



Docket No. FD 35852
Bill Will to: David.Navecky

09/11/2015 06:33 PM

1 attachment



Commercial Rail Access to CCAFS (2012) 9-10-15.pdf

Mr. Navecky,

Port Canaveral refused to release the document that were the basis for the "58 reasons why it was not a good idea to go through the Air Force base."

Project documents state that the document was requested from the port.

In the April 30, 2015 community meeting, CPA officials noted that the U.S. Air Force provided CPA with "58 reasons why it was not a good idea to go through the Air Force base." Does CPA have any publicly available documentation of these reasons? If yes, please provide OEA with a copy of the documentation.

After months of requesting this document, and the port ultimately refusing to release it, I obtained a copy of the publicly releasable document from the USAF.

I am attaching a copy for you. As you will see there never were "58 reasons". In fact the almost 3 year old document that was generated in relation to a Space X project and not a Port Canaveral project only contains 20 'concerns'.

It appears Mr. Walsh from the PCA may have overstated this outdated research, and when asked for a copy of this he refused to release it.

Thank You.

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Commercial Rail Access to Cape Canaveral AFS

20 Aug 12

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Purpose

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Provide information for internal Air Force awareness regarding challenges with any proposed commercial rail link between Orlando, FL and Port Canaveral, FL routing through Cape Canaveral Air Force Station (CCAFS)

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Overview

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- **CCAFS Easement Challenges:**
 - **National Security Space**
 - **Operational Impacts**
 - **Installation Security**
 - **Explosive Hazards**
 - **Critical Facilities**
 - **Environmental Refuge**
 - **Additional Info**
- **Summary**

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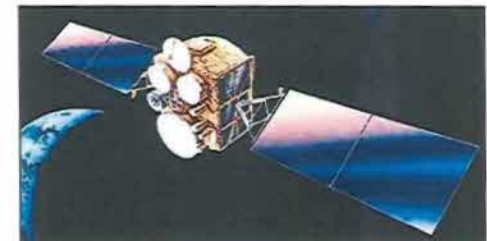
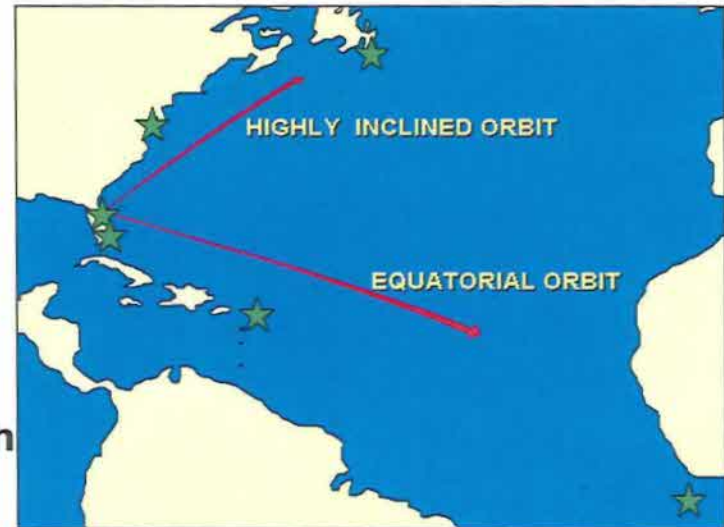


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National Security Space

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- **Bottom Line:** Eastern Range is critical for Nation's Assured Access to Space
- The preponderance of our nation's military space capability is launched from here...geography & physics
 - GPS ▪ AEHF-2 ▪ MOUS
 - SBIRS ▪ WGS ▪ X-37B/OTV
 - NRO ▪ Future NSS mission growth
- Also important:
 - NASA's launch site for ISS re-supply and science missions
 - Manned Space Launch (SLC 40/41)



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Operations

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- Hazardous ops require ongoing restriction or CCAFS evacuation
 - Launches
 - Payload processing
 - Fueling
 - Ordnance handling
 - Wet dress ops
 - Hardware movements
- DoD mission priority will always have priority over *ALL* train traffic on CCAFS

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Installation Security

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- CCAFS is a closed installation

- Protection of assets
 - DoD Launch hardware
 - High value facilities
 - External threats

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Explosive Hazards

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- Railway from north would pass thru [redacted] and [redacted]
- Any route along east side of CCAFS would pass thru future [redacted]
- Any route along west/east side of CCAFS would pass through multiple, continuously active, [redacted]

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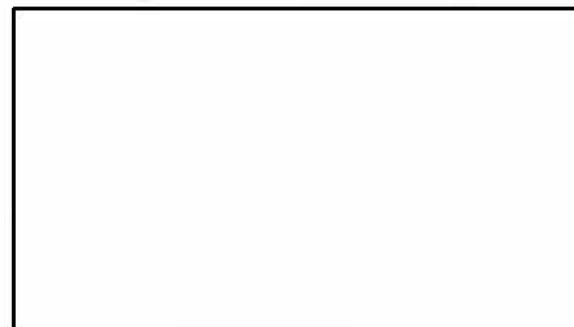
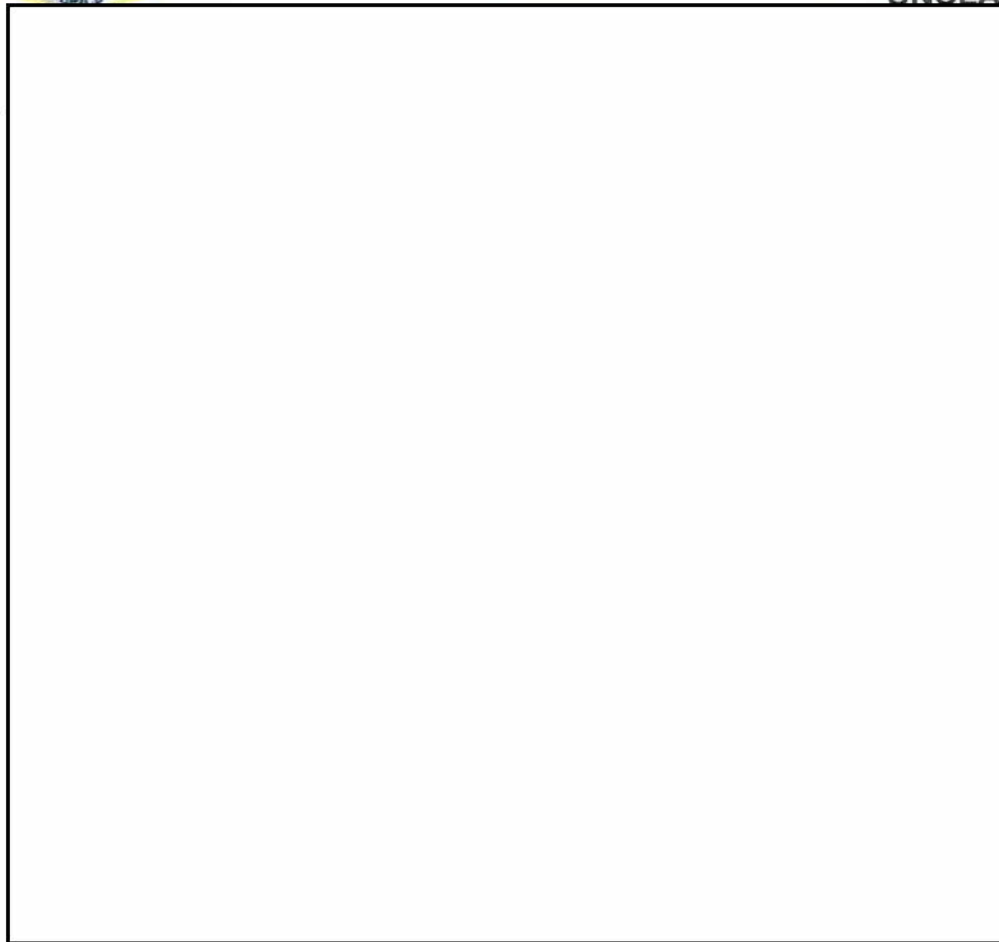
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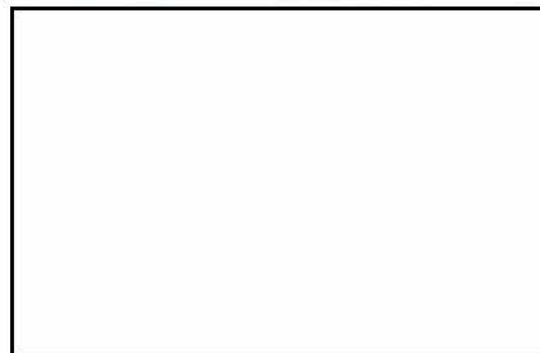
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Critical Facilities

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- Numerous critical facilities



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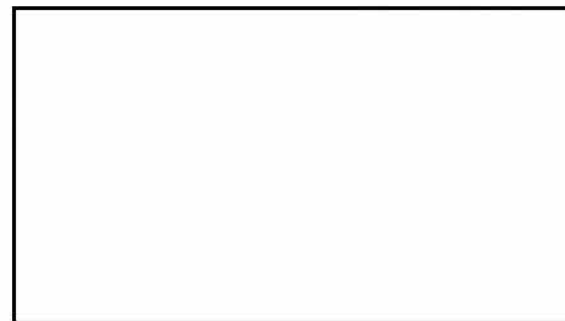
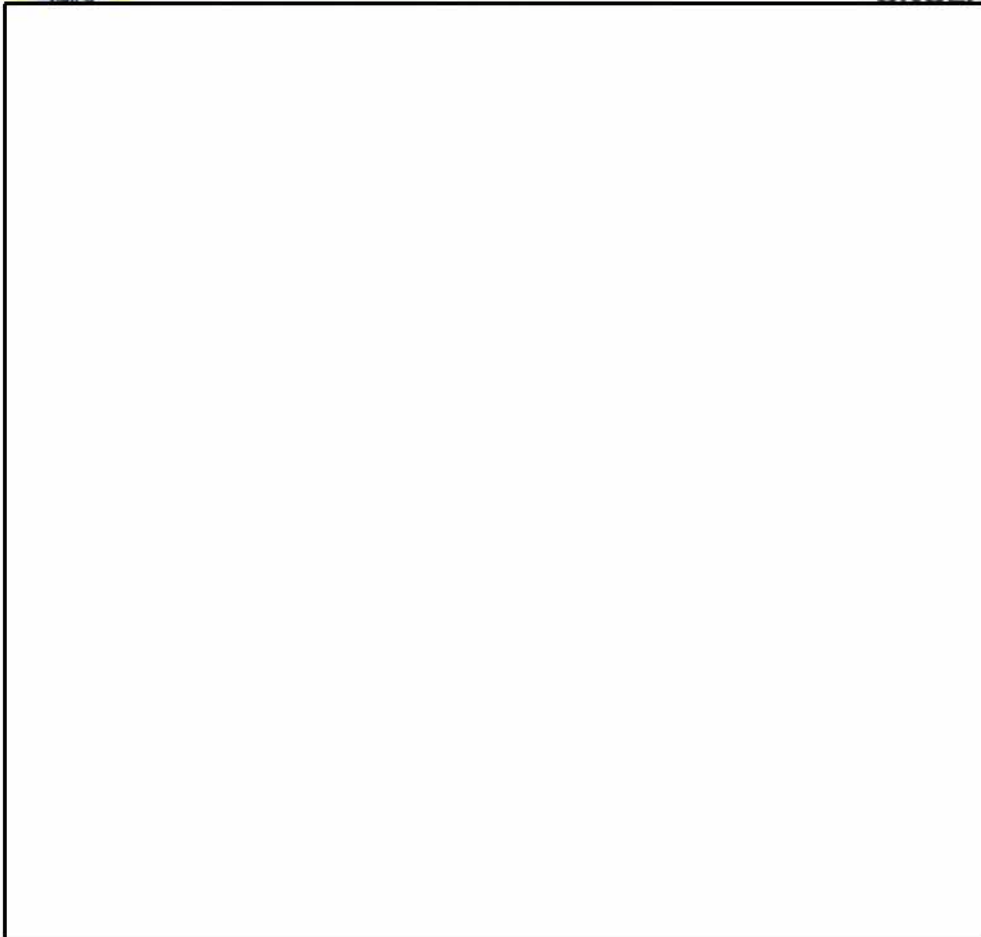
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Environmental

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- **43 threatened & endangered Species on CCAFS**
 - Env Assessment req'd
 - Formal consultation with regulators--mitigation of wetlands & scrub habitat
 - Env Baseline Survey for Easement
- **Rail would likely cross numerous requiring environmental remediation**

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Summary

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- **Assured access to space for the nation would be put at risk by commercial rail access to CCAFS**
 - **Commercial rail line would pose constant operational conflicts, safety and security risks**
- **Commercial rail line would prevent future mission growth**
 - **CCAFS is a unique, limited resource**

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Additional Information

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Operational and Safety Concerns

- Rail line will limit future growth of operational capabilities
- Potential to introduce RF interference issues with train tracking system
- Shipment of goods may include DoT certified hazardous material transport vessels
- Rail cars not allowed to transit CCAFS during hazardous ops that could expose passengers
- Day-of-launch, hazardous ops and processing closures can last minutes, hours or even days
- 45 SW assets and personnel would have increased potential exposure to rail accidents
- Spacecraft transport from Kennedy Space Center & Astrotech to SLCs 41, 40, & 37 could be impacted
- New gates will be required at every road crossing
- Need an assessment of possible impact on cleanrooms, calibration labs and pipelines

Civil Engineering Concerns

- All routes through CCAFS have potential for serious impacts to Eastern Range operations
- Most rail on CCAFS was removed in Spring 2010
- Vibration/compaction restrictions are critical during pre-launch & launch ops
- Traffic delays caused by long trains could impact operations

Security Concerns

- CCAFS is a closed installation with more restricted access than a typical Air Force Base
- AFI 31-113 restricts access to only vetted personnel
- [REDACTED]
- Mission partner facilities and resources that are critical to National Security
- Public transit through installation impacts positive access/circulation-control requirements

Antiterrorism Concerns

- Train and the rail system potential conduit for undetected entry of adversaries
- Cargo transit could introduce hazardous materials, explosives or armed adversaries

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