRADLEY: One quickie here. If you all
11 have Google Maps Google the map of this. The
12 real map. And look at the north end of the
13 north Banana kind of near probably the Shuttle
14 processing area.

15 You know, they had a crawler track that
16 would cross. Merritt Island is no longer an
17 island. It's a peninsula. They blocked that
18 years ago. But if you look at it there's a pea
19 green bunch of water up there. I don't know if
20 you can see that or not.

21 That's what happens to our lagoon when you
22 block the flow of the lagoon. And they've
23 blocked off this area up there to put corridors
24 to these launch pads. And everywhere they've
25 blocked that if you look on the Google maps

1 you'll see areas where you cannot see the bottom
2 in a foot of water.

3 And if you look -- just do it. When you go
4 home if you look on it at home -- if you want to
5 come look at mine -- that's what happens. If
6 they're going to put this road across -- this
7 track across there it's gonna block that whole
8 area. It's gonna turn green. You'll lose all
9 the grass. You're gonna lose your manatees.

10 On top of it if you've ever trespassed on
11 that land up there, there is nothing up there.
12 There's indigo snakes. They're highly
13 endangered. There's gopher turtles.

14 When I went to Kars Park as a kid you
15 watched gopher turtles just walk across all the
16 time. Scrub jays. This is highly endangered
17 land. And they say they want to mitigate it.
18 You know what mitigation is? Mitigation is
19 extortion.

20 "You want to build here? Okay. Well, you
21 have to pay us so we focus on land over
22 there." This shouldn't be done.

23 All right. That's all I have to say.

24 MS. PIGGOTT: Thank you for your comments.

25 The gentleman in the back?

1 THE COURT REPORTER: I didn't know that
2 man's name.

3 MR. JACOBS: Yeah. Hi. My name is Tim
4 Jacobs.

5 MS. PIGGOTT: I'm sorry. Can you hang on
6 just one second. We have a question from the
7 court reporter.

8 THE COURT REPORTER: I didn't recall his
9 name.

10 MS. PIGGOTT: The first and last name of
11 the last speaker.

12 MR. BRADLEY: Richard Bradley.

13 MS. PIGGOTT: Richard Bradley.

14 MR. JACOBS: My name is Tim Jacobs. And
15 obviously I live around here and love this area
16 and am very mindful of the ecology.

17 What I don't understand is is this is just
18 the latest in trying to further develop the Port
19 which they're about to open a super cruise
20 terminal.

21 All this has promised like more jobs and
22 all which obviously a lot of people want to see
23 because they can build more homes and build our
24 area out and they can sell more newspapers and
25 build more stores. So that's all

1 understandable.

2 I just don't see -- there's not been a lot
3 of great jobs come out of the cruise industry.
4 And what I don't understand is we used to have
5 the seafood industry out at the Port. And
6 that's getting squeezed down to nothing.

7 I know most people that try to eat healthy
8 eat seafood. That industry is pretty much going
9 away. There's no room for it left at the Port.

10 I understand that well, obviously, if you
11 go to the Port you see the huge container cranes
12 that are already set up to put all these large
13 containers.

14 You -- the -- also, there's a huge amount
15 of fuel tanks. Now, we had a fuel truck crash
16 and take out one of our overpasses here. I
17 never have seen so many fuel tankers on 528 as
18 -- since they built these terminals out there to
19 store all this fuel.

20 Eventually if what he says about hauling
21 freight; they will be hauling fuel out on trains
22 -- I know they say they're not. But any of that
23 could spill on these -- in these areas, any kind
24 of a derailment.

25 They say they're only going to go 10 miles

1 an hour. It just seems like --

2 And they also -- I've read recently they
3 want to import up to several hundred thousand
4 cars a year. Now, they're talking about just
5 hauling I guess cement and these quantities of
6 containers like you see at the Port, a lot of
7 the rocks, cement, all that kind of stuff.

8 But there's also fuel oil in the equation.
9 They also want to bring in a lot of automobiles.
10 The numbers of trains they're talking about;
11 these are preliminary figures. If they get a
12 setup like this I mean, the sky's the limit.
13 They don't know any -- what I'm trying to figure
14 out is how far can they go with this Port?

15 I mean, is there any limits on what they
16 can propose? Everything they've proposed
17 they've gotten. They've got all the fuel
18 storage areas now. They've got the large --
19 biggest ships possible coming in there.

20 I mean, I obviously care about the ecology
21 of north Banana River. But I'm just saying
22 you've got an engine going out there that is
23 just determined to move large amounts of cargo,
24 hazardous materials. Whatever. Automobiles.
25 You name it. Simply because Jacksonville and

1 Miami are too far away.

2 I've lived in Central Florida my whole
3 life. I've watched this area just get built
4 over. Fly out of Orlando and it's nothing but
5 development as far as the eye can see.

6 If they want to trash these last
7 ecologically-sensitive areas in the name of what
8 is unfettered growth -- I mean I know we elect
9 these Port Commissioners but who is the control
10 on them? Where does their greed and where does
11 their, you know, all never-ending quest for more
12 growth all in the name of jobs.

13 I mean what -- you know, I'm -- hear jobs
14 all the time. I know Grumman has built a new
15 facility at Melbourne Airport. Most of those
16 jobs are being brought in from Bethpage, New
17 York.

18 The SpaceX; most of their people have come
19 here from California. I'm just not all that
20 sure that this being sold as a jobs -- bringing
21 jobs and growth to our area is going to bring a
22 lot of that.

23 Also, is it all import? I mean are we
24 sending any cargo out of here? Or is it just
25 all incoming? Is it just more construction

1 materials, more fuel oils, more ways to just
2 build more, have more automobiles, more fuel,
3 more pollution?

4 I just -- I don't see where this whole
5 thing is going. This is just the latest in just
6 a Port that seems to have no limits on what
7 it'll try and push through. I hope it does not
8 succeed. I really do. I hope people are aware
9 of what's going on. Obviously the people in
10 this room are. Thanks.

11 MEMBERS OF THE AUDIENCE: (Applause.)

12 MS. PIGGOTT: Thank you for your
13 comments.

14 Anyone else wishing to make an oral comment
15 this evening?

16 Sir? In the front?

17 MR. RYE: Brian Rye. B-R-I-A-N. Last name
18 is R-Y-E.

19 I've lived here in Merritt Island for the
20 last 25 years and have enjoyed the nature. I
21 actually live not far from Kings Park right near
22 where this rail is. So I'm a little bit selfish
23 from that perspective. What is it going to mean
24 to me? What is it going to mean to the
25 environment around there?

1 A lot of people have outlined that already
2 very eloquently. And I think it's pretty clear
3 that it's not a good idea to have this running
4 through there.

5 The other thing -- other point that struck
6 me a little bit odd was the fact that the Air
7 Force Station said it's not -- it's a homeland
8 security or a safety issue is what I thought I
9 heard about going through there.

10 How is it more safe going through the
11 wildlife refuge where there's nothing there to
12 protect it or guard it? It seems a bit odd to
13 me that if it's not safe for them how the heck
14 is it safe for us not to mention the
15 environmental stuff that has been bought up
16 many, many times again.

17 It's a ludicrous idea. There's got to be a
18 better option. I am not for this in any way,
19 shape or form.

20 MEMBERS OF THE AUDIENCE: (Applause.)

21 MS. PIGGOTT: Thank for your comments.

22 Anyone else wishing to make a comment this
23 evening?

24 MEMBERS OF THE AUDIENCE: (No response.)

25 MS. PIGGOTT: Okay. With that I will

1 conclude the oral portion of this evening.
2 We'll return to our maps for the next 10 minutes
3 of the meeting if you have any additional
4 questions or need additional explanation.

5 Again, thank you for coming out and for all
6 the comments this evening. We greatly
7 appreciate it.

8 MEMBERS OF THE AUDIENCE: (Applause.)

9 (Whereupon, the public comment section of
10 the meeting was concluded at 7:57 p.m.)

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