



Office of the Chairman

Surface Transportation Board JD - 33388 Mashington, B.C. 20423-0001 JD - 33388 (Environmental)

January 30, 1998

Reverend David Wheeler, B.O.L.D. Reverend C.J. Matthews, United WE-CAN! Reverend Luther Cooper, SCCOPE c/o Broad-Faith Organizing for Lorain's Development 2700 E. 79th Street Cleveland, OH 44104

> Finance Docket No. 33388 -- CSX and Norfolk Southern -- Control and Re: Acquisition -- Conrail

Dear Reverends Wheeler, Matthews, and Cooper:

Thank you for your recent letter concerning the public meeting in Cleveland, Ohio on January 31, 1998, which will be co-sponsored by B.O.L.D., United WE-CAN!, and SCCOPE. I appreciate your interest and participation in the Proposed Conrail Acquisition.

I understand that Ms. Elaine Kaiser, who is Chief of our Section of Environmental Analysis (SEA), called Ms. Ann Pratt, Lead Organizer for B.O.L.D., regarding this meeting and discussed with her the environmental review process for the Proposed Conrail Acquisition. She also informed Ms. Pratt that four representatives from SEA's Cleveland Outreach Team will attend the January 31" meeting. They are Bill Novak Steve Lee, Julie Ortiz, and Joe Jakobsche.

If you have any additional questions, please call Ms. Kaiser at (202) 565-1538. Also, to assist the public, SEA has established a toll-free environmental hotline for the Proposed Conrail Acquisition at 1-888-869-1997.

Linda J. Morgan

Linda J. Morgan

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CHAIRMAN MORGA

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Broad-Faith Organizing for Lorain's Development Westside/Eastside Congregations Acting Now

2700 E. 79th St. • Cleveland, Ohio • 44104 Phone: (216) 881-2344 • Fax: (216) 881-2355

December 15, 1997

Chairman Linda J. Morgan U.S. Surface Transportation Board Finance Docket No. 33388 1925 K. Street, N. W. Washington, D.C. 20423-0001

Dear Chairman Morgan;

The members of three faith based community organizations in NorthEast Ohio, United WE-CAN! in Cuyahoga County; B.O.L.D. in Lorain County and SCCOPE in Summit County, would like to meet with you regarding the proposed acquisition of Conrail. We will be holding a Regional Conference on transportation issues facing our communities on Saturday, January 31st. Given the enormous impact of the proposed acquisition on our region, and your central role in the decision, it is of the greatest importance we meet with you.

United WE-CAN!, BOLD and SCCOPE have 50 member congregations and represent over 100,000 people. These organizations have taken dramatic steps to address systemic issues, which undermine the health and vitality of their cities. United WE-CAN! initiated and won a School Governance change which calls for the Mayor of Cleveland to take control of the Cleveland Public School system. This governance change will link the fate of the city to the public school system, generate greater accountability for the system's performance and provide opportunities for drastic changes in the ailing public school system. BOLD is working with key public and private officials in Lorain County in transforming how housing and commercial development will occur over the next 10 years. SCCOPE in Summit County is a newly formed project that will take action in the next year.

It is clear to us that the work we do in our individual cities and counties must include and address a regional analysis. The decisions regarding transportation, as it relates to the movement of both people and goods, is at the center of understanding and acting on our regional analysis. The proposed acquisition will significantly impact public expenditures, safety and quality of life and overall access to public transportation. The future of our region's health and vitality hinge on how this decision is made.

All of our organizations belong to the Gamaliel Foundation, a national training and organizing institute representing faith communities across the Midwest. Representatives from these cities, (including Chicago,III. Gary, Indiana, Detroit, Michigan; Milwaukee Wisconsin, and Buffalo, NY.) will be present to witness and participate in the event

We look forward to working with you on this vital issue. We will be contacting you in the next few weeks.

Sincerely,

Kent

Rev. David Wheeler, B.O.L.D. First Congregational Church Lorain, Ohio

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Rev. C.J. Matthews, United WE-CAN! Mt. Sinai Baptist Church Cleveland, Ohio

Rev. Luther Cooper, SCCOPE Mt. Zion Baptist Church Akron, Ohio



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TO:

FAITH- BASED ORGANIZING FOR NORTHEAST OHIO UNITED WE-CANI/BOLD/SCCOPE

WECAN BOLD

2700 East 79th Sireet • Cleveland, Ohio 44104 phone: 216-881-2344 • fax: 216-881-2355

e-mail: wecan@mcions.com

DOCUMENT

MEMORANDUM

Elaine Kaiser U.S. Surface Transportation Board

FROM: Reverend Charles J. Matthews; Reverend David Wheeler United WE-CAN!, BOLD and United Pastors in Mission

RE: Conrail Acquisition

DATE: January 28, 1998

On behalf of United WE-CAN!, BOLD and United Pastors in Mission we want to inform you of recent developments in the Conrail acquisition, and to submit a request. Although there has been intensive dialogue and negotiations between several communities within the region, solutions have not been forthcoming. In addition, we see our region being divided, with one community pitted against the other.

Given the Board's request that all effected parties work towards mutually agreeable settlements on this issue, we propose that a Regional Rail Summit, co-convened by our organizations with the City of Cleveland, City of Lorain and other key stakeholders, be held within the next 30 days. The purpose of this Summit would be to have all of the most adversally impacted communities meet together and forge a unified response to the acquisition. Following the Summit, meetings with rail companies executives would be arranged.

We are requesting that the results, agreements and consensus put forth by this Rail Summit be included as part of the EIS. We request that the STB revise it's procedural schedule and extend its comment period to accommodate for the Regional Rail Summit. We ask that the results from this Summit, and the subsequent agreements reached with the Rail companies, be individed as official conditions of the acquisition proposal. We would hope that your representatives attending our January 31st meeting could make an official announcement regarding this request.

We want to thank you for your commitment and dedication to public outreach in these prodeedings. We acknowledge the enormity of the task before you. We encourage you to view out work in regards to the Regional Summit as a means towards the most effective and broadranging mitigation for this area.

We look forward to your response.

WECAN BOLD

FAITH- BASED ORGANIZING FOR NORTHEAST OHIO UNITED WE-CANI/BOLD

2700 East 79th Street • Cleveland, Ohio 44104 phone: 216-881-2344 • fax: 216-881-2355

e-mail: wecan amcionaicom

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Congressional Representatives; Key Mayoral and State Representatives from Cuyahoga and Lorain Counties; and the Chief Executive Officers of Northik Southern and CSX

FROM:

TO

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United WE-CANI; BOLD; and United Pasters in Mission

January 31", 1996 Public Meeting on the Conrail Acquisition; Signing onto a Regional Position Paper

DATE: January 26, 1998

CONTACT: Faith Based Organizing for Northeast Ohio (216) 881-2344

Members of three faith-based community organizations in Northeast Ohio are requesting your participation in opposing the proposed Conrail acquisition currently before the U.S. Surface Transportation Board. As you already know, we are sponsoring a Regional Public Meeting of this issue to be held Saturday, January 31st from 2:00 pm - 4:00 pm at Mt. Sinal Baptist Church in Cleveland. At this event, we will present the enclosed position paper. This position paper serves as the foundation for our opposition to this acquisition.

We are asking that you consider and reflect upon this position paper and publicly declars your support of the document at the January 31" meeting. We expect quite a few public officials to attend and speak, therefore, we ask that you prepare a <u>S minute</u> presentation that focuses on the following: 1) specific response to points of the position paper; 2) your commitment to participate in a Rail Summit convened by Faith Based Organizing in Northeast Ohio and; 3) additional ideas and reflections you have on this issue. We will provide you the opportunity to officially sign on to the position paper on January 31".

We look forward to your immediate response.

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REGIONAL POSITION PAPER

CSX and N/S Acquisition of Conrail

As congregations who are members of United WE-CAN!, United Pastors in Mission, and BOLD, we join in the following declarations of faith and purpose:

- The call to justice in the public areas comes from God who leads us to "do justice, love kindness and walk humbly with our God." (Micah 6.8)
 We stand together called by God to move people of faith powerfully into the public arguin to greate economic and social justice for all.
- We commit ourselves to overcome barriers that divide us. We know that racial and economic segregation throughout our region drives powerful wedges between Black and White, wealthy, middle class and poor people. The result is an unstable region where Black and Latino people are tropped in concentrated poverty, mature suburbs struggle with declining tax bases and services, and a spect few communities receive public and private investments for massive development at the expense of valuable open space.

We pledge to organize and take public action to seek the greater good of the metropolitan region. Therefore, we are called to address the following issue:

CSX and Norfolk Southern (NS) railroads want to spend \$10.3 billion to acquire and operate the most profitable Conrail rall lines. The proposed acquisition involves 44,000 miles of rail track spanning from New York to Illinois and from Philadelphia to Florida. Of all affected states, Ohio will be the most adversely impacted by this proposal, with the Northeast Ohio Region experiencing the most severe negative consequences.

We cannot afford, as a region, to proceed with a "business as usual" approach to resolving issues related to the proposed acquisition of Conrail by CSX and Norfolk Southern Railrobds.

In this case, communities are pitted against one another, fear is appealed to rather than justice, and a "divide and conquer" strategy is taken. This strategy further fragments cities, suburbs and counties from one another.

The result is a dangerous threat to a unified regional vision and strategy that strengthens the viability of the entire metropolitan region.

As people of faith, United WE-CAN!, United Pastors in Mission and BOLD oppose the explicition and call for the resolution of the following points:

1. SAFETY AND QUALITY OF LIFE

Because the re-routing of train traffic by CSX and NS will dramatically increase traffic through our communities, increasing volume of up to 785% through densely populated areas; and because this train traffic will adversely effect the bealth, safety and quality of life of people who live in these communities; and because the federal, state and local 01/27/1748

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governments have no standards which seek to protect the quality of life within these communities as it relates to railroad commerce;

Therefore, be it resolved that the U.S. Surface Transportation Board, U.S. Congressional Representatives and state and local officials draft industry wide environmental fustice standards designed to protect the health, safety and quality of life within the communities impacted by the rail road commerce. These standards should include specific limits on the number of trains allowed to travel through densely populated urban and suburban communities.

2. PUBLIC SUBSIDIES

Because CSX and NS are expecting to make more than \$1.8 billion in yearly profits as a result of this acquisition (as reported by Standard and Poor's Stock Reports) ; and because this dramatic increase in yearly profits will more than cover the anticipated infrastructure costs and improvements associated with this acquisition; and because federal laws exempts rail companies from any and all real estate tax obligations;

Therefore, be it resolved that the State of Ohio does not us any of its public transportation dollars to subsidize the NS and CSX rail improvements.

3. COMMUTER RAIL ACCESS

Because access to CSX and NS rail lines for proposed future commuter rall projects is jeopardized; and because the future health and vitality of this region depends upon accessible, affordable and equitable transportation for all people who live and work within this region;

Therefore, be it resolved that CSX and NS guarantee access to their rail lines for proposed future commuter projects, and that NS guarantees access to the rail lines from Lorain-Westshore-Cleveland for the proposed commuter project; and be it further resolved that the U.S. Surface Transportation Board includes these guarantees as a condition of the acquisition approval.

4. HAZARDOUS MATERIAL TRANSPORT AND JOBS

Because CSX and NS reported an increase of hazardous materials through Cuyahoga and Lorain Counties totaling 611% and 261% respectively; and because these increases will occur in conjunction with the elimination of 490 safety and maintenance jobs by CSX and NS; and because the Federal Rail Administration have only 380 rall inspectors for 1 million rall cars and 300,000 miles of track;

Therefore be it resolved that the U.S. Surface Transportation Board imposes a moratorium on the elimination of any and all safety and maintenance jobs by CSX and NB as a result of this acquisition.

5. CALL FOR REGIONAL SOLUTION

Finally, because rail companies are actively taking advantage of the diverse and " fragmented interests of local mayors and public officials representing our communities;

Be it resolved that all elected officials, pertinent planning agencies and community stakeholders participate in a Rail Summit within the next 30 days to create a specific regional response to this acquisition. The Rail Summit will be convened by Faith Based Organizing in Northeast Obio.





Section of Environmental Analysis

December 23, 1997

Honorable Michael R. White Mayor City of Cleveland 601 Lakeside Avenue, Suite 202 Cleveland, OH 44114

> Ke: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail: Draft Environmental Impact Statement

Dear Mayor White:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segments from Mayfield to Marcy, Quaker to Mayfield, and Short to Berea, Ohio. Also, SEA is recommending that CSX continue consulting directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Claire & Fairin

Elaine K. Kaiser Chief Section of Environmental Analysis



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Section of Environmental Analysis

December 23, 1997

The Honorable Joyce A. Savocchio Mayor, City of Erie 626 State Street, Room 500 Erie, PA 16501-1128

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail: Draft Environmental Impact Statement.

Dear Mayor Savocchio:

As you know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential traffic delay impacts at highway/rail at-grade crossings in Erie. SEA understands from a proposed mitigation plan recently provided by NS that it plans to reroute its train traffic through Erie onto the CSX right-of-way in order to alleviate traffic delay. At this time, SEA recommends that NS and CSX consult with your community while they develop this alternate routing plan. Your participation in this consultation process is important in helping to address this potential environmental impact of the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion concerning your State in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Sincerely. Claime of Fairin

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

Honorable Roxanne Qualls Mayor City of Cincinnati 801 Plum Street, Suite 150 Cincinnati, OH 45202

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail: Draft Environmental Impact Statement

Dear Mayor Qualls:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Cincinnati to Hamilton, Ohio. Also, SEA is recommending that CSX consult directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

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Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

Honorable Richard M. Daley Mayor City of Chicago City Hall, Room 507 121 North La Salle Street Chicago, IL 60602

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail: Draft Environmental Impact Statement

Dear Mayor Daley:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts at the CSX 59th Street Intermodal Facility in Chicago, Illinois. Also, SEA is recommending that CSX continue consulting directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

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Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

Honorable Barbara O'Keefe Mayor City of Wellington 115 Willard Memorial Square Wellington, OH 44090

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Mayor O'Keefe:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Berea to Greenwich, Ohio. Also, SEA is recommending that CSX consult directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

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Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

Honorable Thomas L. Jelepis Mayor City of Bay Village 350 Dover Center Road Bay Village, OH 44140

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail: Draft Environmental Impact Statement

Dear Mayor Jelepis:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the NS rail line segment from Cleveland to Vermillion (Nickel Plate Line), Ohio. Also, SEA is recommending that NS continue consulting directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely.

Claime of Fairin

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

Honorable Stanley J. Trupo Mayor City of Berea 11 Beren Commons Berea, OH 44017

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrai : Draft Environmental Impact Statement

Dear Mayor Trupo:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Berea to Greenwich, Ohio. Also, SEA is recommending that CSX continue consulting directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

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Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

Mr. Virgil Muntean County Administrator Lorain County 226 Middle Avenue Elyria, OH 44035

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail: Draft Environmental Impact Statement

Dear Mr. Muntean:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Berea to Greenwich, Ohio. Also, SEA is recommending that CSX consult directly with communities along the potentially affected rail line segment. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

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Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

Mr. Russell L. Sword County Administrator Huron County 180 Milan Avenue Norwalk, OH 44857-1168

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail: Draft Environmental Impact Statement

Dear Mr. Sword:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft Els for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segments from Berea to Greenwich and Greenwich to Willard, Ohio. Also, SEA is recommending that CSX consult directly with communities along the potentially affected rail line segments. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

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Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

Honorable Chris Redfern, Chair Board of County Commissioners Ottawa County 315 Madison Street, Room 103 Port Clinton, OH 43452-1993

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail: Draft Environmental Impact Statement

Dear Commissioner Redfern:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the NS rail line segment from Oak Harbor to Bellevue, Ohio. Also, SEA is recommending that NS consult directly with communities along the potentially affected rail line segment. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Claire & Faire

Elaine K. Kaiser Chief Section of Environmental Analysis

x



Section of Environmental Analysis

December 23, 1997

Honorable David J. Forgatsch, President Board of Commissioners Sandusky County 100 North Park Avenue Fremont, OH 43420-2454

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail: Draft Environmental Impact Statement

Dear Commissioner Forgatsch:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

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If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Claime of Fairin

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

Mr. Frank Weston Trustee Township of Eaton 12200 South Durkee Grafton, OH 44044

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail: Draft Environmental Impact Statement

Dear Trustee Weston:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Berea to Greenwich, Ohio. Also, SEA is recommending that CSX consult directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Claime of Fairin

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

Honorable Donna Stewart Mayor Village of Lagrange 355 South Center Street P.O. Box 957 Lagrange, OH 44050

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Mayor Stewart:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

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If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Claime of Fairin

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

Honorable Dennis M. Clough Mayor City of Westlake 27216 Westlake Boulevard Westlake, OH 44145

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail: Draft Environmental Impact Statement

Dear Mayor Clough:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the NS rail line segment from Cleveland to Vermilion (Nickel Plate Line), Ohio. Also, SEA is recommending that NS continue consulting directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and ide: ification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please fee' free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Claime of Fairin

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

Honorable David Dickey Mayor City of Weston P.O. Box 352 Weston, OH 43590

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail: Draft Environmental Impact Statement

Dear Mayor Dickey:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Deshler to Toledo, Ohio. Also, SEA is recommending that CSX consult directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Claime of Fairin

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

Honorable Maurice Fishbaugh Mayor Village of Greenwich 21 Townsen Street Greenwich, OH 44837

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail: Draft Environmental Impact Statement

Dear Mayor Fishbaugh:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segments from Berea to Greenwich and Greenwich to Willard, Ohio. Also, SEA is recommending that CSX consult directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Claime of Fairin

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

Honorable George Thuransky Mayor City of West Newton 112 South Water Street West Newton, PA 15089

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail: Draft Environmental Impact Statement

Dear Mayor Thuransky:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Cumberland to Sinns, Pennsylvania. Also, SEA is recommending that CSX consult directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Claime of Fairin

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

Honorable Donald Tussing Mayor City of Deshler 101 E. Main St. Deshler, OH 43516

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail: Draft Environmental Impact Statement

Dear Mayor Tussing:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Deshler to Toledo, Ohio. Also, SEA is recommending that CSX consult directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

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Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

Honorable Anthony Vacco Mayor City of Evergreen Park 9418 Kedzie Evergreen Park, IL 60805

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail: Draft Environmental Impact Statement

Dear Mayor Vacco:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Blue Island Junction to 59th Street, Chicago, Illinois. Also, SEA is recommending that CSX consult directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

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Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

Honorable Frank F. McDonald II Mayor City of Evansville Administration Building One N.W. Martin Luther King Jr. Blvd. Evansville, IN 47708

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail: Draft Environmental Impact Statement

Dear Mayor McDonald:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Vincennes to Evansville, Indiana. Also, SEA is recommending that CSX consult directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

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If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Claime of Faire

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

Honorable Anthony Vacco Mayor City of Evergreen Park 9418 Kedzie Evergreen Park, IL 60805

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail: Draft Environmental Impact Statement

Dear Mayor Vacco:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

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Claime of Fairin

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

Honorable Mark Zchowski Mayor City of Rossford 133 Osborn Street Rossford, OH 43460

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail: Draft Environmental Impact Statement

Dear Mayor Zchowski:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

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Claime of Fairin

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

Honorable Donald Umerley Mayor City of Rocky River 21012 Hilliard Boulevard Rocky River, OH 44116

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail: Draft Environmental Impact Statement

Dear Mayor Umerley:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the NS rail line segment from Cleveland to Vermilion (Nickel Plate Line), Ohio. Also, SEA is recommending that NS continue consulting directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Claime of Fairier

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

Honorable Reeve Kelsey Mayor City of Perrysburg 201 West Indiana Avenue Perrysburg, OH 43551

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail: Draft Environmental Impact Statement

Dear Mayor Kelsey:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

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Claime of Fairin

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

Honorable Tom Jones Mayor City of Olmsted Falls 9722 Columbia Road Olmsted Falls, OH 44138

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail: Draft Environmental Impact Statement

Dear Mayor Jones:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Berea to Greenwich, Ohio. Also, SEA is recommending that CSX continue consulting directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

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Claime of Fairin

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

Honorable Ronald L. Gardner Mayor City of Newark P.O. Box 390 Newark, DE 19715-0390

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail: Draft Environmental Impact Statement

Dear Mayor Gardner:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Wilsmere to Baltimore, Maryland. Also, SEA is recommending that CSX continue consulting directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

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Claime of Fairin

Elaine K. Kaiser Chief Section of Environmental Analysis



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Section of Environmental Analysis

December 23, 1997

Honorable Patrick Cassidy Mayor City of New London 115 East Main St. New London, OH 44851

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail: Draft Environmental Impact Statement

Dear Mayor Cassidy:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Berea to Greenwich, Ohio. Also, SEA is recommending that CSX consult directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

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If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Claime of Fairier

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

Honorable Don Canan Mayor City of Muncie 300 North High Street Muncie, IN 47305

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail: Draft Environmental Impact Statement

Dear Mayor Canan:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the NS rail line segment from Alexandria to Muncie, Indiana. Also, SEA is recommending that NS continue consulting directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Claime of Fairin

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

Honorable Madeline Cain Mayor City of Lakewood 12650 Detroit Avenue Lakewood, OH 44107

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail: Draft Environmental Impact Statement

Dear Mayor Cain:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the NS rail line segment from Cleveland to Vermilion (Nickel Plate Line), Ohio. Also, SEA is recommending that NS continue consulting directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

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Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

Honorable Dave Heath Mayor City of Lafayette 20 North 6th Street Lafayette, IN 47901

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail: Draft Environmental Impact Statement

Dear Mayor Heath:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the NS rail line segment from Lafayette Junction to Tilton, Indiana. Also, SEA is recommending that NS continue consulting directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Claime of Fair

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

Honorable Thomas Nye Mayor City of Hamilton 20 High Street Hamilton, OH 45011

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail: Draft Environmental Impact Statement

Dear Mayor Nye:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Cincinnati to Hamilton, Ohio. Also, SEA is recommending that CSX consult directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

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Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

Honorable Sherri Kerner Mayor City of Grafton 1009 Chestnut Street Grafton, OH 44044

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail: Draft Environmental Impact Statement

Dear Mayor Kerner:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft ElS for your review and comment. In the Draft ElS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Berea to Greenwich, Ohio. Also, SEA is recommending that CSX consult directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Claime of Fairer

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

Ms. Linda Amos County Executive Wood County 1 Courthouse Square Bowling Green, OH 43402

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail: Draft Environmental Impact Statement

Dear Ms. Amos:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX rail line segment from Deshler to Toledo, Ohio. Also, SEA is recommending that CSX consult directly with communities along the potentially affected rail line segment. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Claime of Faiser

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

Honorable James R. Wehsollek Mayor City of Alexandria 125 North Wayne Street Alexandria, IN 46001

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail: Draft Environmental Impact Statement

Dear Mayor Wehsollek:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the NS rail line segment from Alexandria to Muncie, Indiana. Also, SEA is recommending that NS consult directly with your community. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Claire & Fairier

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

Mr. Charles Londo County Administrator Monroe County 125 E. Second Street Monroe, MI 48161-2110

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail: Draft Environmental Impact Statement

Dear Mr. Londo:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX/NS rail line segment from Carleton to Ecorse, Michigan. Also, SEA is recommending that CSX/NS consult directly with communities along the potentially affected rail line segment. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

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Claime of Fairer

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

Mr. Edward McNamara County Executive Wayne County 600 Randolph, 3rd Floor Detroit, MI 48226-2831

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition -Conrail: Draft Environmental Impact Statement

Dear Mr. McNamara:

As you may know, on Jure 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

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Claime of Fairer

Elaine K. Kaiser Chief Section of Environmental Analysis





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Section of Environmental Analysis

December 23, 1997

The Honorable Christopher S. Bond United States Senate Washington, DC 20510-2503

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Bond:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Claime of Jaisin

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

The Honorable John D. Ashcroft United States Senate Washington, DC 20510-2504

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Ashcroft:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Claime of Fairin

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

The Honorable Strom Thurmond United States Senate Washington, DC 20510-4001

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Thurmond:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Claime of Fairin

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

The Honorable Richard C. Shelby United States Senate Washington, DC 20510-0103

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Shelby:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-15.0 or me at (202) 565-1538.

Claime of Faisin

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

The Honorable Jeff Sessions United States Senate Washington, DC 20510-0104

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Sessions:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to con'act Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Claime of Fairin

Elaire K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

The Honorable Paul S. Sarbanes United States Senate Washington, DC 20510-2002

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Sarbanes:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Claime of Fairer

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

The Honorable John D. Rockefeller, IV United States Senate Washington, DC 20510-4802

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Rockefeller:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Claime of Fairin

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

The Honorable Daniel P. Moynihan United States Senate Washington, DC 20510-3201

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Moynihan:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Sincerely.

Claime of Faisin

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

The Honorable Carol Moseley-Braun United States Senate Washington, DC 20510-1303

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Moseley-Braun:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Claime of Fairin

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

The Honorable Mitch McConnell United States Senate Washington, DC 20510-1702

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator McConnell:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Claime of Jain

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

The Honorable Trent Lott United States Senate Washington, DC 20510-2403

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Lott:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Claime of Jain

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

The Honorable Joseph I. Lieberman United States Senate Washington, DC 20510-0703

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Lieberman:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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Claime of Jain

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

The Honorable Carl Levin United States Senate Washington, DC 20510-2202

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Levin:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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Claime of Fairin

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

The Honorable Frank R. Lautenberg United States Senate Washington, DC 20510-3002

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Lautenberg:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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Claime of Jaisin

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

The Honorable Mary L. Landrieu United States Senate Washington, DC 20510-1804

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Landrieu:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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Claime of Jain

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

The Honorable Edward M. Kennedy United States Senate Washington, DC 20510-2101

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Kennedy:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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Claime & Fairier

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

The Honorable Ernest F. Hollings United States Senate Washington, DC 20510-4002

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Hollings:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. A discussion of SEA's analysis and identification of potential environmental impacts specific to your State can be found in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and possible alternative mitigation measures to address the environmental effects of the Proposed Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Claime & Fairin

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

The Honorable Jesse A. Heims United States Senate Washington, DC 20510-3301

> Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Re: Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Helms:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Claime of Fairin

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

The Honorable William H. Frist United States Senate Washington, DC 20510-4205

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Frist:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Claime of Fairin

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

The Honorable Wendell H. Ford United States Senate Washington, DC 20510-1701

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Ford:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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Claime & Fairin

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

The Honorable Robert C. Byrd United States Senate Washington, DC 20510-4801

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Byrd:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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Claime & Fairin

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

The Honorable Max Cleland United States Senate Washington, DC 20510-1005

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Cleland:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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Claime of Fairin

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

The Honorable Daniel Coats United States Senate Washington, DC 20510-1403

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Coats:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Claime of Fairin

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

The Honorable Thad Cochran United States Senate Washington, DC 20510-2402

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Cochran:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Claime & Fairin

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

The Honorable Paul R. Coverdell United States Senate Washington, DC 20510-1004

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Coverdell:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Claime & Fairin

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

The Honorable Christopher J. Dodd United States Senate Washington, DC 20510-0702

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Dodd:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Sincerely,

Claime of Fairin

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

The Honorable Richard J. Durbin United States Senate Washington, DC 20510-1304

> Finance Docket No. 33385 - CSX and Norfolk Southern - Control and Re: Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Durbin:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. A discussion of SEA's analysis and identification of potential environmental impacts specific to your State can be found in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and possible alternative mitigation measures to address the environmental effects of the Proposed Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Sincerely,

Claime & Faisier

Elaine K. Kaiser Chief Section of Environmental Analysis



Section of Environmental Analysis

December 23, 1997

The Honorable Spencer Abraham United States Senate Washington, DC 20510-2203

> Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition - Conrail: Draft Environmental Impact Statement

Dear Senator Abraham:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

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Sincerely,

Claime of Jaisin

Elaine K. Kaiser Chief Section of Environmental Analysis





Section of Environmental Analysis

December 23, 1997

Mr. J. Justin Murphy Murphy Law Firm 7150 Indianapolis Blvd. Hammond, IN 46324

> Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition – Conrail: Draft Environmental Impact Statement

Dear Mr. Murphy:

As you know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

In mid-December, SEA mailed copies of the Draft EIS to you and the Mayors of the Four City Consortium (Gary, East Chicago, Whiting, and Hammond), for review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along CSX and NS rail line segments in these communities. At this time, SEA is recommending that CSX and NS consult directly with representatives of the Four City Consortium. The Four City Consortium's participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within these communities, please review the discussion pertaining to your State in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely, Claire J. Faiser

. .

Elaine K. Kaiser Chief Section of Environmental Analysis

cc: Mayor Robert A. Pastrick- City of East Chicago Mayor Scott King- City of Gary Mayor Robert J. Bercik- City of Whiting Mayor Duane W. Dedelow, Jr.- City of Hammond





Burface Transportation Board Washington, B.C. 20423-0001

Filen Dockel FD-33388 (Emirormental

December 17, 1997

Mr. Dennis Frinzl President Lakeside Area Development Corp. 5309 Hamilton Avenue Cleveland, OH 44114

> Re: Finance Docket No. 33388: CSX and Norfolk Southern -- Control and Acquisition -- Conrail

Dear Mr. Frinzl:

Thank you for sending me a copy of your letter to Transportation Secretary Rodney Slater dated November 13, 1997, expressing your concerns about the potential negative impacts on Cleveland from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition and will prepare an Environmental Impact Statement (EIS). As part of its environmental review, SEA will address several environmental impact areas, including safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings.

The EIS also will present an analysis of the increased probability of derailments and releases of hazardous materials due to increased train traffic. Further, SEA will examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures. In addition, SEA will address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition. SEA is fully aware that these and other issues are of major concern to the residents of the Cleveland area and has met with representatives of Cleveland several times.

Under the current procedural schedule adopted by the Board, SEA issued the Draft EIS on December 12, 1997, with a public review and comment period ending in early February. I have enclosed a copy of the press release regarding this matter. After conducting an independent environmental analysis, reviewing all environmental information available to date, consulting with appropriate agencies, and fully considering all public comments, SEA plans to issue in late May 1998 a Final EIS for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan Linda J. Morgan

Enclosure

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A D C

Lakeside Area Development Corp. **5309 Hamilton Avenue** Cleveland, Ohio 44114 (216) 881-0808

November 13, 1997

The Honorable Rodney Slater Secretary US Dept. of Transportation 400 7th Street, SW Washington, DC. 20590

Dear Secretary Slater:

The Lakeside Area Development Corporation, a business retention and expansion organization in Cleveland, requests your attention to the upcoming Conrail Corporation sale to CSX and Norfolk-Southern.

Our service area lies in a general industry zoning classification and is home to approximately 200 manufacturers and ancillary small businesses. In this near downtown Cleveland location, the LADCO area has three rail lines which traverse our geography.

In order to be supportive of the conditions of the upcoming sale, LADCO recommends that the US Dept. of Transportation and the Surface Transportation Board take the initiative to insist on the following assurances:

> **Improved track maintenance system, such as ongoing trackage and siding repair or removal for existing lines and a strategy for cleanup coordinated with the City of Cleveland to further the infrastructure development of this in-town industrial park;

**Widening of bridges at East 33rd and East 55th Sts., as well as embankment repair and maintenance routine along the routes.

**Attention to the speed of trains, which cause vibration and danger at crossings;

**Honoring of current leases, as well as a system of marketing off-line real estate which presently causes blighted conditions.

Enclosed, for your information is a LADCO organizational brochure. We look forward to updated information as you proceed on your decision regarding Conrail Corporation. Thank you, in advance, for your kind attention.

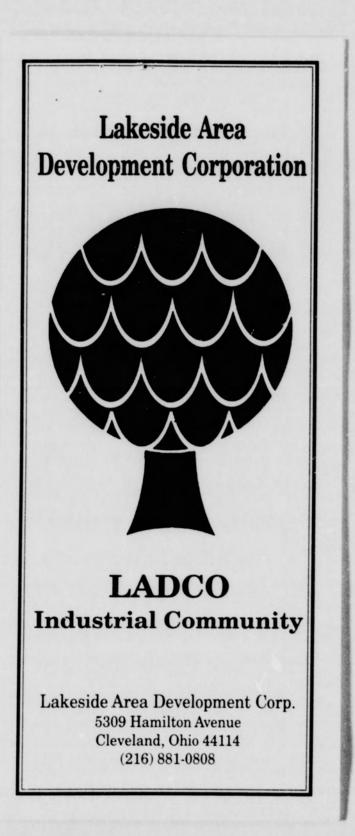
Sincerely. Jun Dennis Frinzl LADCO President

cc: The Honorable Linda J. Morgan The Honorable Louis Stokes The Honorable Michael R. White

SURFACE THE 8 3 09 PM

30-33388

CHAIRMAN MORGA



The LAKESIDE AREA DEVELOPMENT CORPORATION is an integral part of Cleveland's new working spirit. In fact, LADCO has been Cleveland's groundwork for laying revitalization since its inception in the mid-1970s. Clevelanders familiar with the local business community consider LADCO synonymous with the city's northern business district, east of downtown and west of Martin Luther King Drive. The hundreds of industrial and commercial businesses peppering this region have relied on LADCO for years to promote infrastructure improvements, effective police and fire protection, business vitality, and a sense of community among businesses that otherwise would have struggled in isolation against economic storms. Now, as businesses re-examine their goals and priorities in terms of a global economy, LADCO is helping lead its constituents into a new era, an era that glimmers with promise not only for Cleveland's businesses, but for thousands of employees and potential employees.

WHAT IS LADCO?

LADCO is a not-for-profit organization of commercial and industrial business and property owners located in its service area. Supported by member contributions, LADCO promotes a healthy climate for the growth and activities of its extensive, in-town "industrial park, the non-residential district comprising the northern portion of the city's central east side.

LADCO is helping lead its constituents into a new era, an era that glimmers with promise not only for Cleveland's businesses, but for thousands of employees and potential employees. service area reflects the renewed businesses within it. The lakeside area business/ manufacturing community will enter the 21st Century as an upgraded, specially designated industrial/commercial district, recognizable both to Northern Ohio businesses and businesses outside of this region. The area's premier lakefront location and access routes lend themselves particularly well to today's reinvestment strategies.

THE BOTTOM LINE

LADCO's members know that their success is strongly linked to the environment in which they operate. While they work to enhance their products, sales and revenues, LADCO is working to enhance their environment - to keep it safe and attractive, and to promote its distinctive characteristics. These activities are in keeping with Cleveland's new working spirit that encourages cooperation as well as competition, teamwork as well as individual effort, and long-term planning as well as daily problem-solving. Because this spirit is contagious, LADCO's work has a ripple effect: the energy flowing into the lakeside area industrial community resonates throughout Northeast Ohio.

LAKESIDE AREA DEVELOPMENT CORPORATION 5309 Hamilton Avenue Cleveland, Ohio 44114 (216) 881–0808

WHAT DOES LADCO DO?

LADCO's program embraces two objectives. The first is maintaining and enhancing its service area's infrastructure and other vital resources. The second is the promotion of the area to governments, private citizens, and businesses outside the region.

LADCO promotes a healthy climate for the growth and activities of its extensive, in-town "industrial park," the nonresidential district comprising the northern portion of the city's central east side.

Specifically:

1. LADCO serves as a liaison between member businesses and the city of Cleveland. Over the years, LADCO has successfully worked for more police involvement, better street lighting, major building repairs, immediate attention to utility problems, and paving and other street improvements. LADCO and the city of Cleveland have forged a strong relationship based on a shared agenda and a joint commitment to the revitalization of Cleveland's central city.

2. LADCO unifies the lakeside area business/ industrial community into a single, dynamic entity. LADCO's monthly board meetings are lively forums for discussions about members' concerns. LADCO also holds workshops on subjects of vital interest to the business/ industrial community. Business and industry representatives come together at LADCO events to exchange information, put priorities in perspective, talk shop, and design solutions to shared problems. ADCO promotes the lakeside area and industrial community to the rest of ity and country. Many members are active the Greater Cleveland Growth Association, which is the local chamber of commerce. ADCO disseminates information about the lakeside area business/industrial community to out-of-town businesses interested in relocating to a prime location in a re-energized city. LADCO also informs community leaders, agencies and institutions throughout Greater Cleveland about progress and issues in its service area.

4. LADCO works with other commercial development organizations to improve and energize local business districts between Downtown and University Circle. LADCO is a partner in the activities of the Cleveland Industrial Retention Initiation (CIRI), which consists of city-wide organizations dedicated to job retention and improving conditions for local industries. LADCO has the advantage of savvy and experienced staff who understand the importance of sharing information, cooperative planning. and pooling resources to advocate hange for member businesses.

ADCO '.OOKS AHEAD

S. industrial areas are enjoying a gradual robirth. After a period of stagnating, enscaling, and reorganizing, thousands of the same greeting the global marketplace the state-of-the-art planning, management and production methods. Recognizing this, LADCO is making sure that the image of its

ADCO's work has a ripple effect: the energy flowing into the lakeside area industrial community resonates throughout Northeast Ohio. service area reflects the renewed businesses within it. The lakeside area business/ manufacturing community will enter the 21st Century as an upgraded, specially designated industrial/commercial district, recognizable both to Northern Ohio businesses and businesses outside of this region. The area's premier lakefront location and access routes lend themselves particularly well to today's reinvestment strategies.

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> DE AREA DEVELOPMENT CORPORATION 5309 Hamilton Avenue Cleveland, Ohio 44114 (216) 881–0808

LADCO PARTNERSHIPS

SAFETY

Police Department

Emergency	911
Mini-Station	348-7113
Third District	623-5305
Sixth District	623-5600

Fire Department

CITY SERVICES

Mayor's Action Center	664-2900
Building Permits	664-2910
Code Violations	664-2929
Water Department	664-3060
Sewers, Catch Basins	664-2513
Traffic Engineering	664-3194
Engineering/Construction	664-2381
Streets	664-2150
Bureau of Sidewalks	664-2474
Parks Maintainance (dumping)	664-2485

UTILITIES

Cleveland Public Power	664-3156
Illuminating Company	861-9000
East Ohio Gas	361-2345
Ameritech 1-800	-572-4747
Conrail Rail Service	268-7130

HEALTH SERVICES

Eastside Occupational Health Cntr	431-0927
JOB PLACEMENT	
Private Industry Council (PIC) Vocational Guidance Services	
ECONOMIC DEVELOPMENT FINANCING RESOURCES	
Cleveland ED Department	664-2406
Ohio Dept of Development	787-3240
Greater Cleveland Growth Assn	621-3300
CLEVELAND CITY COUNCIL	
City Hall	664-2848



Office of the Chairman

Burface Transportation Board J&- 33388 Washington, D.C. 20423-0001 (Environmental)

December 17, 1997

Ms. Kathryn Jaksic President St. Clair-Superior Coalition 6408 St. Clair Avenue Cleveland, OH 44103

> Re: Finance Docket No. 33388: CSX and Norfolk Southern -- Control and Acquisition -- Conrail

Dear Ms. Jaksic:

Thank you for your letter dated November 7, 1997, expressing your concerns about the potential negative impacts on Cleveland from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition and will prepare an Environmental Impact Statement (EIS). As part of its environmental review, SEA will address several environmental impact areas, including safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings.

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Under the current procedural schedule adopted by the Board, SEA issued the Draft EIS on December 12, 1997, with a public review and comment period ending in early February. I have enclosed a copy of the press release regarding this matter. After conducting an independent environmental analysis, reviewing all environmental information available to date, consulting

with appropriate agencies, and fully considering all public comments, SEA plans to issue in late May 1998 a Final EIS for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

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If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan

Enclosure

70-33388

SCSSC St. Clair-Superior Coalition 6408 St. Clair Avenue Cleveland Ohio 44103

November 7, 1997

216-881-0644 Fax: 216-881-1142

The Honorable Rodney Slater Secretary US Department of Transportation 400 7th Street, SW Washington, DC 20590

Dear Secretary Slater:

The St. Clair Superior Coalition is requesting your attention to the upcoming sale of Conrail Corporation to Norfolk-Southern and CSX Corporation. Conrail has been an integral part of our neighborhood, particularly as it serves the industrial portion of our lakefront boundary and its mainline. Coming from the south, is another set of overhead tracks, which ties into the mainline at East 26th St.

Our concern is the divestment in terms of service and maintenance which has already occurred when Conrail Corporation moved its Division headquarters from Cleveland leaving track and bridge maintenance to the wayside. It has been very difficult to contact railroad officials when dumping has occurred or when bridge embankments are deteriorating. Our only resort has been to call the already strained City Public Service Department in hopes that there is time on their schedule.

We hope that you will take these issues into consideration from our neighborhood's standpoint and that maintenance issues be addressed as a condition of the upcoming sale with its new rail-line configuration. We trust that you will heed the overall issues raised by the City of Cleveland for a more regional approach to this rail planning opportunity.

Sincerely,

Kathryn Jaksic, President St. Clair Superior Coalition

cc: The Honorable Louis Stokes The Honorable Linda Morgan The Honorable Michael R. White file



ARMAN MORGA





File in Dockel Burface Transportation Board JD - 33388 Bashington, B.C. 20423-0001 (Enuronmental)

December 17, 1997

Mikelann Ward Rensel Executive Director Cleveland Neighborhood Development Corp. 540 East 105th Street, Suite 303-A Cleveland, OH 44108

> Re: Finance Docket No. 33388: CSX and Norfolk Southern -- Control and Acquisition -- Conrail

Dear Executive Director Rensel:

Thank you for sending me a copy of your letter to Transportation Secretary Rodney Slater dated October 29, 1997, expressing your concerns about the potential negative impacts on Cleveland from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition and will prepare an Environmental Impact Statement (EIS). As part of its environmental review, SEA will address several environmental impact areas, including safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings.

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If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan

Linda J. Morgan

Enclosure

October 29, 1997

The Honorable Rodney Slater Secretary U.S. Department of Transportation 400 7th Street, SW Washington, DC 20590 CHAIRHAN HUNCAN

70-33388

Dear Secretary Slater:

The Cleveland Neighborhood Development Corporation (CNDC), the trade association for forty-four (44) nonprofit community development corporations in the he City of Cleveland, wishes to express deep concern over the proposed acquisition of Conrail by the CSX and Norfolk Southern Corporations currently pending before the Surface Transportation Board.

Cleveland Neighborhood Development Corporation

A study recently conducted by the City of Cleveland reveals that this acquisition could have a devastating effect on the neighborhoods of Cleveland. Neighborhoods in the vicinity of rail lines can expect a 114% to 1188% increase in rail traffic if the acquisition is approved. These astounding increases raise serious issues that have yet to be addressed, including safety and emergency services, environmental justice, quality of life, and pollution, noise, and congestion.

Cleveland's community development corporations have made great strides over the past several years in rebuilding our neighborhoods. Cleveland has seen a record-breaking volume of reinvestment and development since 1990, with more than \$100 million in new or restored housing developments, over \$16,729,761 in renovated storefronts, and over 10,000 jobs retained or created through financial incentives offered to Cleveland businesses.

The proposed acquisition of Conrail will seriously set back the progress made to date throughout Cleveland's neighborhoods. We urge you to strongly consider the adverse impacts associated with this acquisition.

Sincerely,

Mikelann Hard Rensel

Mikelann Ward Rensel Executive Director

cc: The Honorable Linda J. Morgan The Honorable Dennis J. Kucinich The Honorable Louis Stokes The Honorable Michael R. White





Durface Transportation Board JA - 33388 Washington. D.C. 20423-0001 (Enveronmental)

December 17, 1997

File in Dockil

Ms. Kathleen H. Crowther **Executive Director** Cleveland Restoration Society Statler Office Tower Suite 458 1127 Euclid Avenue Cleveland, OH 44115-1601

> Finance Docket No. 33388: CSX and Norfolk Southern -- Control and Re Acquisition -- Conrail

Dear Ms. Crowther:

Thank you for your letter to me, and copies of your letters to other officials, dated November 4, 1997, expressing your concerns about the potential negative impacts on Cleveland from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition and will prepare an Environmental Impact Statement (EIS). As part of its environmental review, SEA will address several environmental impact areas, including safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts. SEA will consider accident risk and vehicular delay at grade crossings.

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If you have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail Acquisition EIS, at (202) 565-1530.

Sincerely,

Linda J. Morgan

Linda J. Morgan

Enclosure

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Atlanta Regional Commission 200 Northcreek, Suite 300 3715 Northside Parkway Atlanta, Georgia 30327-2809 DOCUMENT

Harry West Director January 30, 1998

Office of the Secretary Case Control Unit Finance Docket No. 33388 Surface Transportation Board 1925 K Street, NW Washington, D. C. 20423-0001



Attention: Elaine K. Kaiser, Environmental Project Director--Environmental Filing

Dear Ms. Kaiser:

The Atlanta Regional Commission (ARC) is the regional planning and intergovernmental coordination agency for the 64-city, 10-county Atlanta Regio.: (Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry, and Rockdale counties). ARC also is the designated Metropolitan Planning Organization (MPO) under the Intermodal Surface Transportation Efficiency Act (ISTEA). It is in these capacities that we offer the following comments on the Draft Environmental Impact Statement (EIS) on the "Proposed Conrail Acquisition."

1. The Atlanta Region plus the adjoining counties of Paulding, Forsyth, and Coweta comprise a 13-county non-attainment area under the Clean Air Act Amendments. The Region's current problem is nitrogen oxides. The State of Georgia and the Atlanta Regional Commission are working very hard to meet air quality standards. The Draft EIS states that while there are localized increases in emissions, "the increases are not likely to affect compliance with air quality conformity." Any additional increases in nitrogen oxides are significant. In addition, we also are concerned about increases in volatile organic compounds, particulate matter, and carbon monoxide. Therefore, we request that the Final EIS more fully analyze this matter, particularly nitrogen oxides, on the Atlanta Region.

2. As the Atlanta Region attempts to meet air quality standards, commuter rail will be important to us as an alternative mode of travel. The Draft EIS should examine all opportunities for cooperation on commuter rail and both CSX and Norfolk Southern should be required to work with State Departments of Transportation on such opportunities as a part of the acquisition agreement.

3. At present both CSX and Norfolk Southern are proposing new intermodal facilities in the Atlanta Region--CSX in South Fulton County and Norfolk Southern in the City of Austell in Cobb County. We do not find reference in the Draft EIS to these proposed facilities and whether the acquisition will affect the impact of these facilities on the Atlanta Region.

A:C

Surface Transportation Board January 30, 1998 Page 2

4. A concern pointed out by DeKalb County, one of our member counties, is that the total increase of hazardous materials traveling through DeKalb and the State of Georgia would more than double after the acquisition. Their recommendations (find attached) include bringing CSX rail line segments into compliance with the Association of American Railroads standards and practices for hazardous materials and to require CSX to develop Hazardous Materials Emergency Response Plan with the participation of county and municipal governments.

We appreciate the opportunity to comment on the Draft EIS and request that the Surface Transportation Board respond to the comments.

Sincerely,

Campelina

Harry West Director

Enclosure



DEKALB COUNTY, GEORGIA

PLANNING DEPARTMENT

MANUEL J. MALOOF CENTER 1300 COMMERCE DRIVE, SUITE 400 DECATUR, GEORGIA 30030-3221

January 26, 1998

Atlanta Regional Commission 3715 Northside Parkway 200 Northcreek, Suite 300 Atlanta, Georgia 30327

RE: Draft EIS on Proposed Conrail Acquisition by CSX/NS

Thank you for the opportunity to review the Dratt LIS on the proposed Conrail acquisition. As a result of the proposed acquisition, the railroads would change the routing of many car loads of hazardous materials. While some rail lines would carry increased volumes of cars containing hazardous material, other lines would experience a shift of hazardous materials from one rail line to another. The total increase of hazardous materials traveling through DeKalb County (and the state) would more than double after the acquisition.

Both preliminary mitigation recommendations should be required to be completed before the acquisition is approved. The first recommendation is to bring CSX rail line segments into compliance with the Association of American Railroads standards and practices for hazardous materials. The second recommendation, that CSX develop a Hazardous Materials Emergency Response Plan with the participation of county and municipal governments, also should be required.

Another area of concern is with the air quality analysis. The Draft EIS states that while there are localized increases in emissions, "the increases are not likely to affect compliance with air quality." As the Atlanta region struggles with its Regional Transportation Plan (RTP) to meet air quality conformity, any additional increases in nitrogen oxides, volatile organic compounds, particulate matter, and carbon monoxide are significant. Although no details are given for the air quality analysis, conformity is an important issue for the region and some sort of mitigation should be recommended.

Sincerely,

Raymond R. White, Planning Director

JAN 26'98 17:40 No.009 P.02

ID: 00021 12



STATE OF MISSOURI Med Camadaan Gavernar - Dated A Shore Director DEPARTMENT OF NATURAL RESOURCES

> P.O. Box 176 Jefferson City, 65102-0176 (314) FAX (3,4) 751-8656

2470

November 25, 1997

ENVIRONMENTAL DOCUMENT

Ms. Elaine K. Kaiser Section of Environmental Analysis Surface Transportation Board Washington, DC 20423

RE: Acquisition of Consolidated Rail Corporation (Conrail) by CSX Corporation and CSX Transportation, Inc. (CSX) and Norfolk Southern Corporation and Norfolk Southern Railway Company (NS), Statewide

Dear Ms. Kaiser:

Thank you for submitting information on the above referenced project for our review pursuant to Section 106 of the National Historic Preservation Act (P.L. 89-665, as amended).

We have reviewed the information submitted and must inform you that there are likely many depots and other buildings eligible for listing in the National Register of Historic Places along this rail line, which is one of the oldest in the state. In addition, the line itself is likely to be eligible for listing. It does not appear that any effort has been made to identify and evaluate the properties along the line or the line itself. However, due to the nature of the undertaking (acquisition), we concur with your assessment that the above referenced project will have "no effect" on any historic properties along the railroad lines. Therefore, we have no objection to the initiation of project activities.

If you have any questions, please contact Ms. Laura Sparks at (573) 751-9501.

Sincerely,

HISTORIC PRESERVATION PROGRAM

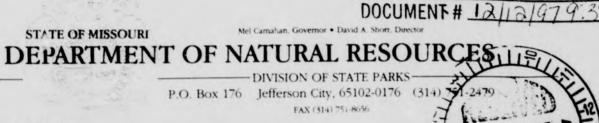
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Claire F. Blackwell Director and Deputy State Historic Preservation Officer

CFB:lls

c: Tom McCulloch





CENTRAL ADMINISTRATIVE UNIT

NFC

November 25, 1997

Ms. Elaine K. Kaiser Section of Environmental Analysis Surface Transportation Board Washington, DC 20423

RE: Acquisition of Consolidated Rail Corporation (Conrail) by CSX Corporation and CSX Transportation, Inc. (CSX) and Norfolk Southern Corporation and Norfolk Southern Railway Company (NS), Statewide

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Sincerely,

HISTORIC PRESERVATION PROGRAM

San Rol

Claire F. Blackwell Director and Deputy State Historic Preservation Officer

CFB:lls

c: Tom McCulloch



DOCUMENTAL

Re FD 33388

Federal Surface Transportation Board Section of Environmental Analysis 1925 K Street, N.W. Washington, D.C. 20423

John D. Hogai 12900 Lake Ave. #1806 MANAGEMEN⁷ Lakewood, CH 44107 November 30. 1997/1

The consideration being afforded to the Norfolk and Southern Railroad Corporation's increased-traffic proposal is being very kind to an unconscionable idea.

The factors of objection are manifold; all are worthy arguments. But big money will have its way. How then, to compromise?

Until recently, my intended proposal seemed unattainable. It was to construct a tunnel through the communities of Cleveland's northwestern suburbs, allowing track space for a future Regional Transit Authority expansion to the west and freight service to be hushed but expanded.

Reassuringly, I read a New York Times editorial (Nov. 9, 1997): in Brooklyn, NY. "Regional planners and local politicians seem to be far ahead of the city and state in offering ideas for revitalizing the city... connecting Brooklyn to the national rail system with a freight tunnel".

To extend the notion, now with precedent, the existing road beds could convert to a bike and hiking path to further expand our Emerald Necklace park system. Let's call it the NS Path to the 21st century.

Now, that kind of press they couldn't buy.

P.S. The funding would be shared by RTA and Cleveland's Park System.

of Federal Ar sace Transp. Brach





- ENVIRONMENTAL DOCUMENT

- 9 199

MAIL

MANAGEMENT

IAMES F. MURLEY

Secretary

STATE OF FLORIDA

DEPARTMENT OF COMMUNITY AFFAIRS

"Helping Floridians create safe, vibrant, sustainable communities"

LAWTON CHILES

December 2, 1997

Ms. Elaine K. Kaiser Surface Transportation Board Office of the Secretary Case Control Unit Washington, DC 20423-0001

Statement

SAI: FL9707090579CR

Surface Transportation Board - Finance Docket Number 33388 - CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Operating Leases/Agreements - Conrail, Inc. and Consolidated Rail Corporation - Final Scope of the Environmental Impact

Dear Ms. Kaiser:

RE:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has coordinated a review of the above-referenced project.

The South Florida Water Management District (SFWMD) notes that it reserves the right to further comment on the consistency of the project after review of the draft environmental impact statement. Please refer to the enclosed SFWMD comments.

Based on the information contained in the final scope of the environmental impact statement and the enclosed comments provided by our reviewing agencies, the state has determined that the above-referenced project is consistent with the Florida Coastal Management Program. Comments received from several of the regional planning councils are also enclosed for your review.

2555 SHUMARD OAK BOULEVARD • TALLAHASSEE, FLORIDA 32399-2100 Phone: 850.488.8466/Suncom 278.8466 FAX: 850.921.0781/Suncom 291.0781 Internet address: http://www.state.fl.us/comaff/dca.html

FLORIDA KEYS Area of Critical State Concern Field Office 2796 Overseas Highway, Suite 212 Marathon, Florida 33050-2227 CREEN SWAMP Area of Critical State Concern Field Office 155 East Summerlin Bartow, Florida 33830-4641 SOUTH FLORIDA RECOVERY OFFICE P.O. Box 4022 8600 N.W. 36th Street Mianue, Florida 33159-4022 Ms. Elaine K. Kaiser December 2, 1997 Page Two

Thank you for the opportunity to review the final scope of the environmental impact statement. If you have any questions regarding this letter, please contact Ms. Cherie Trainor, Clearinghouse Coordinator, at (904) 922-5438.

Ralph Cantral, Executive Director Florida Coastal Management Program

RC/cc

Enclosures

cc: Ricky Keck, Central Florida Regional Planning Council Teri Bryant-Hunalp, East Central Florida Regional Planning Council

Steven Dopp, North Central Florida Regional Planning Council Wayne Dyess, Northeast Florida Regional Planning Council Ron Tindall, South Florida Regional Planning Council Wayne Daltry, Southwest Florida Regional Planning Council John Meyer, Tampa Bay Regional Planning Council Liz Gulick, Treasure Coast Regional Planning Council Vivian Whittier, Withlacoochee Regional Planning Council

COUNTY: State Message:			DATE: DATE: DATE: DATE: DATE: LEARANCE DUE DATE: SAI#:	10/17/97 10/31/97 12/01/97 FL9707090579	
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From:	
Division/Bureau:	ELO. MGT. /OFL. OF INTERGOV. PROGRAMS
Reviewer:	Opine D. Willford
Date:	10/23/97

COUNTY: State Message:		DATE: MENTS DUE-2 WKS: ARANCE DUE DATE: SAI#:	10/17/97 10/31/97 12/01/97 FL9707090579C
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To: Florida State Clearinghouse Department of Community Aff		Federal Consiste	ency
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Division/Bureau:	Office	of invuormente	& Services
Reviewer:	Brian	Barnett	
Date:	10/20/9.	7	

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	Division/Bureau: OTTED
	Reviewer: MaBlakeslu
	Date: /0/21/97

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-	Federal Licensing or Permitting Act projects will only be evaluated for c analogous state license or permit.			
To	Florida State Clearinghouse	EO. 12372/NEPA	Federal Consiste	ncy

Division/Bureau:	Hustorical Res	201110
Reviewer:	mountilleed	Laura a. Kammerer
Date:	1(2)27/97	10-27-97

F

FLORIDA LAWTON CHILLES GOVERNOR DEPARTMENT OF TRANSPORTATION 605 Suwannee Street. Tallahassee. Florida 32399-0450 THOMAS F. BARRY, Jr. SECRETARY

MEMORANDUM

- Date: October 31, 1997
- To: State Clearinghouse
- From: Robert G. Hebert, Jr.) Administrator-Ports/Intermodal Florida Department of Transportation SC 994-4546 FAX SC 292-4942
- Copies: FDOT ICAR Coordinator w/att., Tublic Transportation Manager-District 2, Florida Coastal Management Director (DCA), File

State of Florida Clearinghouse.

Subject: ICAR Federal Consistency Project Review Process CSX Leases/Agreements - CSX/NS Merger SAI# FL9707090579C

In accordance with departmental procedure 525-010-205, and State Clearinghouse requirements for review and comment on potential federal projects that may affect state programs and objectives, please be advised that the above-referenced proposed study or project:

- ____ Does influence and impose a potential impact on existing state programs or objectives under Rail Office jurisdiction to the extent noted in the following comments:
- <u>X</u> Does not influence or impose a potential impact on existing state programs or objectives under Rail Office jurisdiction at this time, and no comments or recommendations are required.

Should further information or explanation be required, please feel free to contact the Rail Office at (850) 414-4500.

RGH/ Attachment

COUN	TY: State			DATE :	10/17/97
Message:			COMMENTS DUE-		10/31/97
Messa	ge:		CLEARANCE DUE DATE: SAI#:		12/01/97 FL97070905790
	STATE AGENCIES	WATER MANAGEMENT DISTRIC	rs	OPB POLIC	
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	Tallahassee, FL 32399-2100 (850) 922-5438 (SC 292-5438)		heard .		nments Attached
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From					
	Division/Bureau: FDOT ,	PAIL OFFICE			
	Reviewer: 14t D. 74	A Doministrator Po	are la manas		
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	Date: 10/31/47	0			

5	-	 	

NORTHWEST FLORIDA WATER MANAGEMENT DISTRICT Project Review Form

TO: State Clearinghouse Department of Community Affairs 2555 Shumard Oak Boulevard Tallahassee, FL 32399-2100

DATE: October 28, 1997

State of Florida Clearinghouse

SUBJECT: Project Review: Intergovernmental Coordination Title: Surface Transportation Board-Final Scope of the Environmental Impact Statement SAI #: FL9707090579CR

The District has reviewed the subject application and attachments in accordance with its responsibilities and authority under the provisions of Chapter 373, Florida Statutes. As a result review, the District has the following responses:

ACTION

- x____ No Comment.
- _____ Supports the project.
- Objects to the project; explanation attached.
- Has no objection to the project; explanation optional
- Cannot evaluate the project; explanation attached.
- Project requires a permit from the District under____

DEGREE OF REVIEW

- _x___ Documentation was reviewed.
- _____ Field investigation was performed.
- Discussed and/or contacted appropriate office about project.
- _____ Additional documentation/research is required.
- Comments attached.

SIGNED Mana Culberta

Duncan Jay Cairns Chief, Bur. Env. & Res. Plng.

Y: State e:			10/17/97 10/31/97 12/01/97 FL97070905790		
STATE AGENCIES	WATER MANAGEMENT DISTRICTS	OPB POLIC	CY UNITS		
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Division/Bureau:	RESSIRCE MARMONT
Reviewer:	DUNCION JAY CAURUS
Date:	28 OCTUBER 97

NOV- 3-97 MON 5:34 PM SOUTH FL WATER NGMT DIST FAX NO. 5F' 687 6896 2. 2

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Reviewer: JAN GOL	DEN		
Date: 10/30/97			

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From:

Division/Bureau:	Policy & Planning
Reviewer:	Margaret H. Spontak
Date:	October 23, 1997

COUNTY: State Message:		DATE: 10/17/9 COMMENTS DUE-2 WKS: 10/31/9 CLEARANCE DUE DATE: 12/01/9 SAI#: FL970709	
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n: Division/Bureau. Reviewer: David Stuf Date: 10/24/97

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COUNTY: State Message:		DATE: 10/17/97 COMMENTS DUE-2 WKS: 10/31/97 CLEARANCE DUE DATE: 12/01/97 SAI#: FL9707090579C
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To: Florida State Clearinghouse Department of Community Affa 2555 Shumard Oak Boulevard Tallahassee, FL 32399-2100 (850) 922-5438 (SC 292-54 (904) 414-0479 (FAX)		Federal Consistency
From: Division/Bureau: 206 Reviewer:	. 0 PB. Env. Fl	lag



CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

October 22, 1997

Florida State Clearinghouse 2555 Shumard Oak Blvd. Tallahassee, Florida 32399-2100

RE: SAI#: FL9707090579C

The Central Florida Regional Planning Council staff has reviewed the above referenced project in accordance with the provisions of the State of Florida's Coastal Management Program/Federal Consistency Process procedures and input from affected local jurisdictions.

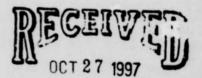
Based on this review, the CFRPC staff has no adverse comments on the above referenced application.

Sincerely,

Richey Keck/Kit

Ricky L. Keck, CECM Senior Program Manager

Enclosure



State of Florida Clearinghouse

FLC IDA STATE CLEARINGE	USE	5 1-+	
RPC INTERGOVERNIM NTAL COO	RDINA	TION	0-0
AND RESPONSE SHEET			

SAI #: FL9707090579C

COMMENTS DUE TO CLEARINGHOUSE: 08/08/97

AREA OF PROPOSED ACTIVITY: COUNTY: State

FEDERAL ASSISTANCE X DIRECT FEDERAL ACTIV

X DIRECT FEDERAL ACTIVITY FEDERAL LICENSE OR PERMIT

TOCS

DATE: 07/09/97

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PROJECT DESCRIPTION

Surface Transportation Board - Notice of Intent to Prepare an Environmental Impact Statement and Request for Comments on Proposed EIS Scope in STB Finance Docket Number 33388 - CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Operating Leases/Agreements - Conrail, Inc. and Consolidated

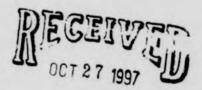
ROUTING:

RPC

Apalachee RPC X Central FL RPC E Central FL RPC N. Central Florida RPC NE Florida RPC SW Florida RPC South FL RPC Tampa Bay RPC Treasure Coast RPC West Florida RPC Withlacoochee RPC

PLEASE CHECK ALL THE LOCAL GOVERNMENTS BELOW FROM WHICH COMMENTS HAVE BEEN RECEIVED; ALL COMMENTS RECEIVED SHOULD BE INCLUDED IN THE RPC'S CLEARINGHOUSE RESPONSE PACKAGE. IF NO COMMENTS WERE RECEIVED, PLEASE CHECK "NO COMMENT" BOX AND RETURN TO CLEARINGHOUSE.

COMMENTS DUE TO RPC: 07/30/97



State of Florida Clearinghouse

NO COMMENTS:

(IF THE RPC DOES NOT RECEIVE COMMENTS BY THE DEADLINE DATE, THE RPC SHOULD CONTACT THE LOCAL GOVERNMENT TO DETERMINE T IE STATUS OF THE PROJECT REVIEW PRIOR TO FORWARDING THE RESPONSE PACKAGE TO THE CLEARINGHOUSE.)

NOTES:

ALL CONCERNS OR COMMENTS REGARDING THE ATTACHED PROJECT (INCLUDING ANY RPC COMMENTS) SHOULD BE SENT IN WRITING BY THE DUE DATE TO THE CLEARINGHOUSE. PLEASE ATTACH THIS RESPONSE FORM AND REFER TO THE SAI # IN ALL CORESPONDENCE.

IF YOU HAVE ANY QUESTIONS REGARDING THE ATTACHED PROJECT, PLEASE CONTACT THE STATE CLEARINGHOUSE AT (904) 922-5438 OR SUNCOM 272-5438.

RPC	FLO IDA JTATE CLEA C INTERGOVERNMENT AND RESPONSE	AL COORDINATION REAGE-03
SAI #: FL9707090579CR COMMENTS DUE TO CLEAN AREA OF PROPOSED ACTIVI		DATE: 10/17/97
Number 33388 - CSX Corporation		FEDERAL LICENSE OR PERMIT OCS ement - Surface Transportation Board Finance Docket uthern Corporation and Norfolk Southern Railway isolidated Rail Corporation - Florida.
ROUTING:	RPC Apalachee RPC Central FL RPC X E Central FL RPC N. Central Florida R NE Florida RPC	

DECENTER

UCU 0 3 1997

State of Florida Clearinghouse

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SW Florida RPC South FL RPC

Tampa Bay RPC Treasure Coast RPC

West Florida RPC Withlacoochee RPC

COMMENTS DUE TO RPC: 11/07/97

NO COMMENTS:

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NOTES: No direct empeats to the CCF region.

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GROWING SMARTER THROUGH REGIONAL PLANNING

East Central Florida REGIONAL PLANNING COUNCIL

Council Chairman Larry Whaley Clerk of Courts Osceola County

> Vice Chairman Evelyn Smith Commissioner City of Eustis

Secretary-Treasurer Carole Barice Governor's Appointe Seminole County

> Executive Director Aaron Dowling

The Council's mission is to take a leadership role in representing identified regional resources and interests through a strategic planning program: develop and maintain a regional data system; provide coordination and assistance to governments at all levels; develop a shared vision of the region's future; and coordinate the region's resources and energies to achieve common goals.



Serving Brevard, Lake, Orange, Osceola, Seminole and Volusia counties and the 67 cities in the East Central Florida region.

> 1011 Wymore Road Suite 105 Winter Park, Florida 32789-1797

Phone 407 . 623 . 1075 Fax 407 . 623 . 1084

Suncom 334 . 1075 Suncom Fax 334 . 1084

Printed on recycled paper

October 29, 1997

Ms. Keri Akers Florida State Clearinghouse Department of Community Affairs 2555 Shumard Oak Blvd. Tallahassee, FL 32399-2100

Re: FL 9707090579CR RE-98-06 EIS Conrail Acquisition

Dear Ms. Akers::

In accordance with the Office of Planning and Budgeting Intergovernmental Coordination and Review Process, this office has conducted a clearinghouse review of the above referenced proposal.

Based on this review, the Council offers the following comments and/or recommendations:

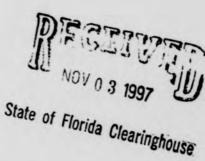
The proposed project, as presented for review and when considered in its entirety, is consistent with the adopted Goals, Policies and Objectives of the East Central Florida Regional Planning Council.

Should there be any questions concerning this review, please contact the Project Review Division at the Council Office.

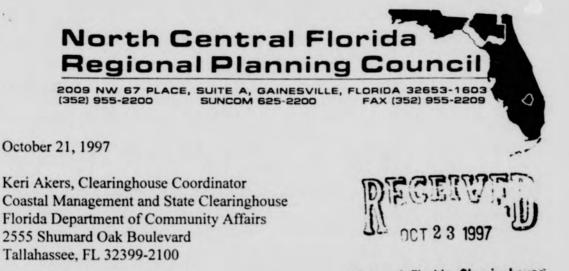
Sincerely,

yant-Haralp

Teri Bryant-Hunalp Technical Assistant Planning Services



TOGETHER WE CAN



RE: Surface Transportation Board - Final Scope of the Environmental Impact Statement -Surface Transportation Board Finance Docket Number 33388 - CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Operating Leases/Agreements - Conrail, Inc., and Consolidated Rail Corporation - Florida (SAI#: FL9707090579CR)

Dear Ms. Akers:

The North Central Florida Regional Planning Council functions as the Regional Clearinghouse for Planning District III as designated by the State of Florida pursuant to Presidential Executive Order 12372.

The following comment is submitted on the above-referenced item in accordance with State Clearinghouse procedures and Council rules.

The above-referenced item is consistent with the North Central Florida Strategic Regional Policy Plan.

No comments on this item were requested by the Council from affected local governments, agencies, or organizations. A copy of the RPC Intergovernmental Coordination and Response Sheet is enclosed. Please do not hesitate to call if you have any questions concerning this matter.

Sincerely,

Steven Dopp ' Senior Planner

enclosure xc: Jasmine Raffington, DCA

Serving Florida's Suwannee Valley

FLOP 'DA ST AT E CLEARINGHC 'ISE
RPC INTERGOVERNMENTAL COORDINATION
AND RESPONSE SHEET

SAI #: FL9707090579CR

COMMENTS DUE TO CLEARINGHOUSE: 11/16/97

AREA OF PROPOSED ACTIVITY: COUNTY: State

FEDERAL ASSISTANCE X DIRECT FEDERAL ACTIVITY

FEDERAL LICENSE OR PERMIT

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- 1	UCS

DATE: 10/17/97

PROJECT DESCRIPTION

Surface Transportation Board - Final Scope of the Environmental Impact Statement - Surface Transportation Board Finance Docket Number 33388 - CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Cperating Leases/Agreements - Conrail, Inc. and Consolidated Rail Corporation - Florida.

ROUTING:

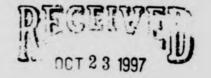
RPC

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NORTH CENTRAL FLODIDA m hast and f REGIONAL PLANNING COUNCIL

PLEASE CHECK ALL THE LOCAL GOVERNMENTS BELOW FROM WHICH COMMENTS HAVE BEEN RECEIVED; ALL COMMENTS RECEIVED SHOULD BE INCLUDED IN THE RPC'S CLEARINGHOUSE RESPONSE PACKAGE. IF NO COMMENTS WERE RECEIVED, PLEASE CHECK "NO COMMENT" BOX AND RETURN TO CLEARINGHOUSE.

COMMENTS DUE TO RPC: 11/07/97



State of Florida Clearinghouse

NO COMMENTS:

(IF THE RPC DOES NOT RECEIVE COMMENTS BY THE DEADLINE DATE, THE RPC SHOULD CONTACT THE LOCAL GOVERNMENT TO DETERMINE THE STATUS OF THE PROJECT REVIEW PRIOR TO FORWARDING THE RESPONSE PACKAGE TO THE CLEARINGHOUSE.)

NOTES:

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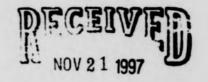


Northeast Florida Regional Planning Council

Baker • Clay • Duval • Flagler • Nassau • Putnam • St. Johns 9143 Philips Highway, Suite 350, Jacksonville, Florida 32256 (904)363-6350 FAX (904) 363-6356 Suncom 874-6350 Suncom FAX 874-6356

November 17, 1997

Florida State Clearinghouse Department of Community Affairs 2555 Shumard Oak Boulevard Tallahassee, Florida 32399-2100



State of Florida Clearinghouse

Att: Glenn Church

SAI# : FL9707090579CR Final Environmental Impact Statement, CSX and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company, Conrail, Inc. and Consolidated Rail Corporation - Florida.

The Northeast Florida Regional Planning Council staff has reviewed the above Direct Federal Activity. No responses or comments were received from local governments.

Based on the information contained in the Project Description and after a review of the Comprehensive Regional Policy Plan goals and policies the **staff** finds the proposal to be "consistent" with the following regional policy:

<u>Policy</u>: 16.2.1. In order to preserve the region's natural resources and quality of life, urban growth should take place where services are either existing or planned in an environmentally acceptable manner.

This Federal activity also generally conforms with the policies, plans, and programs of the Northeast Florida Regional Planning Council.

This letter signifies that the Northeast Florida Regional Planning Council staff has no objection to the above cited Direct Federal Activity

Sincerely,

Wayne A. Dyess Regional Planner

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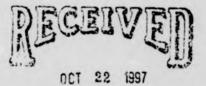
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21

State of Florida Clearinghouse

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COMMENTS DUE TO RPC: 11/07/97



S.W. FLORIDA REGIONAL PLANNING COUNCIL

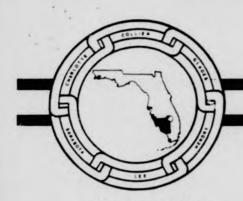
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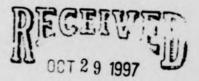
Southwest Florida Regional Planning Council

4980 Bayline Drive, 4th Floor, N. Ft. Myers, FL 33917-3909 (941) 656-7720

P.O. Box 3455, N. Ft. Myers, FL 33918-3455 SUNCOM 749-7720 FAX 941-656-7724

October 27, 1997

Ms. Elaine K. Kaiser, Env. Proj. Director Office of the Secretary - Case Control Unit Finance Docket No. 33388 1925 K Street, N.W. WASHINGTON, DC 20423-0001



State of Florida Clearinghouse

RE: IC&R Project #97-382 State Clearinghouse #FL9707090579CR

Surface Transportation Board - Final Scope of the EIS - Surface Transportation Board Finance Docket No. 33388 - CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company -Control and Operating Leases/Agreements - Conrail, Inc. and Consolidated Rail Corporation - Florida.

Dear Ms. Kaiser:

The staff of the Southwest Florida Regional Planning Council reviews various proposals, Notifications of Intent, Preapplications, permit applications, and Environmental Impact Statements for compliance with regional goals, objectives, and policies, as determined by the Strategic Regional Policy Plan. The staff reviews such items in accordance with the Florida Intergovernmental Coordination and Review Process (Chapter 29I-5, F.A.C.), and adopted regional clearinghouse procedures.

These designations determine Council staff procedure in regards to the reviewed project. The four designations are:

Less Than Regionally Significant and Consistent no further review of the project can be expected from Council.

Less Than Regionally Significant and Inconsistent Council does not find the project of regional importance, but will note certain concerns as part of its continued monitoring for cumulative impact within the noted goal area.

Regionally Significant and Consistent project is of regional importance, and appears to be consistent with Regional goals, objectives, and policies.



To: Ms. Elaine K. Kaiser, Env. Proj. Director Date: October 27, 1997 Re: SWFRPC #97-382 Page: 2

<u>Regionally Significant and Inconsistent</u> project is of regional importance and does not appear to be consistent with Regional goals, objectives, and policies. Council will oppose the project as submitted, but is willing to participate in any efforts to modify the project to mitigate the concerns.

The above referenced document has been reviewed by this office, based on the information contained in the document, and on local knowledge, has been found <u>No</u> <u>Impact on our Region</u> with adopted goals, objectives, and policies of the Strategic Regional Policy Plan. Should you or any other party request this finding to be reconsidered, please contact Nichole Gwinnett, IC&R Coordinator, with this request, or any questions concerning staff review of this item. This recommendation will be discussed at the next scheduled Council meeting. Should Council action differ from the staff recommendation, you will be notified.

Sincerely,

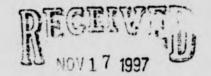
SOUTHWEST FLORIDA REGIONAL PLANNING COUNCIL

Executive Director

WED/NLG

cc: Keri Akers, Florida State Clearinghouse

South Florida Regional Planning Council



November 12, 1997

State of Florida Clearinghouse

Ms. Keri Akers Florida State Clearinghouse Florida Department of Community Affairs 2555 Shumard Oak Boulevard Tallahassee, FL 32399-2100

Re: SFRPC #97-1036, SAI# FL970790579CR Notice of Intent to prepare an Environmental Impact Statement and request for comments on the proposed EIS scope in Surface Transportation Board Finance Docket Number 33388, Statewide.

Dear Ms. Akers:

Council staff has reviewed the above notice and has the following comments:

- The project, as proposed, is generally consistent with the goals and policies of the *Strategic Regional Policy Plan for South Florida* (SRPP), particularly those regarding land use and public facilities, regional transportation and economic development. Council staff believes the future productive use of the current CSX System in South Florida will further our goals for a more livable, sustainable, and competitive region.
- Council staff suggests that you incorporate into the EIS a Hazardous Material Management Plan (HMMP) to protect against accidental spills of toxic materials which will be transported over the former Conrail system and the proposed Seven Connections. The Draft EIS should identify the company representatives responsible for spill cleanup, the affected state departments charged with emergency spill response and those designated contractors, to be contacted, should a hazardous spill occur. Council staff requests the opportunity to receive the draft EIS for review and comment when it is completed as described in the Notice of October 1, 1997.
- When reviewing the Proposed EIS Scope (Notice), the following goals and policies of the SRPP should be considered.

STRATEGIC REGIONAL GOAL 2.1

2.1 Achieve long-term efficient and sustainable development patterns by guiding new development and redevelopment within the region to areas which are most intrinsically suited for development, including areas (1) which are least exposed to coastal storm surges; (2) where negative impacts on the natural environment will be minimal; and (3) where public facilities and services already exist, are programmed or, on an aggregate basis, can be provided most economically.

3440 Hollywood Boulevard, Suite 140, Hollywood, Florida 33021 Broward (954) 985-4416, Area Codes 305, 407 and 561 (800) 985-4416 SunCom 473-4416, FAX (954) 985-4417, SunCom FAX 473-4417 e-mail sfadmin@sfrpc.com

Regional Policies

- 2.1.1 Encourage the establishment of a uniform 20-year planning horizon encompassing the period 1995-2015 for the future land use element in all local government comprehensive plans in the region for the next update of those plans. Further encourage related long-range plans for the region such as, education, transportation and water supply, to provide a policy framework consistent with the same 20-year period.
- 2.1.6 Direct future development and redevelopment first to areas served by existing infrastructure and to other locations that are suitable for development, as identified in their comprehensive plans. In particular, local governments should coordinate with state officials to identify public transportation corridors and to promote development along those corridors by implementing investment strategies for providing infrastructure and services, which are consistent with them.

STRATEGIC REGIONAL GOAL 2.2

2.2 Revitalize deteriorating urban areas.

Regional Policies

- 2.2.4 Continue the development of the urban core concept and criteria in order to a) provide incentives for high density, urban centers; b) allow for flexibility in the expenditure of transportation system capital funds to create a more balanced mix of highways, transit and goods movement; and c) identify areas and corridors of high-quality transit service in which transportation levels of service standards may be based on person trips rather than vehicle trips.
- 2.2.13 In the development of the region's multi-modal transportation system, give priority to enhancing access between existing and emerging employment centers and residential areas experiencing underemployment.

STRATEGIC REGIONAL GOAL 2.3

2.3 Enhance the economic competitiveness of the region and ensure the adequacy of its public facilities and services by eliminating the existing backlog, meeting the need for growth in a timely manner, improving the quality of services provided and pursuing cost-effectiveness and equitability in their production, delivery and financing.

Regional Policies

- 2.3.6 Local governments should consider providing for increased densities on their land use and zoning maps in those areas where excess capacity for public infrastructure exists, specifically where those densities will support regional public transportation plans and public transportation investments.
- 2.3.19 Permit new development only when and where adequate excess capacity exists, is programmed or where funding to expand that capacity is otherwise made available; considering new infill development or redevelopment approved Transportation Concurrency Exception Areas.

Ms. Keri Akers November 12, 1997 Page 4

2.3.20 Encourage the clustering of places of employment in well-planned activity centers so as to elicit more efficient use of infrastructure and support services.

STRATEGIC REGIONAL GOAL 3.1

3.1 Eliminate the inappropriate uses of land by improving the land use designations and utilize land acquisition where necessary so that the quality and connectedness of Natural Resources of Regional Significance and suitable high quality natural areas is improved.

Regional Policies

- 3.1.1 Natural Resources of Regional Significance and other suitable natural resources shall be preserved and protected. Mitigation for unavoidable impacts will be provided either on-site or in identified regional habitat mitigation areas with the goal of providing the highest level of resource value and function for the regional system. Endangered faunal species habitat and populations documented on-site shall be preserved on-site. Threatened faunal species and populations and species of special concern documented on-site, as well as critically imperiled, imperiled and rare plants shall be preserved on-site unless it is demonstrated that off-site mitigation will not adversely impact the viability or number of individuals of the species.
- 3.1.2 Direct inappropriate uses of land that are not consistent with the protection and maintenance of natural resource values away from Natural Resource of Regional Significance and suitable natural resource areas.
- 3.1.19 Uses of the land shall be consistent with the sustained ecological functioning of the Natural Resources of Regional Significance and suitable adjacent natural buffer areas and will be based upon the radius required to provide protection to the natural system and associated inhabitants. The radius will vary in size depending upon the resource or species that is to be protected.
- 3.1.20 Include identified buffer areas into the land use planning process at the local government level and designate those identified areas for incorporation into the adjacent Natural Resources of Regional Significance.

STRATEGIC REGIONAL GOAL 3.2

Regional Policies

- 3.2 Develop a more efficient and sustainable allocation of the water resources of the region.
- 3.2.9 Require all inappropriate inputs into Natural Resources of Regional Significance to be eliminated through such means as; redirection of offending outfalls, suitable treatment improvements or retrofitting options.
- 3.2.10 The discharge of freshwater to Natural Resources of Regional Significance and suitable adjacent natural buffer areas shall be designed to imitate the natural discharges in quality and quantity as well as in spatial and temporal distribution.

3.2.11 Existing stormwater outfalls that do not meet or improve upon existing water quality or quantity criteria or standard, or cause negative impacts to Natural Resources of Regional Significance or suitable adjacent natural buffer areas shall be modified to meet or exceed the existing water quality or quantity criteria or standard. The modification shall be the responsibility of the outfall operator, permittee or applicant.

STRATEGIC REGIONAL GOAL 3.3

3.3 Achieve improved air quality throughout the region through a reduction of transportation related impacts and the increased use of natural plantings.

Regional Policies

- 3.3.1 Increase the use of alternative modes of transportation such as, but not necessarily limited to, carpooling, mass transit and commuter rail systems.
- 3.3.2 Increase the availability of alternative modes of transportation to further encourage their use.
- 3.3.7 Strengthen the coordination and understanding of the linkage between land use and transportation/air quality planning.

STRATEGIC REGIONAL GOAL 4.1

4.1 Achieve a competitive and diversified regional economy, including lower unemployment rate and higher per capita income than the state and national average for Dade, Broward and Monroe Counties through the achievement of cutting edge human resources, economic development infrastructure and other resources to ensure a sustainable regional community.

Regional Policies

- 4.1.10 Coordinate and develop a totally integrated, multi-modal regional transportation system whereby heavy and light rail transit, people movers, Tri-Rail Commuter Service trolleys, express and local bus service and other transit related travel play a more active role in the movement of people. When modernizing or creating new transportation system utilize land use/transportation strategies to reduce congestion and allow for sustainable growth in the Region.
- 4.1.12 Promote the coordination for seaports and airports with Tri-Rail, taxi, and other ground transportation through forums, workshops, seminars, etc., to facilitate information exchange and joint planning.

STRATEGIC REGIONAL GOAL 5.1

5.1 To achieve mutually supportive transportation planning and land use planning that promotes both mobility and accessibility in order to foster economic development, preserve natural systems, improve air quality, increase access to affordable housing and promote safety.

Regional Policies

- 5.1.16 Improve intermodal linkages among the various transportation systems in the region, including multimodal access to and connections between airports and seaports.
- 5.1.17 Support the development of a statewide rail network to improve inter-regional and intermodal linkages.
- 5.1.18 Enhance freight movement through the development of a multimodal regional transportation system with links between highway, rail, air and sea transportation.
- 5.1.19 Provide efficient, dependable, and cost-effective intermodal movement of goods and passengers to ensure the region's continued ability to compete for trade movements and cruise passenger business in the global economy.

STRATEGIC REGIONAL GOAL 5.2

5.2 To enhance the regional transportation system's role in system-wide preparedness for emergency situations.

Regional Policies

- 5.2.2 Develop high design, maintenance and inspection standards for the primary elements of the region's multimodal transportation system to enable the system's survival in the event of hurricanes or other natural disasters.
- 5.2.3 Provide access to regional, system-wide information, so that the populace, including the transit dependent, will be alerted to transportation system conditions and effective response and recovery information can be received.
- 5.2.4 Provide intermodal connections to primary evacuation facilities.

STRATEGIC REGIONAL GOAL 5.3

5.3 To achieve a coordinated transportation system planning process across jurisdictions and across issue-areas so that barriers are minimized and consistency across the region is achieved.

Regional Policies

- 5.3.1 Strengthen regional coordination regarding transportation planning and transportation improvements of regional significance through mechanisms such as the Council's Multimodal Regional Transportation System Committee and other committees.
- 5.3.2 Facilitate regional transportation policy and planning related research, distribution of data and educational information throughout the region, and utilization of proven technologies that supports a regional perspective and considers regional impacts.
- 5.3.3 Promote use of techniques and processes such as cross-acceptance and conflict resolution to improve coordination at the planning stage and encourage the participation of local governments.

Ms. Keri Akers November 12, 1997 Page 7

5.3.5 Promote the participation of the private sector in transportation planning and ensure that public and private responsibilities for transportation improvements are determined equitably and on a fair share basis.

Thank you for the opportunity to comment. Please feel free to call me should you have any questions.

Sincerely

Ron Tindall, AICP Senior Planner

RT/kc



9455 Koger Boulevard St. Petersburg, FL 33702-2491 Phone (813) 577-5151 Suncom 586-3217 http://access.tampabayrpc.org

Officers

Chairman Councilman Armand "Sandy" Burke

> Vice-Chairman Commissioner Steven M. Seibert

Secretary/Treasurer Barbara Romano

Executive Director Julia E. Greene October 29, 1997

DOT 3 1 1997 State of Florida Clearinghouse

Ms. Cherie Trainor Florida State Clearinghouse Florida Department of Community Affairs 2555 Shumard Oak Boulevard Tallahassee, Florida 32399-2100

C.,.

Subject: IC&R #345-97, Railroad Consolidation Application Final Scope of the Environmental Impact Statement, SAI #FL9707090579CR, Statewide

Dear Ms. Trainor:

This letter constitutes acknowledgement and preliminary assessment of an application for the aforementioned project submitted under the provisions of Florida's Intergovernmental Coordination and Review (IC&R) process.

While we *do* find the proposal to be regionally significant, initial in-house review does not indicate the necessity for action by the Council. All member local governments will be notified of your application for any comments concerning local significance. You will be contacted if any local concerns are identified.

In accordance with staff findings, and subject to concurrence of the Tampa Bay Regional Council's (TBRC) Clearinghouse Review Committee and TBRC's full policy board, this project is considered to have met the requirement of Florida's IC&R process and no further review will be required by our agency. This letter constitutes compliance with IC&R only and does not preclude the applicant from complying with *other* applicable review/permit requirements or regulations.

If you have any questions, please do not hesitate to contact me.

Sincerely,

John M. Meyer 1/2:

John M. Meyer, Principal Planner Intergovernmental Coordination & Review

JMM/bj

THE REC.ONAL PLANNING COUNCIL is recognized as Florida's only multipurpose regional entity that is in a position to plan for and coordinate intergovernmental solutions to growth-related problems on greater-than-local issues, provide technical assistance to local governments, and meet other needs of the communities in each region.

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SAI #: FL9707090579CR		DATE: 10/17/97
COMMENTS DUE TO CLEARINGHO	OUSE: 11/16/97	
AREA OF PROPOSED ACTIVITY:	COUNTY: State	
FEDERAL ASSISTANCE X DIR	RECT FEDERAL ACTIVITY EFEDERAL LICENSE	
Number 33388 - CSX Corporation and CS	e of the Environmental Impact Statement - Surface Transp X Transportation, Inc., Norfolk Southern Corporation and Agreements - Conrail, Inc. and Consolidated Rail Corpora	Norfolk Southern Railway
RECEIVED: ALL COMMENTS RI	L GOVERNMENTS BELOW FROM WHICH C ECEIVED SHOULD BE INCLUDED IN THE RP IMMENTS WERE RECEIVED, PLEASE CHECK	C'S CLEARINGHOUSE
NO COMMENTS:	IS DUE TO RPC: 11/07/97 COMMENTS BY THE DEADLINE DATE, THE RI	PC SHOULD CONTACT
THE LOCAL GOVERNMENT TO DE	ETERMINE THE STATUS OF THE PROJECT REV CRAGE TO THE CLEARINGHOUSE.)	TEW PRIOR TO
NOTES:		

ALL CONCERNS OR COMMENTS REGARDING THE ATTACHED PROJECT (INCLUDING ANY RPC COMMENTS) SHOULD BE SENT IN WRITING BY THE DUE DATE TO THE CLEARINGHOUSE. PLEASE ATTACH THIS RESPONSE FORM AND REFER TO THE SAI # IN ALL CORESPONDENCE.

IF YOU HAVE ANY QUESTIONS REGARDING THE ATTACHED PROJECT, PLEASE CONTACT THE STATE CLEARINGHOUSE AT (904) 922-5438 OR SUNCOM 272-5438.

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DRAFT

TREASURE COAST REGIONAL PLANNING COUNCIL INTERGOVERNMENTAL COORDINATION AND REVIEW LOG

TCRPC NUMBER: 97-FL-10-10 (SAI #FL9707090579CR)

TCRPC

APPLICANT: Surface Transportation Board, Section of Environmental Analysis

PROJECT DESCRIPTION: Final Scope of the Environmental Impact Statement

The Surface Transportation Board is issuing a Notice of Intent to prepare an EIS for a proposed railroad control transaction involving 44,000 miles of rail lines and related facilities covering a large portion of the eastern United States. The proposal is for CSX corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company to accuire control of Consolidated Rail Corporation (Conrail) and authority for the subsequent division of Conrail's assets. The Board has determined that an EIS is warranted due to the nature and scope of environmental issues (such as inter-city passenger service and commuter rail service) that may arise. The draft EIS will be submitted in November 1997.

FUNDING AGENCY: No funding requested

RECOMMENDATIONS:

This program contains work and efforts that could further SRPP Regional Goal 7.1, for a balanced and integrated transportation system.

AGENCIES CONTACTED:

Indian River County St. Lucie County Martin County Palm Beach County

FLC IDA STATE CLEARINGE USE RPC INTERGOVERNMENTAL COORDINATION AND RESPONSE SHEET

SAI #: FL9707090579CR COMMENTS DUE TO CLEARING	GHOUSE: 11/16/97	CEIVED GCT 2 1 1997	DATE: 10/17/97
AREA OF PROPOSED ACTIVITY:	COUNTY: State		
FEDERAL ASSISTANCE	DIRECT FEDERAL ACTIVITY	FEDERAL LICENSE OR PER	
PROJECT DESCRIPTION			
Surface Transportation Board - Final Number 33388 - CSX Corporation an Company - Control and Operating Le	d CSX Transportation, Inc., Norfoll	Southern Corporation and Norfolk	Southern Railway

ROUTING:

RPC

Apalachee RPC Central FL RPC E Central FL RPC N. Central Florida RPC NE Florida RPC SW Florida RPC South FL RPC Tampa Bay RPC Treasure Coast RPC West Florida RPC

State of Florida Clearinghouse

X Withlacoochee RPC .# 58-F15-97-578

PLEASE CHECK ALL THE LOCAL GOVERNMENTS BELOW FROM WHICH COMMENTS HAVE BEEN RECEIVED; ALL COMMENTS RECEIVED SHOULD BE INCLUDED IN THE RPC'S CLEARINGHOUSE RESPONSE PACKAGE. IF NO COMMENTS WERE RECEIVED, PLEASE CHECK "NO COMMENT" BOX AND RETURN TO CLEARINGHOUSE.

COMMENTS DUE TO RPC: 11/07/97

NO COMMENTS:

(IF THE RPC DOES NOT RECEIVE COMMENTS BY THE DEADLINE DATE, THE RPC SHOULD CONTACT THE LOCAL GOVERNMENT TO DETERMINE THE STATUS OF THE PROJECT REVIEW PRIOR TO FORWARDING THE RESPONSE PACKAGE TO THE CLEARINGHOUSE.)

NOTES: 11/10/97: See WRPC comments attached.

ALL CONCERNS OR COMMENTS REGARDING THE ATTACHED PROJECT (INCLUDING ANY RPC COMMENTS) SHOULD BE SENT IN WRITING BY THE DUE DATE TO THE CLEARINGHOUSE. PLEASE ATTACH THIS RESPONSE FORM AND REFER TO THE SAI # IN ALL CORESPONDENCE.

IF YOU HAVE ANY QUESTIONS REGARDING THE ATTACHED PROJECT, PLEASE CONTACT THE STATE CLEARINGHOUSE AT (904) 922-5438 OR SUNCOM 272-5438.

LINDA S. SLOAN EXECUTIVE DIRECTOR

1241 S.W. 10th Street OCALA, FLORIDA 34474-2798

> Telephone 352/732-1315 Suncom 667-1315 FAX 732-1319 email: wrpc@atlantic.net

November 10, 1997

Ms. Keri Akers, Coordinator Florida State Clearinghouse Department of Community Affairs 2555 Shumard Oak Blvd. Tallahassee, FL 32399-2100

> SAI #: FL9707090579CR Surface Transportation Board - Final Scope of EIS Florida WRPC ICR #: 58-F15-97-STB

COOCHEE

State of Florida Clearinghouse

Dear Ms. Akers:

SUBJECT:

WRPC staff contacted Michael Dalton, SEA Project Manager. Conrail Control Transaction, and was advised that no sites in Florida will be impacted at this time. However, as some hazardous materials may be transported by rail along the cast coast of Florida, the following goals in the WRPC's adopted *Strategic Regional Policy Plan* may be applicable:

Regional Goal 3.1: All counties in the region will be prepared to respond to and recover from the impacts of all hazards.

REGIONAL ALANNING COUNTIES

Regional Goal 3.6: Local governments shall protect the public from hazardous materials releases.

We appreciate the opportunity to comment on this program.

Sincerely.

Vivian A. Whittier

ICR Procedural Coordinator

/vaw Enc. (SCH Response Sheet) OFFICERS

NICK BRYANT

PAT NOVY

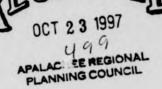
EUGENE A. POOLE

FLC IDA STALE CLEARINGE USE **RPC INTERGOVERNMENTAL COORDINATION** AND RESPONSE SHEET

	UNTY: State FEDERAL ACTIVITY he Environmental Impact S	FEDERAL LICENSE OR PERM	ard Finance Docket
Company - Control and Operating Leases/Agree ROUTING: DCT 3 0 1997	RPC X Apalachee RPC Central FL RPC E Central FL RPC N. Central Florida NE Florida RPC SW Florida RPC	Consolidated Rail Corporation - Florid	la.

State of Florida Clearinghouse

South FL RPC Tampa Bay RPC Treasure Coast RPC West Florida RPC Withlacoochee RPC



PLEASE CHECK ALL THE LOCAL GOVERNMENTS BELOW FROM WHICH COMMENTS HAVE BEEN RECEIVED; ALL COMMENTS RECEIVED SHOULD BE INCLUDED IN THE RPC'S CLEARINGHOUSE RESPONSE PACKAGE. IF NO COMMENTS WERE RECEIVED, PLEASE CHECK "NO COMMENT" BOX AND RETURN TO CLEARINGHOUSE.

COMMENTS DUE TO RPC: 11/07/97

NO COMMENTS:

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7366 N. Main St allitelling lig Office of the Secretary Canden, Ohio 45311 Surface Transotation Board Dec. 2, 1997 1925 K Steet, NW Room 200 STB Finance Docket no. 33 388 Washington, D.C. 20423 Dear Sersi I am writing to you to protest the approval of the CSX and norfolk and Southand NS) to acquire control of Conrail and to divid certain assets of Conrail between the two railroad, known as STB Finance my the specific protest is that norfolle Southen has a paring Docket 76, 33388 track over my drive way that is the only entrance to my fam and they park teams for two or three hours over my entrance preventing us from either getting in or out of our pours and business. They also part their boadsaile train these for up to two hours at a time, and they cannot cut them. We cannot get emergency wehicles in or out if we needed one and I am elderly I understand that they intend to put on 8 additioned trains per and in poor heath day and the line is already at capsity. Sometime they stop here I'm asking you as a condition of the acquisition to order MS to build an underpass under their track so we can get in or out when trains stopp or to cut every train as soon as they stop or when trains stopp or to cut every train as soon as they stop or order them to not stop the Roadrailers here. My crossing + farm lane was here before the railroad was even built and the passing track + siding was built over my drive Hope you will consider my protest and act accordingly m 1941.

ENVIRONMENTAL DOCUMENT

Sincely Charles Roy





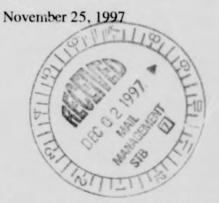
377 Dover Center Road Bay Village, Ohio 44140 (216) 871-2322 FAX 899-5880

Dennis C. Woods Superintendent

Thomas E. Carr Assistant Superintendent

John J. Cavalier, Jr. Treasurer

ENVIRONMENTAL DOCUMENT



U. S. Surface Transportation Board Attn: SEA-Finance Docket 33388 1925 K Street, NW Washington, D. C. 20423

Dear U. S. Surface Transportation Board:

This letter is to once again convey our serious concern regarding a pending Norfolk Southern/CSX merger and the subsequent increase in rail traffic anticipated in Bay Village, Ohio.

Enclosed you will find a **Resolution to Oppose an Increase in Train Traffic** approved by our **Board of Education** on November 24, 1997. We respectfully request that the Transportation Board give serious deliberation to this issue. We implore you to explore alternative solutions to reduce the negative health and safety impact on our community. Thank you for your consideration of this important matter.

Sincerely,

unis C. Tolords

Dennis C. Woods Superintendent

John Cavalier, Jr. Treasurer, Director of Business & Fiscal Services

enclosure (1)

Board of Education

Nancy M. Rodgers Lawrence G. Elmore Catherine H. Gilchrist Karen A. Lieske Carol S. Pancoast



A Resolution to Oppose an Increase in Train Traffic

WHEREAS, the Norfolk Southern (NS) and CSX Transportation are proposing joint acquisition of Conrail Inc. and plan to increase the number of freight trains through the northwestern suburbs from 14 a day to 38 a day; and

WHEREAS, an increase in daily freight train traffic would create safety concerns for the students who enter the community to attend school at either St. Raphael School, Bay Village Montessori School or the Bay Village City Schools and for students who leave the city for co-curricular contests and academic field trips and competitions; and

WHEREAS, concerns regarding the safety of our students and staff members who ride over or near the train tracks as well as for those parents who drive students in and out of Bay Village would be greatly increased if train traffic were to nearly triple over its current rate; and

WHEREAS, increased freight train traffic would cause health and safety concerns and could, in fact, create a life or death situation for our students and staff if police, fire or emergency squad access to and away from our schools to medical facilities is impeded or rerouted around congested railway crossings, and

WHEREAS, an increase in rail traffic would negatively impact property values, which directly impact the school district operating budget; and

WHEREAS, an increase in daily freight train use would create environmental concerns regarding noise and air pollution as well as ongoing disruptions to the learning process within our schools; and

WHEREAS, concerns over health and safety due to potential increase in the transporting of hazardous materials which in case of derailment would require the evacuation of our schools within two to four miles of the tracks;

NOW, THEREFORE BE IT RESOLVED by the Bay Village Board of Education that the Board opposes the acquisition of Conrail, Inc. by Norfolk Southern and CSX Transportation, which would result in increased rail traffic through our community and increased safety risks to the students of Bay Village; and

BE IT FURTHER RESOLVED that the Board encourages other area school boards and parent organizations, including St. Raphael's and Bay Village Montessori School, to take similar action to send a clear message to the Federal Surface Transportation Board before they take action to approve this acquisition by June 1998; and

BE IT ALSO RESOLVED that a copy of this resolution be submitted to the Federal Surface Transportation Board.

Lawrence G. Elmore President, Board of Education

Superintendent of Schools

Treasurer

Catherine H. Gilchrist

Carol S. Pancoast

Karen A. Lieske

Nancy M. Rodgers



SUSTAINABLE SOCIETY ACTION PROJECT, Inc.

525 Midvale Road Upper Darby, PA 19082-3607 ENTAL 610+352-2689 Email: SSAPinc@aol.com

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November 24, 1997

Office of the Secretary Case Control Branch Surface Transportation Board 1925 K Streeet, N.W. Washington, DC 20423-0001

Vernon A. Williams, Secretary

Attn: STN Finance Docket No. 33388

Dear Mr. Williams,

NOTA

As a group of people concerned about making a sustainable economy in the United States, we are interested in the proposed sale of Conrail assets to Norfolk-Southern and CSX. Rail transportation, of both passengers and freight, is more energy efficient than either highway or air transportation. Therefore a viable rail system will be required for the future.

We have three major concerns about the proposed re-organization of railroad operations in the northeast quadrant of the United States. These points are listed below:

1. To reduce heavy truck traffic on through highways, it is essential that direct rail freight service be available to southern New England, Long Island, and New York City from the Southeast. At present, the southernmost freight tracks across the Hudson River are near Albany - which is like having to go to Baltimore and Washington by way of Harrisburg. Replacing the former car-float operations across New York harbor will be an expensive project, but it must be done. It involves running freight trains through Pennsylvania Station in New York, which has been "studied" for over 25 years and/or re-opening the Mid-Hudson rail bridge. The restructured rail systems should be instructed to speedily implement direct trans-hudson freight service.

2. Better co-ordination between feeder lines and the long distance carriers must be arranged. There is concern that the plan to turn over all local freight tracks to short lines. All medium and large generators of freight should be served by rail sidings, including ship piers. In addition, there should be facilities intermodal transfer of small shipments to freight cars for inter-city movements. Local freight car movements on branch lines must also be allocated a fair share of the total transportation charge.

SUSTAINABLE SOCIETY ACTION PROJECT

Finally, if some competition is good, more is better. Each of the two strong routes from the New York - Northern Jersey area to the Mid-west was allocated to one of the suitors for Conrail. However, the weaker Erie-Lackawanna route through the Pocono Mountains and the Southern Tier counties of New York State should also be preserved, and used for a significant amount of freight traffic. If this route is offered to the Canadian Pacific or one of the large western railroads, with trackage rights to the Philadelphia area, there would be active three-way competition for Delaware Valley freight business.

Sincerely yours,

AB Ch.

Ernest B. Cohen, PE & PhD

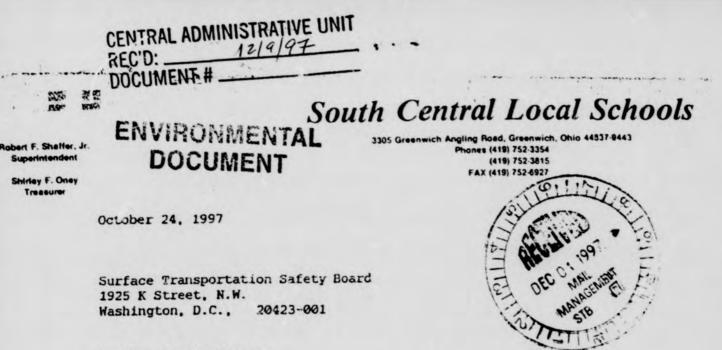
Copies: President Clinton Senator Santorum

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To Whom It May Concern:

As a member of the South Central Local Schools Community in Huron County. I am asking for your help. CSX Railroad is expanding their Willard yard and Greenwich connections without concern for public safety. Repeated attempts have been made by Huron County to get CSX to address this issue, but CSX has refused to commit to public safety.

Increased rail traffic, (80 to 100 trains per day) through Greenwich. Ohio, will virtually <u>close all emergency response access</u> to 2,067 residents of Greenwich Village, Ripley Township, part of Greenwich Township, and 923 students in the South Central school system (1/4 mile north of Greenwich)....THIS IS TOTALLY UNACCEPTABLE.

Huron County has requested that CSX install either an overpass or underpass for all three rail crossings on Townsend Street in Greenwich. Ohio. We cannot deny public safety to our residents and schools! Adding two more tracks will not lessen the blockage but only enhance it.

How can railroads do major expansions to enhance their profitability without any regard for public safety? I really need your help; my life and the lives of others, especially our children, depend on it!!!

Sincerely.





New York State Office of Parks, Recreation and Historic Preservation Historic Preservation Field Services Bureau Peebles Island, PO Box 189, Waterford, New York 12188-0189

Bernadette Castro Commissioner

November 14, 1997

DOCUMEN

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ENVIRONM

Elaine K. Kaiser, Chief Office of the Secretary Case Control Unit STB Finance Docket No 33388 Surface Transportation Board 1925 K Street, NW Washington, D.C. 20423-0001

Dear Ms. Kaiser:

RE: STB Conrail Sale/Traffic Increases Multiple Counties 97PR0090

518-237

Thank you for requesting the comments of the State Historic Preservation Office (SHPO). We have reviewed the project in accordance with Section 106 of the National Historic Preservation Act of 1966.

Based upon this review, it is the SHPO's opinion that your project will have No Effect upon cultural resources in or eligible for inclusion in the National Register of Historic Places.

If further correspondence is required regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above.

Sincerely, Rich O. Purport

Ruth L. Pierpont Director, Historic Preservation Field Services Bureau

RLP: CM





ENVIRONMENTAL

DOCUMENT

Humane Society of the United States

United States Surface Transportation Board S.E.A. Finance Docket 33388 1925 K Street N.W. Washington, D.C. 20423

Dear Sir or Madam:

I would like to go on record as one who is unalteraphy opposed to the proposed increase in the number of trains scheduled to run on the Norfolk and Southern tracks passing through Lakewood, Bay Village, Avon, Ohio and my own city, Rocky River.

The newspapers have informed us that the number of trains per day will increase from 20 to 38 or even 40! That would mean one train every half hour or so! This is unacceptable!

I live fairly close to the trestle -- fortunately in a soundproof high-rise apartment building. Even so I have noticed how very long and noisy the trains are. I recently moved here (to Rocky River) from Lakewood where I was about 200 yards North of the track and was even more aware of the noise and the (mandatory, I presume) whistle blowing -- day and night. The engineers are only supposed to toot when they are approaching a crossing -- however some of them get carried away and lean on the horn as they traverse the trestle/bridge over the Rocky River. However that is just a minor point.

The main problem is that our lovely community is divided --North of the tracks near Lake Erie (almost entirely upscale residential) and south of the tracks where businesses, churches, stores and more people dwell. It is also where the Community Services like the POLICE and FIRE DEPARTMENT not to mention the HOSPITALS are located. Do you begin to see the picture? Do you see, as I do, emergency vehicles being held up for extended periods of time (I forgot to mention that the Trains are usually at least one hundred cars long which means waiting considerable amounts of time when 5 minutes could mean life or death in the case of response time for the Paramedics or the Fire Department!)

I haven't even gone into such other considerations as the likelihood of increased train accidents. especially while carrying hazardous material -- we're not so naive as to think they don't carry stuff like that!

Rocky River, Ohio is a charming and desirable place to live. Please don't ruin it with more train traffic -- Get your experts to work on this problem I'm sure they can come up pillen 17. Covie with an alternative. Put yourself in our position. Do the right thing.

Hopefully,

Helen T Corns







12650 DETROIT AVENUE . 44107 216/529-6170

Recycling & Litter Prevention - Keep Lakewood Beautiful

November 21, 1997

ENVIRONMENTAL DOCUMENT

U.S. Surface Transportation Board ATTN: SEA - Finance Docket 33388 1925 K Street, N.W. Washington, D.C. 20423

Dear Board Members:

On behalf of the Keep Lakewood Beautiful Advisory Board, a Chapter of Keep America Beautiful, I am writing to express our strong opposition to the currently proposed acquisition and allocation of the assets of Conrail, Inc. by Norfolk Southern and CSX Corporation. Under the proposal, Norfolk Southern plans to divert as many as twenty-five (25) trains or more to its currently-owned westshore line that runs through Lakewood.

This proposal is totally unacceptable to our Community and poses a serious threat to the safety and health of the residents and business of Lakewood. Specifically, the current proposal fails to recognize the following critical factors unique to Lakewood:

- Lakewood has twenty-seven (27) crossings in three (3) miles and only one (1) underpass on the far west side of town whereby travelers may cross the City in a north-south direction without rail interruption;
- Lakewood is the most densely populated community between New York and Chicago, and any increase in daily freight train traffic would create serious health and safety risks by interfering with the ability of Lakewood Hospital, its ambulances and paramedic squads, to directly and timely respond to medical emergencies for any and all causes, whereby minutes in response time can often mean the difference between life and death;
- As a community of neighborhood schools in which the majority of Lakewood's 9,000 pre-school and school-aged children walk to their school, any increase of freight trains increases the risk to our school children;

Funded by the Device of Low Prevention and Recycling. One Department of Natural Resources. George V Volnovich, Governor



U.S. Surface Transportation Board November 21, 1997 Page Number Two

- Any increase in daily freight trains will adversely impact the ability of all types of coordinated emergency response teams between Lakewood and other Westshore Communities to best use each others' medical facilities and fire and police forces and equipment in a predictable and timely fashion:
- · The potential increases in the transporting of hazardous materials raises grave concerns for health and safety in the event of a derailment, which would necessitate the evacuation of residents of Lakewood within 2 to 4 miles of the train tracks, an area that encompasses the entire City of Lakewood;
- Any increase in daily freight trains will interfere with the ability of Lakewood's police and fire safety forces to directly and timely respond to fires, crime and natural disasters:
- Any increase in freight trains will increase vehicular and pedestrian congestion. strangle the commercial health and generally lower the quality of life in our Community:
- Any increase in freight trains will severely restrict traffic movements and congest traffic on numerous residential streets, thereby isolating the northern residential areas from Lakewood's southern commercial areas and downtown:
- The present proposal before the STB means the abandonment of plans to introduce • commuter rail service to Lakewood and communities further west, a great loss to Lakewood in terms of positive economic development and improved regional transportation;
- An increase in daily freight trains would create environmental concerns due to significantly elevated levels of noise and air pollution; and
- · The Norfolk-owned and operated Cleveland-Vermilion line bisects the heart of Lakewood's densely populated residential neighborhoods.

For these and other reasons, we respectfully request you reject the present proposal that would triple the number of trains through Lakewood, Ohio and direct Norfolk Southern and CSX Corporation to develop alternatives that fully consider and reflect the unique position of our Community.

Very truly yours.

KEEP LAKEWOOD BEAUTIFUL BOARD

By: Jei Man Don Id, Niel MacDonald, Chairman



File in Docket FD- 33388



Burface Transportation Board Washington, D.C. 20423-0001

November 19, 1997

Mr. Robert Flores and Ms. Cindy Tausch 1330 Cook Avenue Lakewood, OH 44107 DOCUMENT

Re: Finance Docket No. 33388, CSX and Norfolk Southern -- Control and Acquisition --Conrail

Dear Mr. Flores and Ms. Tausch:

Thank you for your recent correspondence concerning the potential safety effects of the proposed changes in train traffic in Lakewood resulting from the proposal by Norfolk Southern (NS) and CSX to acquire Conrail.

The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition and will prepare an Environmental Impact Statement (EIS). As part of its environmental review, SEA will address several environmental impact areas, including safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings.

The EIS also will present an analysis of the increased probability of derailments and releases of hazardous materials due to increased train traffic. Further, SEA will examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures. In addition, SEA will address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

SEA is fully aware that these issues are of major concern to the residents of the west side of Cleveland and its western suburbs. A representative of SEA attended the public meeting held in Lakewood on September 21, 1997, in order to hear those concerns first hand, and also conducted an inspection of the NS route through Lakewood as well as neighboring communities. While the Board and SEA do not expect to conduct any additional public hearings, you can be assured that your views will be carefully considered along with all other comments that have been received in this matter.

Under the revised procedural schedule adopted by the Board, SEA plans to issue the Draft EIS in late December 1997, with a 45-day public review and comment period. After conducting an independent environmental analysis, reviewing all environmental information available to date, consulting with appropriate agencies, and fully considering all public comments, SEA plars to issue in May 1998 a Final EIS for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

SEA has established a toll-free environmental Hotline (1-888-869-1997) for interested parties to call to obtain information about the proposed Conrail acquisition and the Board's environmental review process. Information is also available on the Internet on SEA's "Conrail Acquisition Web Site" at www.conrailmerger.com.

I have made your letter a part of the public docket for this proceeding. If you have additional questions concerning the EIS process, please contact Elaine K. Kaiser, Chief, SEA, or Mike Dalton, SEA's Project Manager for this transaction, at (202) 565-1530.

Linda J. Morgan Linda J. Morgan

1330 Cook Avenue Lakewood, OH 44107 October 14, 1997

In Reference: Docket No. 33388

Chairwoman Linda Morgan Surface Transportation Board 1925 K Street, NW, Room 820 Washington, DC 20423

Dear Madam Chairwoman:

We are writing to express our concerns regarding the proposed plans for the Northfolk Southern railroad that runs from Cleveland through the western suburbs. We are vehemently opposed to an increase in train traffic for several reasons. This letter will detail those concerns. We also would like to urge the Surface Transportation Board to come to Lakewood to do a physical inspection of the Norfolk Southern route and conduct a Public Interest hearing.

We live in Lakewood next to the train tracks (with an empty lot between us). Fortunately, we live on the "right" side of the tracks – the south side, the same side as the hospital. One of our concerns is safety. The tracks cut Lakewood in half. With Lakewood being the most densely populated city in Ohio and having more train crossings than any other community, this is a recipe for disaster. Tripling the train traffic will more than 'ikely increase the accidents. This will then decrease the safety of the residents on the "wrong" side of the tracks: we have seen the train stop for several hours after an accident. Safety personnel will then take longer to get to a resident in need and/or longer for them to get to the hospital.

We can attest to the fact that in the middle of the night some of the trains are traveling so fast we cannot even estimate their speed. This cannot be safe. We are concerned that if there is more train traffic, the trains will have to travel faster so they can get out of the way of the next train. This may lead to more accidents endangering whomever they may hit or increase the chance of a derailment with possible dangerous cargo.

If the train traffic triples, there will be approximately 31 trains that will travel through Lakewood. That breaks down to approximately one train every 46 minutes. Since they propose to use this rail line for the heavier, longer trains, what becomes the timeframe for when there is no train going through the community? Once again this is a concern for safety personnel who have to, in an emergency, decide if they should wait for the train to pass or try to go around it when responding to someone in need. Having such a heavy industrial use of the rail line through a densely populated residential community seems to be a mismatch.

Another more minor but personal concern is the noise level. The train horn is so loud that it must be breaking safe decibel levels. Some train engineers keep the horn on, rather than intermittent bursts, the entire time they travel through Lakewood. Cindy, at the age of 38, has some hearing loss that is not typical of someone her age. We can't say for sure that the train is to blame, but it cannot help.

If this tripling of train traffic is allowed to happen, those in the community who can afford to leave will. This will add to the economic burden already being felt by inner-ring suburbs. Those with resources will leave the community, leaving behind those individuals with limited resources and options. The city will then face increasing economic hardships.

We urge you to carefully consider the negative effects of increased train traffic through Lakewood and the western suburbs.

Sincerely,

Robert Shore

Robert Flores

cc: Mayor Madeline Cain Congressman Dennis Kucinich

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Cindy Tausch

CHAIRMAN MORGAN



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Burface Transportation Board Mashington, D.C. 20423-0001

File in Docket FD- 33388

November 19, 1997

ENVIRONMEN.

DOCUMENT

Mr. Daniel J. Briggs 890 Morewood Parkway Rocky River, OH 44116

> Re: Finance Docket No. 33388, CSX and Norfolk Southern -- Control and Acquisition --Conrail

Dear Mr. Briggs:

Thank you for your recent correspondence concerning the potential safety effects of the proposed changes in train traffic in Lakewood resulting from the proposal by Norfolk Southern (NS) and CSX to acquire Conrail.

The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition and will prepare an Environmental Impact Statement (EIS). As part of its environmental review, SEA will address several environmental impact areas, including safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings.

The EIS also will present an analysis of the increased probability of derailments and releases of hazardous materials due to increased train traffic. Further, SEA will examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures. In addition, SEA will address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

SEA is fully aware that these issues are of major concern to the residents of the west side of Cleveland and its western suburbs. A representative of SEA attended the public meeting held in Lakewood on September 21, 1997, in order to hear those concerns first hand, and also conducted an inspection of the NS route through Lakewood as well as neighboring communities. While the Board and SEA do not expect to conduct any additional public hearings, you can be assured that your views will be carefully considered along with all other comments that have been received in this matter.

Under the revised procedural schedule adopted by the Board, SEA plans to issue the Draft EIS in late December 1997, with a 45-day public review and comment period. After conducting an independent environmental analysis, reviewing all environmental information available to date, consulting with appropriate agencies, and fully considering all public comments, SEA plans to issue in May 1998 a Final EIS for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

SEA has established a toll-free environmental Hotline (1-888-869-1997) for interested parties to call to obtain information about the proposed Conrail acquisition and the Board's environmental review process. Information is also available on the Internet on SEA's "Conrail Acquisition Web Site" at www.conrailmerger.com.

I have made your letter a part of the public docket for this proceeding. If you have additional questions concerning the EIS process, please contact Elaine K. Kaiser, Chiel, SEA, or Mike Dalton, SEA's Project Manager for this transaction, at (202) 565-1530.

Linda J. Morgan

Mr. Daniel J. Briggs 890 Morewood Parkway Rocky River, Ohio 44116 CHAIRMAN MORGAN

SURFACE

ORTATION

October 15, 1997

Ms. Linda Morgan Chairperson **SURFACE TRANSPORTATION BOARD** 1925 K Street N.W. Washington, D.C. 20423

Re: FD #33388

Dear Ms. Morgan,

Your position as Chairperson entitles you as the recipient of this correspondence, as well as scores of similar communications objecting to the proposed traffic increase along the Cleveland to Vermillion corridor by the Norfolk Southern Railroad. Please know this route as a heavily populated residential region.

I am fearful this letter will go unheard amid the blaring whistles and deafening roars of the endless stampeding "Iron Horses'" through our otherwise peaceful communities in their quest for profitability.

Last week I experienced, first hand, the total disregard which Norfolk Southern expresses toward the safety of community members. I live on a corner lot, four houses from a Norfolk Southern crossing, employees of Norfolk Southern were resurfacing this crossing. One of the workers pulled his truck and trailer carrying a back-hoe along the side of my house. Recognizing the spot as the location where seven (7) young children, ages 5 through 7, would soon be boarding the school bus, I approached the construction worker and suggested he park closer to the tracks in consideration of the safety of the children. His indifferent reply was to leave the truck where it stood and proceed to unload the back-hoe. He couldn't be bothered by the issue; a blatant disregard for the citizens who live adjacent to the tracks.

Recognizing the influence available to this billion dollar corporate giant, I urge you to weigh the consequences attributable to this proposal and suggest, that if passed, the quality of life for the

the thousands of residents will be decimated. I beseach you to search your conscience to determine whether the value of one life, sacrificed at the expense of corporate profitability, would justify the decision to approve this docket.

I urge you to reject this proposal and further request that you deny Norfolk Southern further transporting of any hazardous material and/or nuclear waste through our neighborhoods.

an Daniel J. Briggs

890 Morewood Parkway Rocky River, Ohio 44116



Surface Transportation Board Washington, D.C. 20423-0001

File in Docket FA- 33388

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DOCUMENT

Ms. Patricia Cowen 17426 Woodford Avenue Lakewood, OH 44107

Re: Finance Docket No. 33388, CSX and Norfolk Southern -- Control and Acquisition -- Conrail

Dear Ms. Cowen:

Thank you for your recent correspondence concerning the potential safety effects of the proposed changes in train traffic in Lakewood resulting from the proposal by Norfolk Southern (NS) and CSX to acquire Conrail.

The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition and will prepare an Environmental Impact Statement (EIS). As part of its environmental review, SEA will address several environmental impact areas, including safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings.

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I have made your letter a part of the public docket for this proceeding. If you have additional questions concerning the EIS process, please contact Elaine K. Kaiser, Chief, SEA, or Mike Dalton, SEA's Project Manager for this transaction, at (202) 565-1530.

Linda J. Morgan

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CHAIRMAN MORGAN

October 16, 1997

Ms. Linda Morgan, Chairperson Surface Transportation Board 1925 K Street N.W. Washington, DC 20423

Re: F.D. No. 33388

Dear Mr. Pena:

I am writing to express my concern over increased railway traffic through Lakewood and surrounding communities. I have been a resident of Lakewood for most of my 45 years, and have owned a home near the railroad tracks for over 20 years.

The safety of residents, especially children concerns me most. Many children cross these tracks daily on their way to and from St. James School, Horace Mann School, and McKinley School. I have already noticed trains within 15 minutes of each other during peak hours when children are on their way to and from school. I am also concerned about the transporting of hazardous materials through such a populated area and the fact that emergency vehicles could be delayed by train traffic. To increase the traffic through such a populated area increases the risk of catastrophe.

I am accustomed to railroad traffic and have never been bothered by the noise or felt overly inconvenienced by the occasional waits to cross the tracks. We were obviously aware of the proximity of the railroad tracks when we purchased our house. Again, my concern is safety.

PLEASE, consider the effect on our communities over and above the effect on the profits of the Transportation Industry.

Sincerely,

alricia Aller

Patricia Cowen 17426 Woodford Avenue Lakewood, Ohio 44107



Surface Transportation Board Mashington, D.C. 20423-0001

E. VIRONME TAL DOCUME

File in Aocket JD-33388

November 19, 1997

Ms. Noreen DeNuzzo, Mr. Jeffrey Myers, Mr. Anthony Myers 1188 French Avenue Lakewood, OH 44107

> Re: Finance Docket No. 33388, CSX and Norfolk Southern -- Control and Acquisition --Conrail

Dear Ms. Denuzzo, and Messrs. Myers:

Thank you for your recent correspondence concerning the potential safety effects of the proposed changes in train traffic in Lakewood resulting from the proposal by Norfolk Southern (NS) and CSX to acquire Conrail.

The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition and will prepare an Environmental Impact Statement (EIS). As part of its environmental review, SEA will address several environmental impact areas, including safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings.

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SEA is fully aware that these issues are of major concern to the residents of the west side of Cleveland and its western suburbs. A representative of SEA attended the public meeting held in Lakewood on September 21, 1997, in order to hear those concerns first hand, and also conducted an inspection of the NS route through Lakewood as well as neighboring communities. While the Board and SEA do not expect to conduct any additional public hearings, you can be assured that your views will be carefully considered along with all other comments that have been received in this matter. Under the revised procedural schedule adopted by the Board, SEA plans to issue the Draft EIS in late December 1997, with a 45-day public review and comment period. After conducting an independent environmental analysis, reviewing all environmental information available to date, consulting with appropriate agencies, and fully considering all public comments, SEA plans to issue in May 1998 a Final EIS for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

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I have made your letter a part of the public docket for this proceeding. If you have additional questions concerning the EIS process, please contact Elaine K. Kaiser, Chief, SEA, or Mike Dalton, SEA's Project Manager for this transaction, at (202) 565-1530.

Linda J. Morgan

Linda J. Morgan

October 16, 1997

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CHAIRMAN HORGAN

Linda J. Morgan, Chairwoman U.S. Surface Transportation Board 1925 K Street NW, Room 820 Washington, DC 20423

Dear Madame Chairwoman:

This letter is being written in response to Norfolk Southern's proposal to increase trin traffic through Lakewood and the West Shore area of Clevela to an average of 38 trains per day. Because we take pride in our city and are interested in preserving the health and safety of our citizens, we ask that the Surface Transportation Board consider the following requests:

- Visit Lakewood to conduct an on-site inspection of Norfolk Southern tracks that are routed through our community; and,
- (2) Conduct a public interest hearing to address our safety concerns.

With a population of approximatly 60,000, Lakewood is the most densely populated city between Manhattan and St. Louis, with the tracks dividing the north and south sides of the city. Our community is opposed to an increase in rail traffic for the following reasons:

A. SAFETY CONCERNS

(1) Travel to and from Schools, Parks, Library

We are particulary concerned about the safety of our children. Many school-age children cross the tracks daily to go to school, the library, and the parks.

(2) Access to Hospitals, Fire, and Police Departments

An increase in train traffic will severely limit access to emergency service to individuals who are located on the north side of the tracks. The closest and largest fire department, the police department, and the only hospital in Lakewood are located south of the tracks. A stopped or slow-moving freight train could prevent emergency services from reaching our children in an acceptable length of time. This delay could cost a child or a loved one his or her life.

(3) Carrying of Hazardous Waste

Additional train traffic will increase the number of trains carrying hazardous waste from 254,834 cars per year to over 764,000 cars per year. Each car is a potential threat to our safety. The Agency for Nuclear Projects, Nuclear Waste Office in Nevada conducted a study using data from the U.S. Department of Energy. The Agency compiled the following statistic for the state of Ohio:

> 2,733 shipments of high-level nuclear waste from nuclear plants and nuclear weapon disarmament will travel through Ohio. Of those 2,733 shipments, 2,063 shipments are likely to go through Lakewood and the West Shore area of Cleveland.

(4) Evacuation From Schools

There are no school buses in Lakewood. Should a train derail and spill hazardous cargo or another disaster occur, there is no easy way for our children to get out of the city.

B. OTHER ISSUES OF MAJOR CONCERN

(1) Continued Increase of Rail Traffic

Mr. Pat McCune, V.P., Public Affairs for Norfolk Southern Corporation said he could not guarantee that rail traffic would not exceed the railroad's proposed average of 38 trains per day. As Norfolk's business increases, it is more likely than not that the number of trains through Lakewood will continue to rise.

(2) Property Values

An increase in rail traffic will decrease property values and the tax base for our schools. An eventual flight of families from Lakewood will result in a general decline for our community.

This issue is one of great concern to all of us who live, work, or have children attending school in Lakewood. Please consider visiting our community so we can share our concerns with you.

Very truly yours,

Woren Dehargen-Juffer Marso Noreen DeNuzzo

Norden DeNuzzo Jeffrey Myers Anthony Myers Arthony Myers

cc: Madeline Cain, Mayor City of Lakewood



Burface Transportation Board Jockt Bashington, B.C. 20423-0001 JA-33388

Office of the Chairman

ENVIROI DOCU

Ms. Elizabeth Gear 12803 Arliss Drive Lakewood, OH 44107

> Re: Finance Docket No. 33388, CSX and Norfolk Southern -- Control and Acquisition --Conrail

Dear Ms. Gear:

Thank you for your recent correspondence concerning the potential safety effects of the proposed changes in train traffic in Lakewood resulting from the proposal by Norfolk Southern (NS) and CSX to acquire Conrail.

The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition and will prevare an Environmental Impact Statement (EIS). As part of its environmental review, SEA will address several environmental impact areas, including safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts. SEA will consider accident risk and vehicular delay at grade crossings.

The EIS also will present an analysis of the increased probability of derailments and releases of hazardous materials due to increased train traffic. Further, SEA will examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures. In addition, SEA will address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

SEA is fully aware that these issues are of major concern to the residents of the west side of Cleveland and its western suburbs. A representative of SEA attended the public meeting held in Lakewood on September 21, 1997, in order to hear those concerns first hand, and also conducted an inspection of the NS route through Lakewood as well as neighboring communities. While the Board and SEA do not expect to conduct any additional public hearings, you can be assured that your views will be carefully considered along with all other comments that have been received in this matter.

Under the revised procedural schedule adopted by the Board, SEA plans to issue the Draft EIS in late December 1997, with a 45-day public review and comment period. After conducting an independent environmental analysis, reviewing all environmental information available to date, consulting with appropriate agencies, and fully considering all public comments, SEA plans to issue in May 1998 a Final EIS for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

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I have made your letter a part of the public docket for this proceeding. If you have additional questions concerning the EIS process, please contact Elaine K. Kaiser, Chief, SEA, or Mike Dalton, SEA's Project Manager for this transaction, at (202) 565-1530.

Linda J. Morgan

Linda J. Morgan

October 18, 1997

Chairwoman Linda J. Morgan Surface Transportation Board 1925 "K" Street, NW, Room 820 Washington, DC 20423

Dear Madame Chairwoman:

I am writing to request that the Surface Transportation Board come to Lakewood, Ohio to inspect Norfolk Southern's Cleveland-Vermilion route in my community. I am also respectfully asking you to conduct a Public Interest hearing in Lakewood, as part of the STB's review of the NS plan to acquire Conrail.

I am not aware that the STB has ever conducted a local community inspection in reviewing other railroad transactions, so I realize that your favorable response to these requests may be unprecedented. However, Lakewood's situation is unique and deserves a closer STB examination. Lakewood is the most densely populated city between New York and Chicago, with NS trains bisecting our city from border to border. According to NS, their plan includes running 38 trains through Lakewood per day, a near tripling of train traffic.

With the increased likelihood of a rail disaster and the rout's close proximity to the Lake Erie shoreline, an effective mass evacuation could be very difficult. Escape routes could be reduced to only two (East and West) for residents between the tracks and the lake. The scenario is ominous for those homes, elderly high-rises, businesses, schools, churches and public parks. Thousands could be trapped in an evacuation, while emergency response crews are blocked by a stopped or derailed train. Further, Lakewood's ability to respond to non-rail emergencies--especially fire, police and medical emergencies--will be severely crippled.

I believe the public safety implications resulting from Lakewood's geography and the Norfolk Southern route's location in my city are worthy of a STB field inspection and hearing in Lakewood. Please let me know of your decision in writing.

Thank you.

Respectfully submitted,

Clizabeth Dear

Elizabeth Gear 12803 Arliss Drive Lakewood, Ohio 44107

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CHAIRMAN HORGAN

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File in Docket FD- 33388



Surface Transportation Board Washington, B.C. 20423-0001

Office of the Chairman

DOCUMEN November 19, 1997

Mr. James R. Anderson 2067 Reveley Avenue Lakewood, OH 44107

> Re: Finance Docket No. 33388, CSX and Norfolk Southern -- Control and Acquisition --Conrail

Dear Mr. Anderson:

Thank you for your recent correspondence concerning the potential safety effects of the proposed changes in train traffic in Lakewood resulting from the proposal by Norfolk Southern (NS) and CSX to acquire Conrail.

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I have made your letter a part of the public docket for this proceeding. If you have additional questions concerning the EIS process, please contact Elaine K. Kaiser, Chief, SEA, or Mike Dalton, SEA's Project Manager for this transaction, at (202) 565-1530.

Linda J. Morgan

FOR LAKEWOOD RESIDENTS USE IN FIGHTING 'TRIPLE TRAIN' PLAN MODEL LETTER(S) TO SURFACE TRANSPORTATION BOARD MEMBERS

Date

Chairwoman Linda J. Morgan
Surface Transportation BoardAND/ORVice-Chairman Gus A. Owen
Surface Transportation Board1925 'K' Street, NW, Room 820
Washington, DC 204231925 'K' Street, NW, Room 850
Washington, DC 204231925 'K' Street, NW, Room 850
Washington, DC 20423Dear Madame Chairwoman:AND/ORDear Mr. Owen:

I am writing to request that the Surface Transportation Board come to Lakewood. Ohio to inspect Norfolk Southern's Cleveland-Vermilion route in my community. I am also respectfully asking you to conduct a Public Interest hearing in Lakewood, as part of the STB's review of the NS plan to acquire Conrail.

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I believe the public safety implications resulting from Lakewood's geography and the Norfolk Southern route's location in my city are worthy of a STB field inspection and hearing in Lakewood. Please let me know of your decision in writing. Thank you.

R.S. AS A RETIRED FILE FIGHTER, I REMEMBER THE TIMES WE HAD TO WATE AT THE R.R. TKACTS, RESPONDING TO AR ACARMI CC: Lakewood Mayor Madeline A. Cain

Respectfully submitted, SIGNATURE

Resident's name

James R. anderson

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Burface Transportation Board Washington, D.C. 20423-0001

EN

File in Docket FD-33388

Office of the Chairman

November 19, 1997

The Scerbin Family 1095 Leedale Avenue Lakewood, OH 44107

> Re: Finance Docket No. 33388, CSX and Norfolk Southern -- Control and Acquisition --Conrail

Dear Scerbin Family:

Thank you for your recent correspondence concerning the potential safety effects of the proposed changes in train traffic in Lakewood resulting from the proposal by Norfolk Southern (NS) and CSX to acquire Conrail.

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I have made your letter a part of the public docket for this proceeding. If you have additional questions concerning the EIS process, please contact Elaine K. Kaiser, Chief, SEA, or Mike Dalton, SEA's Project Manager for this transaction, at (202) 565-1530.

Linda J. Morgan

Linda J. Morgan

M. CAROLINE & DEAN A. SCERBIN

October 1, 1997

United States Surface Transportation Board ATTN: Ms. Linda Morgan SEA-Finance Docket 33388 1925 K Street NW Washington, DC 20423

SURFACE THAN

Dear Ms. Morgan:

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Four and a half years ago, when we moved into Lakewood, the second set of railroad tracks which ran through our town were still in the process of being removed. This was done with the promise of decreased traffic through our city. We were very encouraged by this plan, which aided in our decision to move into this diverse and wonderful community.

Currently, <u>our community is in danger</u>. It seems we have another example of a corporation considering *only* their economic bottom line, rather than taking into account any social responsibility.

Though our greatest concerns regarding this matter apply to the safety of our children (the attached letter) as any parents would, we are also disturbed that Norfolk Southern could so easily make this decision to **gamble with the lives of thousands of people** for economic reasons. We like to believe that we live in a new era, when effects upon our limited natural resources, fragile environment and the lives and well being of humans are weighed heavily in corporate decision making. Obviously, this is not the case. Norfolk Southern and CSX, like its strong-armed predecessors of the late nineteenth and early twentieth century, must truly believe that their goals and objectives are more consequential than the lives of the people of the "West Shore" area of Cleveland.

As citizens of this country and residents of this planet, we cannot continue to sanction large corporations to take irresponsible actions which directly put at risk people, without concern or consideration regarding the effects of their misdeeds.

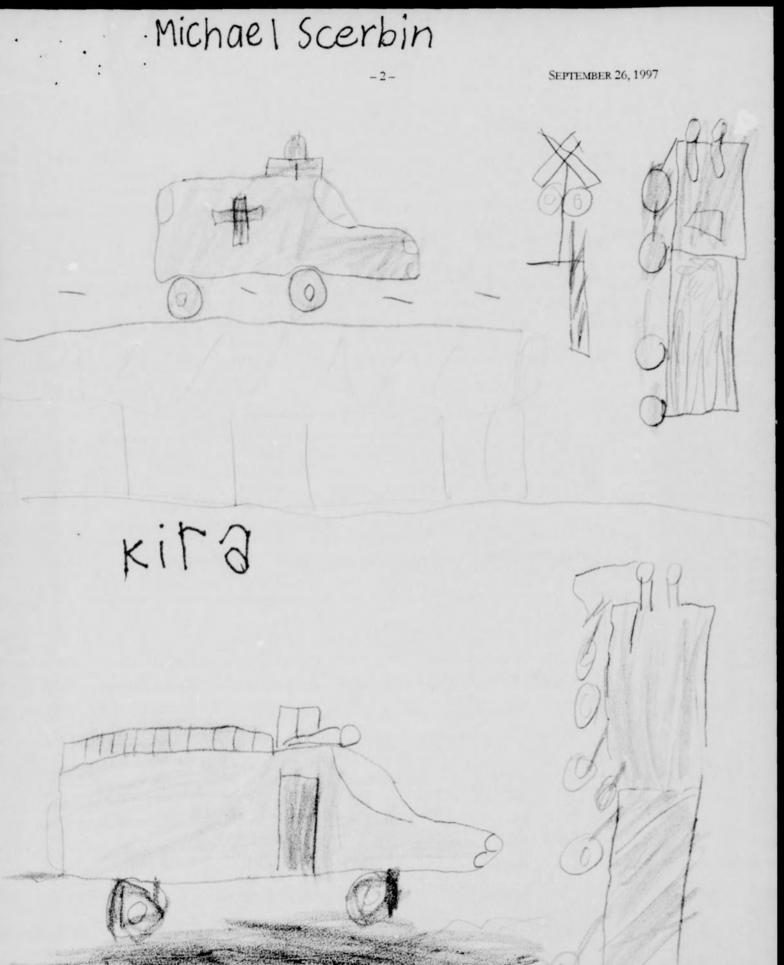
We ask the executives at Norfolk and Southern to genuinely think of our children as their own as they send theirs off to school in the mornings. Think of their trains loaded with dangerous chemicals or nuclear waste rolling through our town, possibly three times an hour during the school day. Think of what could happen if there were a glitch in a safety procedure, or an unforeseen mechanical problem. Think of the excuse they would give us when our children could not be evacuated from school. Think of how they could possibly comfort us.

M. Celita

M. Caroline & Dean A. Scerbin

Michael, 8 1/2 and Kira 5 1/2

1095 LEEDALE AVENUE • LAKEWOOD, OH10 • 44107 PHONE: 216-228-4795 • FAX: 216-221-0472



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September 23, 1997

U.S. Surface Transportation Board ATTN: SEA-Finance Docket 33388 1925 K Street NW Washington, DC 20423

Dear Sirs:

My child(ren). Michael & Kird . attend Lincoln Elementary School in Lakewood, Ohio. Lincoln is north of the Norfolk Southern railroad tracks. Some of the children attending Lincoln must cross the tracks at least two times a day to get to and from school. There are 450 children that attend Lincoln Elementary.

Lakewood Hospital, the closest and largest fire department and the Police station are all located south of the tracks. Thus, a stopped or slow moving freight train could prevent emergency services from reaching our children in an acceptable length of time. This delay could cost a child their life. It could be my child. This is why I feel strongly against NS increasing rail traffic by three time or more. It may be more. Mr. Pat McCune, VP, Public Affairs for NS Corporation, said he could not guarantee that rail traffic would not exceed the railroad's proposed average of 31 to 36 trains per day. As NS's business increases it is more than likely the above numbers of trains through Lakewood and the West Shore area will increase also. This is not acceptable.

Following are the reasons we, as a community, cannot allowed this to occur.

1) Safety - for our children who cross the tracks daily to go to school, the library, and parks.

2) Carrying of hazardous waste - including nuclear waste- would theoretically increase from the present number of 254,834 cars per year (already too high of a number through our community) to over 764,000 cars per year. Each car a potential threat to our children. A study done by the Agency for Nuclear Projects, Nuclear Waste Office, Nevada based numbers from the U.S. Department of Energy and compiled the following statistic for the state of Ohio: 2,733 shipments of high level nuclear waste from nuclear plants and nuclear weapon disarmament will travel through Ohio- 2,063 of those shipments are likely to go through Lakewood and the West Shore area of Cleveland. Norfolk Southern has a pre-agreement with the Federal Government to carry the above nuclear waste. There are two routes through northern Ohio. One being through our community.

3) A tripling of trains through Lakewood would increase air pollution 800 tons per year. Most of the pollutant being nitrogen oxide

Other issues of strong concern are:

Evacuation of the schools north of the tracks should a train derail and spill hazardous cargo. There are no school buses in Lakewood . therefore, here would be no way for the children to get out of the city. A decrease of property value which would also be a decrease tax base for our schools. And a flight of families from Lakewood which would mean a general decline for our community.

This issue is one of great concern to all of us that live in Lakewood. Please be assured the citizens of the West Shore area are closely monitoring the STB proceedings. I am concerned about the safety issues and how my child (ren) will be affected.

Sincerely.

M. Caroline Scerbin Dean A. Scerbin



Surface Transportation Board Washington, D.C. 20423-0001

File in Docket Fd-33388

ENVIRONMENTAL DOCUMENT

Ms. Ann Petrus Baker 1010 Elmwood Rocky River, OH 44116

> Re: Finance Docket No. 33388, CSX and Norfolk Southern -- Control and Acquisition --Conrail

Dear Ms. Baker:

Thank you for your recent correspondence concerning the potential safety effects of the proposed changes in train traffic in Lakewood resulting from the proposal by Norfolk Southern (NS) and CSX to acquire Conrail.

The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition and will prepare an Environmental Impact Statement (EIS). As part of its environmental review, SEA will address several environmental impact areas, including safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings.

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I have made your letter a part of the public docket for this proceeding. If you have additional questions concerning the EIS process, please contact Elaine K. Kaiser, Chief, SEA, or Mike Dalton, SEA's Project Manager for this transaction, at (202) 565-1530.

Linda J. Morgan

Ann Petrus Baker 1010 Elmwood Rocky River, OH 44116

September 10, 1997

Linda Morgan Chairwoman, Surface Transportation Board 1925 K Street, NW Washington DC 20403

CHAIRMAN MORGA \$57 25 11

SURFACE TE VED

Dear Chairwoman Morgan,

This letter is in reference to FD#33388, the proposed merger of Conrail and Norfolk Southern Railroads and the resulting tripling of train traffic through several communities in Northeastern US including my area (Rocky River, Lakewood, W. Cleveland and Bay Village). Our Congressman, Dennis Kucinich has asked the STB to conduct local hearings on this proposal. In response to this request, Rudy St. Louis replied, "it would impractical for the board to hold hearings in the multitude of communities ...that could seek them because of increased train traffic in densely populated areas. Everyone would have an argument for density." He also said, <u>"The railroads need to increase traffic to make money to pay off the</u> <u>merger."</u> Please see enclosed newspaper clipping.

Has your board already made their decision?

What happened to the hearing scheduled for June, 1998 in which you would hear the people's case about the detrimental effects of this traffic?

I misunderstood that the Surface Transportation Board was to represent the <u>people's interest</u>. Since it appears that NS and Conrail have been more successful in winning your sympathies, let me describe the situation in terms that you may understand. Imagine that your neighbor 4 houses away from you stole \$50,000 from you (home equity), held a loaded gun against your child's head (instead of bullets it is sulfuric acid that would melt and burn your child's skin off), woke you up every 45 minutes every night, and blocked your driveway so you couldn't drive your father who is having a heart attack to the hospital until it was too late.

If it was a neighbor I could call my local police department and have them arrested. Since it is the railroad company, I was misled to think I could turn to you. But we are only people, thousands of people whose lives will be endangered, whose life savings will be destroyed (which would take decades to make up - unlike a multibillion dollar company), whose day to day existence would be made miserable. We are not a powerful multibillion dollar corporation. Since I question where the STB's interests lie, I intend to send this letter to Secretary of Transportation Pena and President Clinton. Do not underestimate the power of citizens or the "multitude of communities throughout the northeastern US".

Sincerely,

and Baker

Ann Petrus Baker

c: President William J. Clinton Secretary of Transportation Pena The Washington Post

NUCINICN SEEKS local hearings on train traffic

By THOMAS J. QUINN PLAIN DEALER REPORTER

Rep. Dennis Kucinich has asked the federal government to schedule local hearings on a controversial proposal to triple the number of daily freight trains through Cleveland's northwestern suburbs.

While no decision has been nade on Kucinich's request, a 'ederal official said yesterday hat local hearings conducted by he federal government would be inlikely.

In letters this week to the Fedral Surface Transportation Board and the Federal Railroad Idministration, Kucinich wrote hat the hearings would allow resdents to testify on the plan to inrease the number of freight rains from 14 to 38 a day.

Kucinich told the federal agenies that the proposal "would reak havoc on these residential ommunities."

Kucinich is spearheading eforts by the suburbs to defeat the roposal submitted by Norfolk outhern Railroad as part of its lan to acquire and divide Conail's assets with CSX Transportion.

The proposed merger must be pproved by the transportation pard, which is to hold public earings next year in Washingm, D.C. The suburbs have begun paring up for those hearings.

Thomas Jelepis, Bay Village ayor and chairman of a suburbs eering committee fighting the eight traffic expansion, said at holding local hearings vould play a huge role in buildg our case."

Rudy St. Louis, a staff attorney the the transportation board, id Linda Morgan, transportain board chairwoman, could dede on Kucinich's request as rly as next week.

But St. Louis said it would be practical for the board to hold arings in the multitude of cominities throughout the northstern United States that could ek them because of increased in traffic in densely populated eas.

'Everyone would have an argunt for density," he said.

On the other hand, he said, the lroads "need to increase traffic make money to pay off the rger." If Kucinich's request is denied, St. Louis said, Kucinich could conduct his own local hearings and submit the testimony to the board.

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In addition, he said, the Federal Railroad Administration, which reviews safety issues, can submitinformation to the board on the local impact of the merger.

In his letters, Kucinich detailed the impact of the increased freight trains on Lakewood, Rocky River, Bay Village and Westlake.

He said Lakewood, the most densely populated city between New York and Chicago, has only one north-south underpass where vehicles would not be stopped by train. The city has 27 railroad crossings.

"This could have a devastating impact on the city's ability to provide emergency services, particularly firefighting, policing and medical emergency transporatio." Kucinich said.

He said the other suburbs would face a similar situation. "And this is to say nothing of the noise, dirt, increase in hazardous materials being transported through the communities, and devaluation of property near the tracks," Kucinich wrote.

ON THIS DATE 20 YEARS AGO

The Ford Motor Co. fired a fifth employee, who was also a United i uto Workers official, in connection with a job-buying scandal at its Brook Park complex. Three days earlier, UAW Local 1250 had removed the individual from its Joint Apprenticeship Council. Three Ford personnel executives and an hourly worker had been fired previously after an undercover security officer unearthed a scheme in which jobs were being sold for \$300 to \$500 each.

Northeast Ohio

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Burface Transportation Board Mashington, D.C. 20423-0001

File in Docket FD-33388

Office of the Chairman

IRONMENTAL DOCUMENT

November 19, 1997

Ms. Virginia Gill Fitzgerald 13026 Hazelwood Avenue Lakewood, OH 44107

> Re: Finance Docket No. 33388, CSX and Norfolk Southern -- Control and Acquisition --Conrail

Dear Ms. Fitzgerald:

Thank you for your recent correspondence concerning the potential safety effects of the proposed changes in train traffic in Lakewood resulting from the proposal by Norfolk Southern (NS) and CSX to acquire Conrail.

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I have made your letter a part of the public docket for this proceeding. If you have additional questions concerning the EIS process, please contact Elaine K. Kaiser, Chief, SEA, or Mike Dalton, SEA's Project Manager for this transaction, at (202) 565-1530.

Linda J. Morgan Linda J. Morgan

Virginia Gill Fitzgerald

Telephone 216-226-0232

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13026 Hazelwood Ave Lakewood, OH 44107

October 8, 1997

Chairwoman Linda J. Morgan Surface Transportation Board 1925 'K' Street, NW, Room 820 Washington, DC 20423

Dear Madame Chairwornan:

I am writing to request that the Surface Transportation Board come to Lakewood, Ohio to inspect Norfolk Southern's Cleveland-Vermilion route in my community. I am also respectfully asking you to conduct a public safety hearing in Lakewood, as part of the STB's review of the NS plan to acquire Conrail.

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Sincerely,

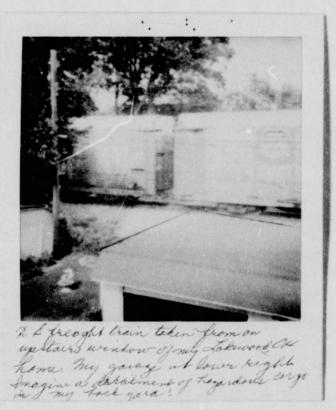
Virginia Sill Fitzgerald

cc: Lakewood Mayor Madeline A. Cain

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Burface Transportation Board Bashington, D.C. 20423-0001 ENVIRONMENTAL DOCUMENTAL DOCUMENTAL

November 19, 1997

Ms. Lisa Maher Rose 1212 Hathaway Lakewood, OH 44107

> Re: Finance Docket No. 33388, CSX and Norfolk Southern -- Control and Acquisition --Conrail

Dear Ms. Rose:

Thank you for your recent correspondence concerning the potential safety effects of the proposed changes in train traffic in Lakewood resulting from the proposal by Norfolk Southern (NS) and CSX to acquire Conrail.

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Linda J. Morgan

October, 1997

Ms. Linda J. Morgan, Chairwoman U.S. Surface Transportation Board 1925 K Street N.W., Room 820 Washington, DC 20423 Mr. Gus A. Owen, Vice Chair U.S. Surface Transportation Board 1925 K Street N.W., Room 850 Washington, DC 20423

CHAIRMAN MORGA

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Re: Increase of Train Traffic through Lakewood, Ohio

Dear Madame Chairwoman and Mr. Owen:

This letter is being written in response to Norfolk Southern's proposal to increase train traffic through Lakewood and the West Shore area of Cleveland to an average of 38 trains per day. Because we take pride in our city and are interested in preserving the health and safety of our citizens, we ask that the Surface Transportation Board consider the following requests:

- Visit Lakewood to conduct an on-site inspection of Norfolk Southern tracks that are routed through our community; and,
- 2) Conduct a public interest hearing to address our safety concerns.

With a population of approximately 60,000, Lakewood is the most densely populated city between Manhattan and St. Louis, with the tracks dividing the north and south sides of the city. Our community is opposed to an increase in rail traffic for the following reasons:

Safety Concerns

1) Travel to and from Schools, Parks, Library

We are particularly concerned about the safety of our children. Many school-age children cross the tracks daily to go to school, the library and the parks.

2) Access to Hospitals, Fire, and Police Departments

An increase in train traffic will severely limit access to emergency service to indivdiuals who are located on the north side of the tracks. The closest and largest fire department, the police department, and the only hospital in Lakewood are located south of the tracks. A stopped or slowmoving freight train could prevent emergency services from reaching our children in an acceptable length of time. This delay could cost a child or loved one his or her life.

3) Carrying of Hazardous Waste

Additional train traffic will increase the number of trains carrying hazardous waste from 254,834 cars per year to over 764,000 cars per year. Each car is a potential threat to our safety. The Agency for Nuclear Projects, Nuclear Waste Office in Nevada conducted a study using data from the U.S. Department of Energy. The Agency compiled the following statistic for the state of Ohio:

2,733 shipments of high-level nuclear waste from nuclear plants and nuclear weapon disarmament will travel through Ohio. Of those 2,733 shipments, 2,063 shipments are likely to travel through Lakewood and the West Shore area of Cleveland.

4) Evacuation from Schools

There are no school buses in Lakewood. Should a train derail and spill hazardous cargo or another disaster occur, there is no easy way for our children to get out of the city.

Other Issues of Major Concern

1) Continued Increase of Rail Traffic

Mr. Pat McCune, V.P., Public Affairs for Norfolk Southern Corporation said he could not guarantee that rail traffic would not exceed the railroad's proposed average of 38 trains per day. As Norfolk's business increases, it is more likely than not that the number of trains through Lakewood will continue to rise.

2) Property Values

An increase in rail traffic will decrease property values and the tax base for our schools. An eventual flight of families from Lakewood will result in a general decline for our community.

This issue is one of great concern to all of us who live, work, or have children attending school in Lakewood. Please consider visiting our community so we can share with you our concerns.

Very truly yours,

Timber Rose 1212 Hathaway, Lakewood, Ohio

cc: The Honorable Madeline Cain, Mayor, City of Lakewood Congressman Dennis Kucinich



Office of the Chairman

Surface Transportation Board Bashington, B.C. 20423-0001 DOCUMENT

File in Dockit JD-33388

November 19, 1997

Mr. Daniel Smith 2069 Marlowe Avenue La.ewood, OH 44107

> Re: Finance Docket No. 33388, CSX and Norfolk Southern -- Control and Acquisition --Conrail

Dear Mr. Smith:

Thank you for your recent correspondence concerning the potential safety effects of the proposed changes in train traffic in Lakewood resulting from the proposal by Norfolk Southern (NS) and CSX to acquire Conrail.

The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition and will prepare an Environmental Impact Statement (EIS). As part of its environmental review, SEA will address several environmental impact areas, including safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings.

The EIS also will present an analysis of the increased probability of derailments and releases of hazardous materials due to increased train traffic. Further, SEA will examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures. In addition, SEA will address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

Under the revised procedural schedule adopted by the Board, SEA plans to issue the Draft EIS in late December 1997, with a 45-day public review and comment period. After conducting an independent environmental analysis, reviewing all environmental information available to date, consulting with appropriate agencies, and fully considering all public comments, SEA plans to issue in May 1998 a Final EIS for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

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SEA has established a toll-free environmental Hotline (1-888-869-1997) for interested parties to call to obtain information about the proposed Conrail acquisition and the Board's environmental review process. Information is also available on the Internet on SEA's "Conrail Acquisition Web Site" at www.conrailmerger.com.

I have made your letter a part of the public docket for this proceeding. If you have additional questions concerning the EIS process, please contact Elaine K. Kaiser, Chief, SEA, or Mike Dalton, SEA's Project Manager for this transaction, at (202) 565-1530.

Linda J. Morgan

October 12, 1997

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Linda J. Morgan, Chairwoman U.S. Surface Transportation Board 1925 K Street NW Room 820 Washington, D.C. 20423

CHAIRMAN MORGAN

SURFACE TRANSPORTATION

Dear Ms. Morgan:

Many have written to you **against** the proposal of Norfolk Southern railroad to increase train traffic through Lakewood, Ohio (and the western suburbs of Cleveland) due to the interests of public safety. **Please add my name to the list of Lakewood residents opposed to this proposal.**

Thank you.

Daniel E. Smith Resident of Lakewood, Ohio



Surface Transportation Board Hashington, D.C. 20423-0001

File in Dockit Id-33388

ENVIRONMENTAL November 19, 1997 DOCUMENT

Ms. Cheryl A. Dunn 14409 Bayes Avenue Lakewood, OH 44107

> Re: Finance Docket No. 33388, CSX and Norfolk Southern -- Control and Acquisition --Conrail

Dear Ms. Dunn:

Thank you for your recent correspondence concerning the potential safety effects of the proposed changes in train traffic in Lakewood resulting from the proposal by Norfolk Southern (NS) and CSX to acquire Conrail.

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I have made your letter a part of the public docket for this proceeding. If you have additional questions concerning the EIS process, please contact Elaine K. Kaiser, Chief, SEA, or Mike Dalton, SEA's Project Manager for this transaction, at (202) 565-1530.

Linda J. Morgan

CHERYL A. DUNN

14409 Bayes Avenue Lakewood, OH 44107 (216) 228-8215

October 14, 1997

Ms. Linda J. Morgan Chairwoman U.S. Surface Transportation Board 1925 K Street N.W., Room 820 Washington, DC 20423 Mr. Gus A. Owen Vice Chair U.S. Surface Transportation Board 1925 K Street N.W., Room 850 Washington, DC 20423 SURFACT TO AN FORTEING

CHAIRMAN MORGAN

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Re: Increase of Train Traffic through Lakewood, Ohio

Dear Ms. Morgan and Mr. Owen:

I am writing to you in response to a proposal by Norfolk Southern to increase the number of trains traveling through the City of Lakewood, Ohio. I have been a resident of Lakewood for 33 years. Last year I purchased my first home in Lakewood. It is the place where I want to raise my son.

Norfolk Southern's proposal concerns me for a number of reasons, the first of those being safety. A large number of children in our city walk to their neighborhood school every day or ride their bikes to the library, sports practice, etc. With increased train traffic, pedestrian traffic across the train tracks becomes a large concern.

Emergency services to those living on the north side of the tracks is also a concern. The majority of emergency service departments are located on the south side of the tracks. I have personally experienced delays in reaching a destination due to a train stopped on the tracks. In one instance, I had to drive into Rocky River, the next city to the west, to get around a stopped train. With increased train traffic, this is also a large concern.

Increased hazardous waste transportation also concerns me. With the increased train traffic, the number of cars carrying hazardous waste through our city will **triple**.

Lakewood has always been and is a wonderful place to live. I ask that you come visit our city to see firsthand how this proposed increase in train traffic would affect us and hold a hearing to address our concerns.

Sincerely, Cheryl a. Dunn

Cheryl A. Dunn

The Honorable Madeline Cain, Mayor, City of Lakewood Congressman Dennis Kucinich

CC:



Burface Transportation Board Washington, D.C. 20423-0001

File in Docket FD- 33388

Office of the Chairman

November 19, 1997

Larry and Helen Petrus 21330 Erie Road Rocky River, OH 44116

> Re: Finance Docket No. 33388, CSX and Norfolk Southern -- Control and Acquisition --Conrail

Dear Larry and Helen Petrus:

Thank you for your recent correspondence concerning the potential safety effects of the proposed changes in train traffic in Lakewood resulting from the proposal by Norfolk Southern (NS) and CSX to acquire Conrail.

The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition and will prepare an Environmental Impact Statement (EIS). As part of its environmental review, SEA will address several environmental impact areas, including safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impact, SEA will consider accident risk and vehicular delay at grade crossings.

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I have made your letter a part of the public docket for this proceeding. If you have additional questions concerning the EIS process, please contact Elaine K. Kaiser, Chief, SEA, or Mike Dalton, SEA's Project Manager for this transaction, at (202) 565-1530.

Linda J. Morgan

Linda J. Morgan

October 2, 1997

21330 Erie Road Rocky River, Ohio 44116 216 331-4146

The Surface Transportation Board 1925 K Street, N. W. Washington, D. C. 20423

Attention: Ms. Linda Morgan, Chairwoman

Dear Sirs:

Re: Docket FD 33388 (NS merger)

Probably one of the best ways to resolve the issue of increased rail traffic by Norfoik-Southern through the northern Ohio corridor is for someone from the Board to come te any of the suburbs here to see firsthand why entire communities are upset by the proposal. There are important topographic and demographic factors to consider in your decision. There's no doubt that you have been apprised of them already.

The enclosed photo shows just one dwelling that is a mere 20 feet from the tracks in a highly dense community. The garage structure abuts the railroad property line. Across the tracks a dwelling is only 10 feet from the railroad property. Along some stretches, the tracks are built on a mound so that in case of a spill of toxic liquid, it would have only 10 or 20 feet to flow quickly into backyards.

The mayor of Lakewood is concerned, as we all are, about the elderly who live north of the tracks. For them there is only one underpass for emergencies. A number of highrises on the north side highlight this concern. Over 30 trains daily means over one every hour, all day, all night, some of them a mile long,--some taking as much as ten minutes to pass. That could amount to a lot of down time for normal community traffic.

Our plight should be heard directly from us, --the citizens, who are going to be affectd by increased traffic which, according to reports, will substantially increase the odds for tragedy and long-lasting effects on the common good of many, many communities. We appreciate your attention to this matter, and rely on your continued interest in our welfare.

Sincerely,

Larry and Helen Petrus

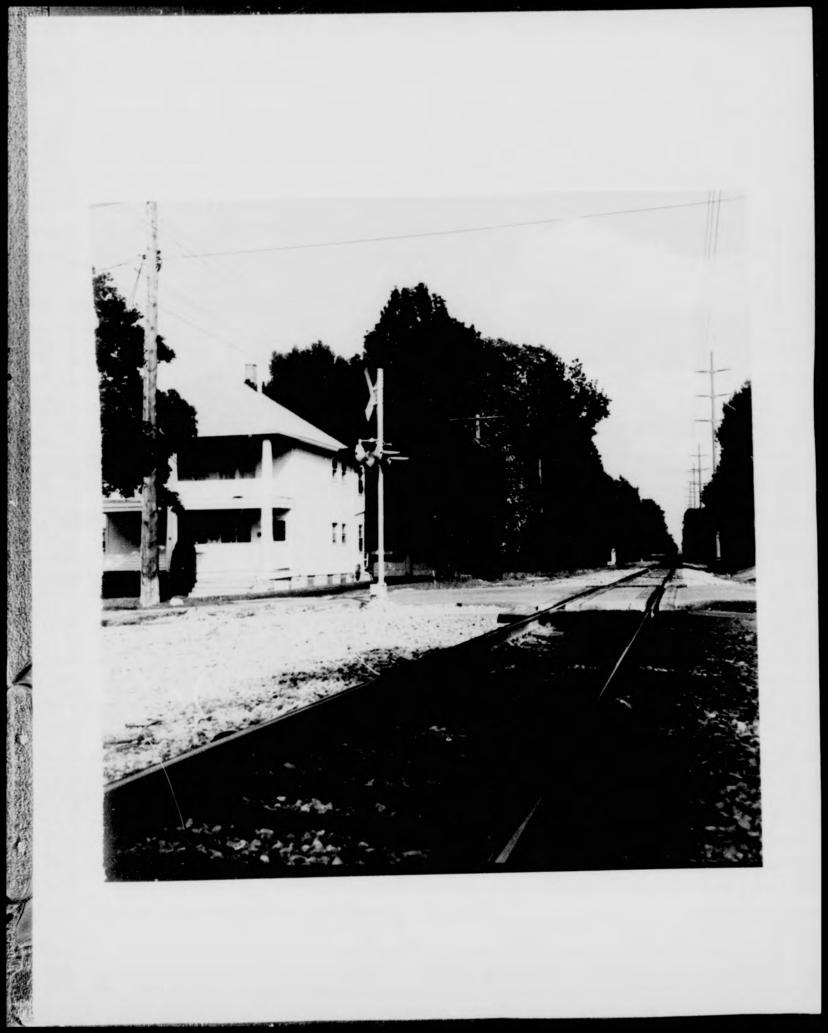
cc: Congressman D. Kucinich -File

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CHAIRMA

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ENVIRONMENTAL JA-33388 DOCUMENT (Environmental)

SURFACE TRANSPORTATION BOARD

Office of Congressional and Public Services

(202) 565-1592

November 14, 1997

Ms. Ann Petrus Baker 1010 Elmwood Road Rocky River OH 44116

Re: Finance Docket No. 33388

Dear Ms. Baker:

President Clinton has forwarded your letter to him dated October 1, 1997 to me for reply. Your comments will be forwarded to our environmental section to become part of the record in this docket that pertains to environmental review.

Let me assure you that the Board is very concerned about all of the safety aspects of this proposed acquisition of Conrail by CSX and Norfolk Southern. In response to a request from the U.S. Department of Transportation's Federal Railroad Administration, we have extended the time for review of the proposed acquisition and required the applicants to submit a safety impact plan to address issues such as increased traffic in your area. The final decision on the acquisition has therefore been postponed to July 23, 1998.

We have received many pleadings and comments about the increase in traffic in your area, not only from concerned citizens, but also from the city attorneys for many of the communities involved and from the elected officials who represent your interests. Your concerns will not be ignored.

I hope you find this information helpful. If you have any questions, please do not hesitate to call me.

Jany But

Nancy R. Beiter

File in Docket JA- 33388

Ann Petrus Baker 1010 Elmwood Rd. Rocky River, OH 44116

October 1, 1997

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President William J. Clinton The White House 1600 Pennsylvania Ave Washington DC 20500

Dear President Clinton.

In June of 1998 the Surface Transportation Board will make a decision regarding the merger of Norfolk Southern and CSX Railroads with Conrail railroad. As written in the railroad companies proposal, this merger will result in a tripling of train traffic through our town (Cleveland- West shore communities) from 12 to 38 trains per day, all day, every day. 1 have contacted our mayor and our Representative Dennis Kucinich who are both fighting to prevent this from happening. I am also encouraging my neighbors and friends to write letters of protest as well.

I am concerned however about where the interests of the STB lie and what good a letter writing campaign will do. I have information that a representative from one of the railroad companies is wining and dining members of the STB. I thought that the STB represented the people's interest - not multibillion dollar corporations. I've enclosed an article from our local newspaper with quotes from a STB lawyer that seem awfully sympathetic with the railroads profits. This is very disturbing.

Throughout your terms as president I have remained a Democrat and although I am more cynical about government, I still believe that you are a defender of people's interests and rights to a decent quality of life. Please help us win this battle. There are alternative routes their trains could go - please encourage them to use those in areas that are less populated than ours.

Enclosed are documents that explain why our community is unique in that the effect of increased train traffic would be devastating. You are a parent - you wouldn't want to see anything increasing the risk of injury to your child.

PLEASE HELP OUR COMMUNITIES !!! THOUSANDS OF LIVES ARE AT RISK!

Thank you for your time. Sincerely, Ann P. Baker

Ann Petrus Baker 1010 Elmwood Rocky River, OH 44116

September 10, 1997

Linda Morgan Chairwoman, Surface Transportation Board 1925 K Street, NW Washington DC 20403

Dear Chairwoman Morgan,

This letter is in reference to FD#33388, the proposed merger of Conrail and Norfolk Southern Railroads and the resulting tripling of train traffic through several communities in Northeastern US including my area (Rocky River, Lakewood, W. Cleveland and Bay Village). Our Congressman, Dennis Kucinich has asked the STB to conduct local hearings on this proposal. In response to this request, Rudy St. Louis replied, "it would impractical for the board to hold hearings in the multitude of communities ...that could seek them because of increased train traffic in densely populated areas. Everyone would have an argument for density." He also said, <u>"The railroads need to increase traffic to make money to pay off the</u> merger." Please see enclosed newspaper clipping.

Has your board already made their decision?

What happened to the hearing scheduled for June, 1998 in which you would hear the people's case about the detrimental effects of this traffic?

I misunderstood that the Surface Transportation Board was to represent the <u>people's interest</u>. Since it appears that NS and Conrail have been more successful in winning your sympathies, let me describe the situation in terms that you may understand. Imagine that your neighbor 4 houses away from you stole \$50,000 from you (home equity) held a loaded gun against your child's head (instead of bullets it is sulfuric acid that would melt and burn your child's skin off), woke you up every 45 minutes every night, and blocked your driveway so you couldn't drive your father who is having a heart attack to the hospital until it was too late.

If it was a neighbor I could call my local police department and have them arrested. Since it is the railroad company, I was misled to think I could turn to you. But we are only people, thousands of people whose lives will be endangered, whose life savings will be destroyed (which would take decades to make up - unlike a multibillion dollar company), whose day to day existence would be made miserable. We are not a powerful multibillion dollar corporation. Since I question where the STB's interests lie, I intend to send this letter to Secretary of Transportation Pena and President Clinton. Do not underestimate the power of citizens or the "multitude of communities throughout the northeastern US".

Sincerely,

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Ann Petrus Baker

c: President William J. Clinton Secretary of Transportation Pena The Washington Post

NUCINICN SEEKS local hearings on train traffic

By THOMAS J. QUINN PLAIN DEALER REPORTER

Rep. Dennis Kucinich has asked the federal government to schedule local hearings on a controversial proposal to triple the number of daily freight trains 'hrough Cleveland's northwestern suburbs.

While no decision has been nade on Kucinich's request, a 'ederal official said yesterday hat local hearings conducted by he federal government would be inlikely.

In letters this week to the Fedral Surface Transportation Board and the Fede al Railroad Administration, Kucinich wrote hat the hearings would allow resdents to testify on the plan to inrease the number of freight rains from 14 to 38 a day.

Kucinich told the federal agenies that the proposal "would reak havoc on these residential ommunities."

Kucin ch is spearheading eforts by the suburbs to defeat the roposal submitted by Norfolk outhern Railroad as part of its lan to acquire and divide Conail's assets with CSX Transporition.

The proposed merger must be pproved by the transportation pard, which is to hold public earings next year in Washingm, D.C. The suburbs have begun earing up for those hearings.

Thomas Jelepis, Bay Village ayor and chairman of a suburbs eering committee fighting the eight traffic expansion, said at holding local hearings vould play a huge role in buildg our case."

Rudy St. Louis, a staff attorney the transportation board, id Linda Morgan, transportain board chairwoman, could dede on Kucinich's request as rly as next week.

But St. Louis said it would be practical for the board to hold arings in the multitude of cominities throughout the northstern United States that could be them because of increased in traffic in densely populated bas.

'Everyone would have an argunt for density," he said.

On the other hand, he said, the lroads "need to increase traffic make money to pay off the rger." If Kucinich's request is denied, St. Louis said, Kucinich could conduct his own local hearings and submit the testimony to the board.

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In addition, he said, the Federal Railroad Administration, which reviews safety issues, can submit information to the board on the local impact of the merger.

In his letters, Kucinich detailed the impact of the increased freight trains on Lakewood, Rocky River, Bay Village and Westlake.

He said Lakewood, the most densely populated city between New York and Chicago, has only one north-south underpass where vehicles would not be stopped by train. The city has 27 railroad crossings.

"This could have a devastating impact on the city's ability to provide emergency services, particularly firefighting, policing and medical emergency transporation," Kucinich said.

He said the other suburbs would face a similar situation. "And this is to say nothing of the noise, dirt, increase in hazardous materials being transported through the communities, and devaluation of property near thetracks," Kucinich wrote.

ON THIS DATE 20 YEARS AGO

The Ford Motor Co. fired a fifth employee, who was also a United Auto Workers official, in connection with a job-buying scandal at its Brook Park complex. Three days earlier, UAW Local 1250 had removed the individual from its Joint Apprenticeship Council. Three Ford personnel executives and an hourly worker had been fired previously after an undercover security officer unearthed a scheme in which jobs were being sold for \$300 to \$500 each.

Northeast Ohio

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AUGUST 29.

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DENNIS J. KUCINICH 10TH DISTRICT, OHIO

1730 LONGWORTH OFFICE BUILDING WASHINGTON, DC 20515 (202) 225 - 5871

> 14400 DETROIT AVENUE LAKEWOOD, OHIO 44107



Committees: Government Oversight Education and Labor

Congress of the United States House of Representatives

Fighting Train Traffic -- A Time Line --

Early August, 1997 --Norfolk Southern announces a proposal to nearly triple the number of trains, from 13 to 38 trains per day, through Cleveland and the West Shore area, including Lakewood, Rocky River, Bay Village and Westlake. Norfolk Southern is attempting to increase train traffic as a result of its proposed merger with Conrail. Early August, 1997 --Several mayors and representatives of West Shore area meet to begin to organize opposition to Norfolk Southern proposal. August 25, 1997 --Congressman Dennis J. Kucinich sends a letter in opposition to Norfolk Southern's proposal to the federal Surface Transportation Board and the Federal Railroad Administration (FRA). Kucinich calls for local hearings to be held in the 10th Congressional District to allow for testimony from local residents. September 5, 1997 --Federal Railroad Administrator Jolene Molitoris replies to Kucinich's request, agreeing to come to the West Shore area to hear residents' testimory. September 13, 1997 --Kucinich, working with West Shore mayors, begins petition drive against Norfolk Southern's train traffic proposal. September 20, 1997 --Local residents, serving as "train monitors," reveal data which indicates that Norfolk Southern has already begun increasing train traffic. September 21, 1997 --Local residents, West Shore mayors and other elected officials, police and fire chiefs, hospital and emergency medical officials. and local business representatives testify before Federal Railroad Administrator Molitoris and Congressman Kucinich. The FRA and Kucinich will submit testimony for the official record to the Surface Transportation Board, the agency which will oversee the

train merger proposal.



TUESDAY, AUGUST 12, 1997

Lawmakers fight train plan

By GREGORY KORTE

Morning Journal Writer Two area congressmen said they will try to derail Norfolk Southern Railroad's attempts to triple traffic along its route from Cleveland to Vermilion.

Just two months ago. Norfolk Southern was willing to abandon the line, raising hopes of communities along the tracks that the right-of-way might someday be used for a commuter rail line linking Lorain, Avon Lake, Bay Village and Westlake with downtown Cleveland.

Now, the railroad says, it will have to triple the

traffic on the line - its main corridor for eastwest train traffic.

"If they're serious, it raises questions about their competency. If they're not, it raises questions about their agenda," said U.S. Rep. Dennis Kucinich, D-Lakewood. "What a way to run a railroad."

The congressman who made his name going after Cleveland's utilities accused the railroad of "heavy-handed" tactics, and promised a full-scale probe into the railroad's plans. The proposal is part of a major railroad realignment that must be approved by the Surface Transportation Board by next June.

Norfolk Southern, which is asking federal regulators for permission to carve up Conrail with rival CSX, denies any hidden agenda. It says the increased traffic will be necessary because CSX will get the Water Level Route from Cleveland to Willard, leaving Norfolk Southern to rely on a 35mile stretch of the Penn Route to carry all its traffic.

"Our plan is based on operational soundness," said Norfolk Southern spokeswoman Susan Terpay. "We have no hidden agendas. Everything we do is out in the open. We don't engage in activities which would endanger the public's health, safety or welfare." Kucinich — flanked by mayors, fire chiefs and other officials from three lakefront communities — held a news conference in Bay Village yesterday to voice their objections to the plan.

 Police, fire and other emergency vehicles could get tied up at rail crossings more often.

• More traffic means more rail cars carrying hazardous materials through densely populated areas, making a derailment more likely.

 An increased risk of collisions between trains and cars, trucks and pedestrians.

Diminishing quality of life for people living by

See TRAIN, page D4

C From page D1

the tracks — with the nuisance causing decreased property values.

U.S. Rep. Sherrod Brown, who represents the Lorain County portion of the railroad's path, added one more objection:

"I'm real concerned about what that ultimately means for passenger service into Lorain County," said Brown. "There's a real need for commuter service as the area gets more and more populated, especially in the the eastern part of Lorain County, and this will weaken our chances of getting commuter rail."

U.S. Rep. Paul Gillmor, R-Port Clinton, did not return a phone call seeking comment yesterday.

THE SUN HERALD Thursday, August 7, 1997 Page A7

Towns cringe as train firms' plan changes

By KEN PRENDERGAST

An anticipated tripling of freight train traffic on the Norfolk Southern Railroad line west of Cleveland would derail more than some recent plans to start commuter rail service.

It also would derail the serenity of some suburbs, their housing values and public safety, according to officials in: those communities. And those same officials are looking at banding together to do their own derailing.

Originally, Norfolk Southern Corp. considered vacating its tracks through Cleveland's West Side, Lakewood, Rocky River, Bay Village and Avon Lake as part of a deal to split up a competing railroad company. NS and CSX Transportation seek to divide Conrail Corp. in a \$12 billion transaction.

Earlier plans to remove all freight trains on the line west of Cleveland bolstered the Regional Transit Authority's longstanding desire to put commuter trains on those tracks.

But that plan appears to have

been reversed, according to a 15,000-page operations proposal submitted by NS and CSX to the Surface Transportation Board, a federal regulatory body.

In that plan, NS instead expects to increase traffic on its line, from 14 freight trains a day to 38.

The NS operations plan proposes rerouting 24 trains a day from a Conrail route through Berea. While that line has two main tracks, the NS West Shore line has just one, in most places, though it used to have two tracks as recently as 1993. Both lines continue west to Chicago.

The change is due to the desire of NS officials to assign different freight traffic to different routes. The NS line is slated to receive slow, heavy freight, such as coal trains, while the Conrail route would see lighter, 70 mph trains carrying loaded truck trailers and ocean-shipping containers.

"We realize it's a terrible inconvenience to these communities," saidPatrick McCune, vice president for the Ohio-Pennsylvania region. "It's just a proposal. We're running the added trains between the East Coast and Chicago on the NS line because of the lack of a good (track) connection on the east side (of Cleveland). We continue to look at places where we can make connections."

He said NS has identified about five trains that can be detoured from the NS line to a Conrail route through Canton. Further, the total number of trains is based on optimistic freight traffic projections from East Coast markets. RTA has been discussing alternatives with NS officials, including a proposal to put all freight traffic on the Conrail line through Berez, which NS will acquire as part of the deal with CSX. That would require building a track connection in Cleveland to permit as many as a dozen commuter trains between downtown Cleveland and Lorain.

"We're looking for some creative rerouting proposals," said Rich Enty, a long-range planner for RTA. "It could mean the railroads, the state of Ohio and communities would work together to reroute the freight trains."

"RTA would have been an obvious successor, had we abandoned that line," McCune said. "But Berea is such a congested focal point right now."

No cost estimates for the Cleveland/Lorain track connection have been determined. Also, no sources of funding have been identified, either.

"NS is aware of this (proposal) and we're beginning to discuss this with them," Enty said. "The other side of it is, if there is no other way, we may look at expanding capacity (of the NS line). There's a tremendous amount of interest locally and at the state level in this."

"I'm not upset — I'm livid," Bay Village Tom Jelepis said. "We will do everything possible to stop this. There's no way we're going to accept triple the number of freight trains. This isn't just a safety issue, in terms of moving trains. It's a See TRAIN, page A7

Train

from page A1

health issue, with coal dust coming off the trains, and it's an economic issue, because of long trains blocking traffic and the noise affecting property values."

He said residents and businesses in each community should work together and with RTA to "trade" the freight trains for commuter trains. Jelepis said he wants the commuter trains to link up with Bay's commercial district at Dover Center Road.

McCune said he has been visiting most mayors along the route to inform them of NS's proposal.

"I did appreciate them stopping by, but I don't appreciate the additional trains," Rocky River Mayor Don Umerley said. "Our council will want us to do something to find a solution. It would make sense that we do it in concert with the other cities (on the NS line)."

Rocky River, Lakewood and Bay Village are taking steps to participate in STB hearings this winter in Washington, D.C. The board intends to issue a decision June 8, 1998, but the deadline for filing an intent to participate is today.

"We're concerned with the increased volume of trains coming through the community, the quality of life, and any environmental implications," said Stephen FitzGerald, Lakewood's community relations coordinator. Yet, FitzGerald said he recognizes it will be difficult for a city having only 60,000 residents to turn back not just one large company — Norfolk Southern — but two, which includes CSX Transportation.

"We've got two multi-billion-dollar corporations here," he said. "We're the David against two Goliaths. We're looking at ways to leverage our efforts and mobilize the residents."

Avon Lake Mayor Vince Urbin has not been notified by NS about its plans to increase freight traffic. He said the additional trains would block busy roads into Avon.





September 12, 1997

NOACA AND CLEVELAND JOIN WESTSHORE COALITION'S FIGHT AGAINST PLAN TO TRIPLE FREIGHT TRAINS REGIONAL CONCERN IS ABILITY TO RESPOND TO EMERGENCIES

Lakewood, the most densely populated city between New York and Chicago, and other Westshore suburbs are fighting Norfolk Southern Railroad's plan to triple the number of freight trains that pass through and divide Lakewood and other cities virtually in half.

Today, the Westshore coalition's concerns were reviewed and endorsed by the Northeast Ohio Areawide Coordinating Agency (NOACA), which represents the interests of 2.1 million residents in five counties of Northeast Ohio, the 20th largest metropolitan area in the U.S.

At this morning's meeting of NOACA's Governing Board, the agency unanimously adopted Resolution 97-073 to register concerns regarding the railroad's plans and the impact it will have on communities' abilities to respond to police, fire and medical emergencies. During the same meeting, the City of Cleveland joined the coalition's fight, requesting and receiving status in the resolution as a concerned party.

"We welcome this strong support from NOACA and the City of Cleveland," announced Lakewood Mayor Madeline A. Cain. "If we're to be successful in fighting the railroad's unsafe plan and protecting our communities, then we must leverage every local, regional and state resource adversely impacted. The final decision on this plan will be made in Washington, so our voices must be highly credible, clear and many, if we are to be heard." Mayor Cain chairs the coalition's Safety Committee.

The railroad's plan will be approved by the U.S. Surface Transportation Board. NOACA's Governing Board has 37 members.

Media contacts: Lakewood Director of Planning & Development Paul Wingenfeld, Assistant Director Christine Nelson, or Community Relations Coordinator Steve FitzGerald; all can be reached at 521-7580.

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NEED MORE INFORMATION? CALL COMMUNITY RELATIONS AT (216) 529-6652/6650.

ADVERSE IMPACTS OF THE NS-CSX PROPOSAL, NOW BEFORE THE FEDERAL SURFACE TRANSPORTATION BOARD IN WASHINGTON, ON LAKEWOOD, OHIO

The joint application filed by Norfolk Southern (NS) and CSX with the US Surface Transportation Board includes a proposed near-tripling of the daily number of NS train runs through the westside of Cleveland and its westshore suburbs, which include Lakewood, Bay Village, Rocky River, and Avon Lake. The most immediate and adverse impacts of NS' plan for its Cleveland-Vermilion Line on Lakewood's 66,000 residents, employers and employees will be:

- Any increase of freight trains will interfere with the ability of Lakewood's police and fire safety forces to directly and timely respond to fires, crime and natural disasters.
- Any increase of freight trains will significantly interfere with the ability of Lakewood Hospital, its ambulances and paramedic squads to directly and timely respond to medical emergencies from any and all causes -- a matter of life and death, whereby minutes in response time can often mean the difference.
- Any increase of freight trains will adversely impact the ability of all types of coordinated emergency response teams between Lakewood and other westshore communities to best use each others' medical facilities and fire and police forces and equipment in a predictable and timely fashion.
- Any increase of freight trains will increase the likelihood of derailments and the risk that hazardous materials will be released. This would also increase the likelihood for evacuating residents within two to four miles of the tracks (an evacuation range that encompasses all of Lakewood's residents) for safety and health reasons.
- Lakewood is a community of neighborhood schools. There is no bussing in Lakewood: the vast majority of Lakewood's 9,000 pre-school and school aged children walk to their schools using system-planned and comprehensive walking patterns based upon the safety and security considerations of parents and children. Any increase of freight trains increases the risk to our school children.

Prepared by the City of Lakewood, Planning & Development Department and Community Relations Office

page 1 of 2

- The potential dismissal of RTA's recent proposal to run commuter trains on the rail line through Lakewood and the westshore suburbs means a loss of potential economic development in Lakewood, especially with regard to future plans for the growth and development of downtown Lakewood.
- Lakewood is primarily a residential community that is highly dependent on north-south traffic patterns across the NS tracks. Aside from the safety, pollution and noise concerns, any increase in freight trains will severely restrict traffic movements in our community and back up traffic on numerous residential streets. Additional freight trains will also isolate the northern residential areas from Lakewood's southern commercial areas and downtown.
- For Lakewood (the most densely populated community between New York City and Chicago), any increase of freight trains will negatively affect property values, increase vehicular and pedestrian congestion, increase levels of emitted pollutants, strangle its commercial health, and generally lower the quality of life in our community.
 - -- Lakewood has the most highway crossings per mile in the United States; 27 crossings in three miles.
 - -- Lakewood has only one underpass whereby travelers may cross the city in a north-south direction without rail interruption.
 - -- The already NS-owned and operated Cleveland-Vermilion Line bisects the heart of Lakewood's residential neighborhoods.

Prepared by the City of Lakewood, Planning & Development Department and Community Relations Office

page 2 of 2



ENVIRC MENTAL HO-33388 DOCUMENT (Environmental)

SURFACE TRANSPORTATION BOARD

Office of Congressional and Public Services (202) 565-1592

November 14, 1997

Ms. Tracey Canale 1281 Brockley Avenue Lakewood OH 44107

Re: Finance Docket No. 33388

Dear Ms. Canale:

President Clinton has forwarded your letter to him dated October 8, 1997 to me for reply. Your comments will be forwarded to our environmental section to become part of the record in this docket that pertains to environmental review.

Let me assure you that the Board is very concerned about all of the safety aspects of the proposed acquisition of Conrail by CSX and Norfolk Southern. In response to a request from the U.S. Department of Transportation's Federal Railroad Administration, we have extended the time for review of the proposed acquisition and required the applicants to submit a safety impact plan to address issues such as increased traffic in your area. The final decision on the acquisition has therefore been postponed to July 23, 1998.

We have received many pleadings and comments about the increase in traffic in your area, not only from concerned citizens, but also from the city attorneys for many of the communities involved and from the elected officials who represent your interests. Your concerns will not be ignored.

I hope you find this information helpful. If you have any questions, please do not hesitate to call me.

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Nancy R. Beiter

October 8, 1997

President Bill Clinton 1600 Pennsylvania Avenue Washington D.C., 20500

Dear Mr. President:

I am writing you with the hopes that you can help my community. I think, perhaps, you are the only person in this country who can and your time to read this letter would be appreciated. Not only by me, but by the 66,000 other persons who call Lakewood, Ohio their home.

-B Cull

File in Docket 1A-33388

You visited the perimeter of our Cleveland, Ohio suburb during the last election, but I am not aware that you ever came into Lakewood. Mrs. Clinton did and spoke at Lakewood Hospital regarding heath care management. I stood with my one year old just to see her. By virtue of where she was, she has seen Lakewood, and perhaps remembers what a great looking community we have.

I realize you are a very busy person and cannot read all of your mail. However, I am hoping that your staff who does will bring this letter to your attention.

Our city, and the other West Shore communities of Cleveland, are in jeopardy of being destroyed by the merger of Noric'k Southern Railroad and CSX Railroad. They, Norfolk Southern, have a proposal now before the Surface Transportation Board to split up Conrail between themselves and CSX. Lakewood would also be split up. NS has proposed to increase rail traffic through our city by at least three times. I say "at least" because one of their lobbyists told me personally that it could be **more** than three times. We are talking at least 36 freight trains per day. Freight trains carrying hazardous waste and even nuclear waste not 320 feet from my house. I live eight houses from the tracks. Some people live right next to the tracks and the only distance span from the tracks and trains is the width of their driveway. Perhaps you can now begin to see why I am writing to you sir.

Lakewood is a suburb of Cleveland, OH. It is the most densely populated community between New York City and Chicago. Lakewood has the most highway(sidestreet) crossings per mile in the U.S. There are 27 sidestreet crossings in three miles. Norfolk Southern tracks completely bisect the city of Lakewood. The tracks cut off those of us that live north of the tracks from emergency services from our hospital, fire equipment and police services. There are two elementary schools and one middle school north of the tracks. These schools would be cut off from the above mentioned services. That means there would be children's lives in danger. My child, Mr. Clinton. Safety is the key issue here, sir. Lakewood children, 9,000 pre-school and school aged, walk to school. We are a community without school buses. The children walk to school and many of them must cross the railroad tracks to get to and from school. Especially the middle school and high school children. Any increase in rail traffic puts every single one of these children in danger. They would also be at risk from other things like increase in air pollution, possible hazardous materials spills with no way to evacuate the schools, and a general decline in our community.

I grew up here, this is my hometown and I have chosen to raise my children here. This issue means a great deal to me. Everyone I have spoken to from the railroad to city officials tell me that we don't have a chance to stop this increase in freight traffic. They have said that the STB rubber stamps its okay on every proposed merger that has come before it. I have to believe this will not happen this time. You can appoint another member to the Surface Transportation Board who is truly concerned with the public interest and safety as the STB is suppose to do. You can help Madam Chairwoman Linda Morgan see the importance of her decision regarding this merger. Please ask Ms. Morgan to come to Lakewood and see for herself what our city is and wants to remain being. Ask her to conduct public interest hearings in our city and others that would be affected by her decision. The people of this community want to be heard as should be done in a democracy.

Mr. Clinton, I am but one person and realize that Norfolk Southern is a HUGE corporation with alot of money, lobbyists and influence. However, I believe in the ideas of our democracy. I believe that through my one voice and the voice of others in this town, we can make this large corporation find alternatives to plowing down the place we call home.

This is a very grassroots efforts to make Norfolk Southern understand they cannot do what ever they want to our city. I beg you to help us. I have enclosed a letter that we sent home to all of the children in the two elementary schools north of the tracks and many were returned signed with family photos. These letters were sent to Ms. Morgan by our congressman, Dennis Kucinich. He has promised to help us fight this increase in rail traffic. Mr. President, I hope you will help us too.

I have always believed, Mr. Clinton, that you were the type of President who cared about the little people in this country. You convinced be of that two times and I voted for you. I feel grateful you are the person to whom I am writing this letter. I know you are very busy and have things like world peace and the Congress to deal with. But I - all of us living on the Norfolk Southern train tracks - appreciate any time you can give this matter.

Sincerely. hacey Canale

Tracey Canale 1281 Brockley Avenue Lakewood, OH 44107

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September 24,1997

U.S. Surface Transportation Board ATTN: SEA-Finance Docket 33388 1925 K Street NW Washington, DC 20423

Dear Sirs:

My child(ren)._____, attend McKinley Elementary School in Lakewood, Ohio. Some of the children attending McKinley must cross the tracks at least two times a day to get to and from school.

I feel strongly against NS increasing rail traffic by three time or more. It may be more. Mr. Pat McCune, VP, Public Affairs for NS Corporation, said he could not guarantee that rail traffic would not exceed the railroad's proposed average of 31 to 36 trains per day. As NS's business increases it is more than likely the above numbers of trains through Lakewood and the West Shore area will increase also. This is not acceptable.

Following are the reasons we, as a community. cannot allowed this to occur.

1) Safety - for our children who cross the tracks daily to go to school, the library, and parks.

2) Carrying of hazardous waste - including nuclear waste- would theoretically increase from the present number of 254.834 cars per year (already too high of a number through our community) to over 764,000 cars per year. Each car a potential threat to our children. A study done by the Agency for Nuclear Projects. Nuclear Waste Office, Nevada based numbers from the U.S. Department of Energy and compiled the following statistic for the state of Ohio: 2,733 shipments of high level nuclear waste from nuclear plants and nuclear weapon disarmament will travel through Ohio- 2,063 of those shipments are likely to go through Lakewood and the West Shore area of Cleveland. Norfolk Southern has a pre-agreement with the Federal Government to carry the above nuclear waste. There are two routes through northern Ohio. One being through our community.

3) A tripling of trains through Lakewood would increase air pollution 800 tons per year. Most of the pollutant being nitrogen oxide.

Other issues of strong concern are:

Evacuation of the schools north of the tracks should a train derail and spill hazardous cargo. There are no school buses in Lakewood, therefore, there would be no way for the children to get out of the city. A decrease of property value which would also be a decrease tax base for our schools. And a flight of families from Lakewood which would mean a general decline for our community.

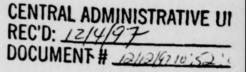
This issue is one of great concern to all of us that live in Lakewood. Please be assured the citizens of the West Shore area are closely monitoring the STB proceedings. 1 am concerned about the safety issues and how my child (ren) will be affected.

Sincerely.





SURFACE TRANSPORTATION BOARD Washington, DC 20423



Section of Environmental Analysis

November 26, 1997

Mr. Frarklin Keel Area Director U.S. Department of the Interior Bureau of Indian Affairs 3701 N. Fairfax Drive, Mail Stop 260-VASQ Arlington, Virginia 22203

> Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition -- Native American issues related to the Proposed Acquisition of Conrail

Dear Mr. Keel,

As you know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. To evaluate and consider the potential environmental impacts that could result from the Proposed Acquisition, the Board's Section of Environmental Analysis (SEA) is preparing an Environmental Impact Statement (EIS).

As part of this environmental review, SEA has identified two potentially affected rail segments that travel through Federally designated Native American Reservations. One Norfolk Southern rail line travels through the Cattaraugus Indian Reservation in New York, and one CSX rail line travels through the Poarch Creek Indian Reservation in Alabama.

If the Proposed Acquisition is approved, CSX's Montgomery to Flomaton rail line through Alabama, and NS's Ashtabula, OH to Buffalo, NY rail line through New York, could potentially experience increases in hazardous material transport. If the increase was determined to be significant, and both or either of these lines were classified as a "Major Key Route" for hazardous material transport (i.e. an increase to more than 10,000 hazardous materials rail cars per year). SEA would make preliminary mitigation recommendations including: 1) restricting train speed to 50mph; 2) upgrading the railroad tracks; and 3) establishing a Hzzardous Materials Response Plan for the surrounding area which includes coordination with local emergency response providers. As part of a public outreach effort, SEA is issuing informational materials to each of the potentially affected tribes to notify them of the Proposed Acquisition and invite their participation and comment. Should you have any questions or further comments, please contact Vicki Rutson at (202) 565-1545.

Sincerely yours,

Chain & Paier

Elaine K. Kaiser Chief Section of Environmental Analysis

cc: Michael Schindler, Seneca Nation of Indians Eddie L. Tullis, Poarch Band of Creek Indians

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SURFACE TRANSPORTATION BOARD CENTRAL ADMINISTRATIVE UNIT Washington. DC 20423 REC'D: 12/12/14/97 DOCUMENT # 12/12/97 11:03:101

Section of Environmental Analysis

November 26, 1997

Mr. Eddie L. Tullis Chairman Poarch Band of Creek Indians 5811 Jack Springs Road Atmore, Alabama 36502

> Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Re: Acquisition -- Poarch Band of Creek Indians' Reservation as related to Proposed Acquisition of Conrail

Dear Mr. Tullis,

On June 23, 1997, the railroad companies CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire a third railroad company, Conrail Inc. The Board's Section of Environmental Analysis (SEA) is currently conducting a study to assess any potential environmental effects that could result from the Proposed Acquisition. As part of an extensive outreach effort to local communities. SEA would like to inform you of potential changes the acquisition could have on rail operations in your area, and provide you with general information regarding the railroad companies' proposal.

As part of the environmental review, SEA is publishing an Environmental Impact Statement (EIS) that analyzes the Proposed Acquisition's potential effects on safety, transportation, air quality, noise, cultural/historic resources, energy use, water resources, biological resources, hazardous materials transport, land use, socioeconomic effects, Native American issues and environmental justice. A Draft EIS is scheduled to be released in December 1997 and SFA will send a copy to your attention. The DEIS will be available for a 45-day public review and comment period and SEA encourages your participation in the environmental review process. A Final EIS will address all public comments and is scheduled to be distributed in May, 1998.

SEA's preliminary analysis indicates that a CSX rail segment that runs from Montgomery, AL to Flomaton, AL, passing through the Poarch Creek Reservation, could experience increased train traffic. As a result of increased trains, the Montgomery to Flomaton rail line could experience an increase in hazardous material transport. If the

Proposed Acquisition is approved, and there is a significant hazardous materials increase, SEA would recommend that CSX and NS comply with the Association of American Railroads (AAR) strict, industry-wide safety standards for hazardous materials transport, including installation of special defect detectors on railroad tracks, regular track inspections, and employee training. SEA would also recommend that CSX and NS adopt additional AAR safety guidelines including a maximum train speed of 50 mph and direct toll-free telephone access between railroad dispatch centers and emergency response facilities in surrounding communities.

The Board will consider the entire environmental record, including public comments, the Draft EIS and the Final EIS in making its final decision on the Proposed Acquisition. Enclosed for your reference is a fact sheet outlining the major details of the Proposed Acquisition. Additional information is also available at SEA's "Conrail Acquisition Web Page" at <u>www.conrailmerger.com</u>. Should you have any further questions, please call our Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired 202-565-1695).

Sincerely yours,

Chain & Raiser

Elaine K. Kaiser Chief Section of Environmental Analysis

Enclosure

cc: Franklin Keel, Bureau of Indian Affairs, U.S. Department of the Interior





REC'D: ______ATT TON BODOCUMENT # ______ATT TO SURFACE TRANSPORTATION BODOCUMENT # ______ATT TO SECOND Washington. DC 20423

Ducant

CENTRAL ADMINISTRATIVE UNIT

Section of Environmental Analysis

November 26, 1997

Mr. Michael Schindler President Seneca Nation of Indians 1490 Route 438 Irving, New York 14081

> Re: Finance Docket No. 33388 – CSX and Nortolk Southern – Control and Acquisition -- Cattaraugus Indian Reservation as related to Proposed Acquisition of Conrail

Dear Mr. Schindler.

On June 23, 1997, the railroad companies CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire a third railroad company, Conrail Inc. The Board's Section of Environmental Analysis (SEA) is currently conducting a study to assess any potential environmental effects that could result from the Proposed Acquisition. As part of an extensive outreach effort to local communities, SEA would like to inform you of potential changes the acquisition could have on rail operations in your area, and provide you with general information regarding the railroad companies' proposal.

As part of the environmental review, SEA is publishing an Environmental Impact Statement (EIS) that analyzes the Proposed Acquisition's potential effects on safety, transportation, air quality, noise, cultural/historic resources, energy use, water resources, biological resources, hazardous materials transport, land use, socioeconomic effects, Native American issues and environmental justice. A Draft EIS (DEIS) is scheduled to be released in December 1997 and SEA will send a copy to your attention. The DEIS will be available for a 45-day public review and comment period and SEA encourages your participation in the environmental review process. A Final EIS will address all public comments and is scheduled to be distributed in May, 1998.

SEA's preliminary analysis indicates that the NS rail segment that runs from Ashtabula, O'H to Buffalo, NY, and passes through the Cattaraugus Reservation, could experience increased train traffic. As a result of increased trains, the Ashtabula to Buffalo rail line cou'd experience an increase in hazardous material transport. If the Proposed Acquisition is approved and there is a significant hazardous materials increase, SEA would recommend that CSX and NS comply with the Association of American Railroads (AAR) strict, industry-wide safety standards for hazardous materials transport, including installation of special defect detectors on railroad tracks, regular track inspections, and employee training. SEA would also recommend that CSX and NS adopt additional AAR safety guidelines including a maximum train speed of 50 mph and direct toll-free telephone access between railroad dispatch centers and emergency response facilities in surrounding communities.

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The Board will consider the entire environmental record, including public comment, the Draft EIS and the Final EIS in making its final decision on the Proposed Acquisition. Enclosed for your reference is a fact sheet outlining the major details of the Proposed Acquisition. Additional information is also available at SEA's "Conrail Acquisition Web Page" at <u>www.conrailmerger.com</u>. Should you have any further questions, please call our Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired 202-565-1695).

Sincerely yours,

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Elaine K. Kaiser Chief Section of Environmental Analysis

Enclosure

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cc: Franklin Keel, Bureau of Indian Affairs, U.S. Department of the Interior





Norfolk Southern Corporation 1500 K Street, N.W., Suite 375 Washington, D. C. 20005 202 383-4166 202 383-4425 (Direct) 202 383-4018 (Fax) ENVIRONMENEN Director DOCUMENT

Washington, D.C. - November 25, 1997

CENTRAL ADMINISTRATIVE UNIT

DOCUMENT # 12/3/97 10:08:57AM

REC'D: 11/26/97

BY HAND

Elaine K. Kaiser Chief Surface Transportation Board Section on Environmental Analysis ("SEA") 1925 K Street, NW Washington, DC 20423-0001

Re: Finance Docket No. 33388: CSX and NS - Control and Acquisition of Conrail

Subject: Norfolk Southern Mitigation Proposal for Muncie, Indiana - Line Segment Muncie to Alexandria

Dear Ms. Kaiser:

This letter responds to a request from SEA for a written description of Norfolk Southern's ("NS") proposal for mitigation relating to post-Acquisition NS rail traffic at Muncie, Indiana. We understand that SEA intends to include this letter as an appendix to the Draft Environmental Impact Statement for Finance Docket No. 33388. Described below is NS' proposal for mitigation at Muncie, Indiana to address the potential impact of increased NS rail traffic through Muncie should the Application in the above-referenced docket be approved by the Board.

The NS line that trends west from Muncie toward Alexandria, Indiana averages 2.6 trains per day (1995 base case). An increase of 9.2 trains per day, for a total of 11.8 trains, is anticipated post-Acquisition. Potential environmental impacts related to the projected increase in traffic along this NS line segment were analyzed in Volume 6B of the Environmental Report.

NS has evaluated the need for mitigation measures to address concerns raised by SEA, and further discussed in a local newspaper article, about the potential for vehicle delays at grade crossings related to the projected increase in rail traffic along the portion of this line segment that passes through Muncie. Specifically, NS has studied the spacing of Elaine K. Kaiser November 25, 1997 Page 2

4

trains passing through Muncie to assess whether the increase in projected rail traffic would likely result in significant vehicular delays at grade crossings at Kilgore Avenue and streets west past Tillotson Avenue. As a result of its study, NS has determined that grade crossing delays are not expected to occur with the addition of the projected increase in post-Acquisition traffic NS has received no complaints about blocking delays in Muncie. Moreover, advanced warning is provided to anticipate potential congestion in merging onto the Conrail line. When this occurs, NS stops its trains and holds them between SP 178, just short of CR 400, and the next crossing at CR 500 (SP 179.1). The majority of NS trains are of a length that readily fits between these two crossings without blocking either crossing. In those rare instances where a train would not fit between SP 178 and SP 179. 1, the train instead would be stopped west of SP 180, also avoiding blocking crossings. NS would continue to employ current holding practices in this area to address the additional traffic projected on this line post-Acquisition. Thus, NS does not believe that blocking delays are an issue at Muncie.

In connection with the status of the NS grade crossings in Muncie, NS proposes to work with the appropriate state agencies to address the potential upgrading of the existing grade crossings from Council Street to Morrison Street to include both automatic flashing lights and gates. Presently, six of the thirteen grade crossings are equipped with both flashing lights and gates. Five of the grade crossings have flashing lights only (Kilgore, Nichols, Goodman, Hutchinson and Jackson) and two of the grade crossings have crossbucks only (Celia and Manning). NS proposes that, subject to state approval of the addition of protective devices and the availability of federal and state funding, these seven grade crossings be equipped with flashing lights and gates. Accordingly, NS would work with the relevant governmental agencies to seek support for and public funding of this grade crossing upgrade project.

With the continuation of current procedures for managing rail traffic flow through Muncie and the upgrading of existing grade crossings to include flashing lights and gates at all thirteen locations between Council Street and Morrision Street, the potential impact from the increase in rail traffic on this line segment through Muncie would be substantially addressed. Elaine K. Kaiser November 25, 1997 Page 3

Please contact me if you need additional information or if I can be of further assistance.

• • • •

Sincerely,

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Bruno Maestri System Director Environmental Protection

