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DENNIS CAPOZZI
TOWN MANAGER

July 19, 2013

ENTERED

Office of Proceedings

July 30, 2013

Part of

Public Record



Ms. Cynthia Brown
Chief of the Section of Administration, Office of Proceedings
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423-0001

Re: Finance Docket No. 35523, CSX Transportation and Louisville & Indiana Railroad Company joint use

Dear Ms. Brown:

The Town of Whiteland would like to submit this letter of qualified support regarding this proposed joint use filing between CSX Transportation and the Louisville & Indiana.

We feel that the proposed joint use, and the associated improvements to the Louisville & Indiana line, would be an advantage for attracting rail-based businesses and industries to Whiteland. Based on our inquiries, the L&I currently seems to have a good customer service record, but the capacity of the line is below the modern industry standards—limiting the desire for many businesses to locate in municipalities along the line, including Whiteland. Therefore, the proposed upgrades to the line may greatly increase the number the businesses considering being served by the L&I in Whiteland. The Town is excited by this economic development opportunity that could have significant positive impacts for our residents and businesses.

However, we also recognize that with these proposed improvements are likely to create some adverse impacts, which should be addressed with the upgrade program.

First, we are concerned about the four grade crossings in Town. Currently, two are flashing light signals and two are simply crossbucks/stop signs. With the proposed increase in train speeds and frequency, and ideally an increase in vehicular traffic due to economic development, these current signals will no longer be adequate. In particular, the Tracy Road crossing should be upgraded from crossbucks to a gated signal because of visibility limitations and expected increase in road traffic.

Second, we are concerned about stopped trains blocking grade crossings. With the projected train lengths, one stopped train could close three, or possibly all four, crossings in town. So, the Town desires that any signaling or passing siding construction done as part of this proposal be engineered to minimize crossing blockages. Trains serving businesses are of course an exception from this concern. Also, if a train is stopped for mechanical or other reasons, and blocking crossings, we request that the county emergency dispatcher be notified so that emergency services are able to make the appropriate detours if necessary.

Third, noise and vibration are concerns as well, as the proposal would effectively return the railroad to levels of traffic not seen since the 1950s. Four subdivisions have been built next to the track in the past 50 years, and those adjacent properties and residents may be negatively affected by the increase in train size and frequency. It may not be possible to nullify these effects, but we do request these adjacent property owners be notified directly of the pending changes. The Town is willing to provide assistance with this effort.

Again, the Town of Whiteland is supportive of this proposal to upgrade the line in order to accommodate larger and more frequent trains. With a few, relatively minor, qualifications, we feel that this proposal would be an

July 19, 2013

Page 2

overall benefit for the Town and its future. We look forward to working with both the Louisville & Indiana and CSX to accomplish this effort.

Sincerely,

A handwritten signature in cursive script that reads "Robert Zehr". The signature is written in black ink and is positioned above the printed name and title.

Robert Zehr
Town Council President
Town of Whiteland

cc: Dennis Capozzi, Town Manager
Town Department Heads
Mike Stolzman, President, Louisville & Indiana Railroad Company
Steve Watson, Representative, CSX Transportation

CERTIFICATE OF SERVICE

This is to certify that a copy of the foregoing Supplemental Filing was served upon the petitioner via its counsel by email and first class mail, postage prepaid, this 30th day of July, 2013.

A handwritten signature in black ink, appearing to read 'Nathan Bilger', written over a horizontal line.

Nathan Bilger