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Table K-39
Pennsylvania Environmental Justice Summary for Intermodal Sites

Area of Potential Effect	Total Population	Total Minority Percentage	Total Low-Income Percentage	Minority Population >50% or <50%, but 10% > County	Low-Income Population >50% or <50%, but 10% > County	Population Meets Threshold for EJ Analysis
Allegheny County	1,336,449	13.0%	11.6%	N/A		
Site Pitcairn (NM-17)	3,383	6.9%	3.9%	No	No	No
Truck routes Pitcairn (NM-17)	9,637	6.0%	7.6%	No	No	No
Site Morrisville (NM-16)	12,273	12.0%	4.4%	No	No	No
Truck routes Morrisville (NM-16)	23,515	8.9%	3.0%	No	No	No
Dauphin County	237,813	18.6%	10.1%	N/A		
Site Rutherford (NM-15)	4,789	7.0%	7.7%	No	No	No
Truck routes Rutherford (NM-15)	5,269	17.0%	5.5%	No	No	No
Lehigh County	291,130	8.7%	8.0%	N/A		
Site Allentown (NM-14)	3,426	16.0%	8.6%	No	No	No
Truck routes Allentown (NM-14)	24,366	12.9%	14.8%	No	No	No
Northampton	247,105	7.9%	7.3%	N/A		

Table K-39
Pennsylvania Environmental Justice Summary for Intermodal Sites

Area of Potential Effect	Total Population	Total Minority Percentage	Total Low-Income Percentage	Minority Population >50% or <50%, but 10% > County	Low-Income Population >50% or <50%, but 10% > County	Population Meets Threshold for EJ Analysis
Site ⁶ Allentown (NM-14)	3,426	16.0%	8.6%	No	No	No
Truck routes Allentown (NM-14)	24,366	12.9%	14.8%	No	No	No
Philadelphia County	1,585,577	47.9%	20.3%	N/A		
Site Greenwich (CM-05)	2,229	31.6%	0.0%	No	No	No
Truck routes Greenwich (CM-05)	2,264	28.3%	10.2%	No	No	No

Table K-40
Pennsylvania Environmental Justice Summary for Rail Line Segments

Area of Potential Effect	Total Population	Total Minority Percentage	Total Low-Income Percentage	Minority Population > 50% or < 50% but 10% > County	Low Income Population > 50% or < 50%, but 10% > County	Population Meets Threshold for EJ Analysis
Dauphin County	237,813	18.6%	10.1%	N/A		
Harrisburg - Rutherford (N-090)	2,839	29.1%	14.7%	Yes	No	Yes

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The majority of the census tracts for this site and route analysis falls in Lehigh County, therefore the data for the site and routes in Northampton are identical to Lehigh and should not be considered a separate population.

Table K-40
Pennsylvania Environmental Justice Summary for Rail Line Segments

Area of Potential Effect	Total Population	Total Minority Percentage	Total Low-Income Percentage	Minority Population > 50% or < 50% but 10% > County	Low Income Population > 50% or < 50%, but 10% > County	Population Meets Threshold for EJ Analysis
Washington MD, Cumberland PA, Dauphin PA, Franklin PA, York PA, Clarke VA, Warren VA, Jefferson WV, Counties	1,089,288	8.2%	7.7%	N/A		
Harrisburg, PA - Riverton Jct. VA (N-091)	16,592	8.3%	10.7%	No	No	No
Dauphin, Perry Counties	278,985	16.0%	9.8%	N/A		
Harrisburg - Marysville (N-092)	1,648	30.9%	16.1%	Yes	No	Yes
Dauphin, Lancaster Counties	660,635	11.2%	8.8%	N/A		
Harrisburg - Shocks (N-093)	2,201	8.7%	10.2%	No	No	No
Berks, Dauphin, Lebanon Counties	688,080	11.3%	8.6%	N/A		
WM Jct. - Rutherford (N-094)	10,294	5.3%	8.3%	No	No	No
Mahoning OH, Beaver PA, Lawrence PA Counties	547,145	11.4%	14.6%	N/A		
Rochester PA - Youngstown OH (N-095)	1,999	13.5%	20.4%	No	No	No
New Castle DE, Delaware PA, Philadelphia PA, Counties	2,575,174	36.1%	15.3%	N/A		
Arsenal PA - Davis DE (S-040)	44,257	38.8%	18.6%	No	No	No

Table K-40
Pennsylvania Environmental Justice Summary for Rail Line Segments

Area of Potential Effect	Total Population	Total Minority Percentage	Total Low-Income Percentage	Minority Population > 50% or < 50% but 10% > County	Low Income Population > 50% or < 50%, but 10% > County	Population Meets Threshold for EJ Analysis
Bucks, Philadelphia Counties	2,126,751	37.3%	16.1%	N/A		
Morrisville -Zoo (S- 041)	23,998	48.5%	26.6%	Yes	Yes	Yes
Philadelphia	1,585,577	47.9%	20.3%	N/A		
Philadelphia - Field (S-042)	9,040	77.5%	42.0%	Yes	Yes	Yes
Field - Belmont (C-080)	1,654	94.7%	33.8%	Yes	Yes	Yes
Mahoning, Lawrence Counties	361,052	13.9%	15.4%	N/A		
New Castle - Youngstown (C-081)	1,889	23.3%	25.1%	No	No	No
Allegheny, Beaver, Lawrence Counties	1,618,788	11.7%	11.9%	N/A		
Rankin Jct. - New Castle (C-082)	19,968	12.0%	22.0%	No	Yes	Yes
Philadelphia	1,585,577	47.9%	20.3%	N/A		
RG - Field (C-083)	502	78.6%	48.6%	Yes	Yes	Yes
New Castle (DE), Delaware, Philadelphia Counties	2,575,174	36.1%	15.3%	N/A		
RG - Wilsmere, DE (C-084)	25,613	29.4%	13.9%	No	No	No
Allegheny, Fayette, Washington, Westmoreland, Counties	2,056,705	9.6%	12.2%	N/A		
Sinns - Brownsville (C-085)	8,822	6.1%	18.9%	No	No	No

Table K-40
Pennsylvania Environmental Justice Summary for Rail Line Segments

Area of Potential Effect	Total Population	Total Minority Percentage	Total Low-Income Percentage	Minority Population > 50% or < 50% but 10% > County	Low Income Population > 50% or < 50%, but 10% > County	Population Meets Threshold for EJ Analysis
Allegheny County	1,336,449	13.0%	11.5%	N/A		
Sinns - Rankin Jct. (C-086)	3,617	42.2%	30.6%	Yes	Yes	Yes
Allegheny, MD, Allegheny, Bedford, Fayette, Somerset, Westmoreland, PA, Counties	2,053,204	9.4%	12.4%	N/A		
Cumberland - Sinns, PA (C-033)	9,358	7.7%	25.2%	No	Yes	Yes
Mercer, NJ, Middlesex, NJ, Bucks, PA, Counties	1,538,778	18.0%	5.2%	N/A		
Midway, NJ - Morrisville, PA (S-031)	5,720	56.7%	18.1%	Yes	Yes	Yes

Tennessee

Table K-41
Tennessee Environmental Justice Summary for Rail Yards

Area of Potential Effect	Total Population	Total Minority Percentage	Total Low-Income Percentage	Minority Population > 50% or < 50% but 10% > County	Low-Income Population > 50% or < 50%, but 10% > County	Population Meets Threshold for EJ Analysis
Shelby County	826,330	45.4%	18.3%	N/A		
Leewood (Memphis) (CY-05)	2,257	99.7%	45.9%	Y	Y	Y

Table K-42
Tennessee Environmental Justice Summary for Intermodal Sites

Area of Potential Effect	Total Population	Total Minority Percentage	Total Low-Income Percentage	Minority Population > 50% or < 50% but 10% > County	Low-Income Population > 50% or < 50%, but 10% > County	Population Meets Threshold for EJ Analysis
Shelby County	826,330	45.4%	18.3%	N/A		
Site Forrest (Memphis) (NM-18)	11,435	74.3%	34.7%	Yes	Yes	Yes
Truck route Forrest (Memphis) (NM-18)	34,337	88.6%	32.0%	Yes	Yes	Yes

Table K-43
Tennessee Environmental Justice Summary for Rail Line Segments

Area of Potential Effect	Total Population	Total Minority Percentage	Total Low-Income Percentage	Minority Population > 50% or < 50% but 10% > County	Low Income Population > 50% or < 50%, but 10% > County	Population Meets Threshold for EJ Analysis
Davidson County	510,784	25.8%	13.0%	N/A		
Amqui - Nashville (C-090)	5,324	54.1%	28.7%	Yes	Yes	Yes
Vanderburgh, Christian, KY Henderson, KY Hopkins, KY, Todd, KY, Webster, KY, Davidson, TN Montgomery, TN, Robertson, TN, Sumner, TN Counties	1,104,121	19.0%	13.1%	N/A		
Evansville - Amqui, TN (C-021)	12,241	20.9%	19.8%	No	No	No

Virginia

Table K-44
Virginia Environmental Justice Summary for Rail Line Segments

Area of Potential Effect	Total Population	Total Minority Percentage	Total Low-Income Percentage	Minority Population > 50% or < 50% but 10% > County	Low Income Population > 50% or < 50%, but 10% > County	Population Meets Threshold for EJ Analysis
Augusta, VA, Botetourt, VA, Clarke, VA, Page, VA, Roanoke, VA, Rockbridge, VA, Rockingham, VA, Warren, VA, Buena Vista, VA, Norfolk City, VA, Waynesboro, VA, Jefferson, WV, Counties	616,876	21.8%	12.4%	N/A		
Riverton Jct. - Roanoke (N-100)	9,968	7.1%	10.4%	No	No	No
Caroline, Hanover, Spotsylvania, Fredericksburg Counties	158,953	17.2%	6.3%	N/A		
Doswell - Fredericksburg (C-100)	558	42.7%	11.0%	Yes	No	Yes
Hanover, Henrico, Hopewell Counties	484,243	35.9%	11.6%	N/A		
Richmond - Doswell (C-102)	2,405	12.2%	3.7%	No	No	No
Halifax (NC), Northampton (NC), Chesterfield, Dinwiddie, Greenville, Prince George, Sussex, Colonial Heights, Emporia, Petersburg, Hopewell Counties	615,855	40.8%	14.1%	N/A		

Table K-44
Virginia Environmental Justice Summary for Rail Line Segments

Area of Potential Effect	Total Population	Total Minority Percentage	Total Low-Income Percentage	Minority Population > 50% or < 50% but 10% > County	Low Income Population > 50% or < 50%, but 10% > County	Population Meets Threshold for EJ Analysis
S. Richmond - Weldon (C-103)	9,030	39.1%	10.7%	No	No	No
Washington MD, Cumberland PA, Dauphin PA, Franklin PA, York PA, Clarke VA, Warren VA, Jefferson WV, Counties	1,089,288	8.2%	7.7%	N/A		
Harrisburg, PA - Riverton Jct. VA (N-091)	16,592	8.3%	10.7%	No	No	No
District of Columbia, Arlington VA, Fairfax VA, Prince Williams VA, Stafford VA, Alexandria VA, Fredericksburg VA, Counties	2,003,552	38.4%	8.0%	N/A		
Virginia Ave. - Potomac Yd (C-002)	13,610	32.3%	7.0%	No	No	No

West Virginia

Table K-45
West Virginia Environmental Justice Summary for Rail Line Segments

Area of Potential Effect	Total Population	Total Minority Percentage	Total Low-Income Percentage	Minority Population > 50% or < 50% but 10% > County	Low Income Population > 50% or < 50%, but 10% > County	Population Meets Threshold for EJ Analysis
Fayette, Raleigh, Wyoming Counties	153,761	6.9%	22.8%	N/A		
Elmore - Deepwater (N-110)	821	5.7%	23.5%	No	No	No
Fayette, Kanawha Counties	255,571	7.7%	17.0%	N/A		
Fola Mine - Deepwater (N-111)	6,293	16.0%	20.2%	No	No	No
Marion County	57,249	4.3%	19.0%	N/A		
WD Tower - Rivesville (C-110)	671	3.8%	21.9%	No	No	No
Frederick, Washington, MD Jefferson, WV, Counties	307,527	7.7%	7.2%	N/A		
Pt. Of Rocks - Harper's Ferry (C-036)	1,117	4.4%	6.3%	No	No	No

K.8 PUBLIC INVOLVEMENT OUTREACH PLANS

The following section contains descriptions of the public outreach efforts conducted in communities where potential environmental justice affects may occur. The descriptions of the public outreach efforts are organized alphabetically by state.

District of Columbia*Washington, D.C.*

As part of the Environmental Review process, SEA prepared an outreach plan for the District of Columbia. The plan describes efforts to reach minority and low-income populations potentially impacted by proposed increases in train traffic on CSX's Alexandria Junction to

Washington, D.C. (C-31) and Alexandria Junction to Benning (C-30) lines through the City of Washington, D.C. SEA identified potential traffic and hazardous materials impacts through technical analysis. These rail lines affect northeast Washington, D.C. and southeast Prince Georges County, MD (refer to the Town of Cheverly Plan for outreach information regarding Prince Georges County). Because there may be potential disproportionate impacts on low-income and minority populations, SEA will comply with draft CEQ guidelines and Executive Order 12898 requirements for public notification and comment.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (DEIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

Description of the Area

SEA identified potential impacts in Washington, D.C. primarily in the northeast portion of the city. SEA also identified potential impacts in some portions of the southeast and northwest parts of the city, due to their close proximity to the rail lines. The areas are predominantly African American with some Hispanic and include low-income populations. SEA is conducting outreach through media outlets, area organizations, libraries, and elected officials to notify potentially affected areas. SEA is translating the Executive Summary of the DEIS and the factsheet into Spanish to accommodate the needs of the local Hispanic population.

Information Distribution

DEIS Repositories

Washington, D.C. Public Libraries: SEA is sending copies of the DEIS to public libraries located in Washington, D.C. These libraries serve the southeast and northeast portions of the cities and the minority and low-income areas.

- Martin Luther King Jr. Memorial Library: 901 G Street, Room 417, N.W., Washington, D.C. 20001, ATTN: Ms. Tucker
- Anacostia Public Library: Good Hope Road and 18th Street, S.E., Washington, D.C. 20020
- Benning Public Library: Benning Road and Minnesota Avenue, N.E., Washington, D.C. 20019
- Capital View Public Library: Central Avenue & 50th Street, S.E., Washington, D.C. 20019
- Juanita E. Thorton-Shepard Park Public Library: 7420 Georgia Avenue, N.W., Washington, D.C. 20012
- Lamond-Riggs Public Library: South Dakota Avenue & Kennedy Street, N.E., Washington, D.C. 20011
- Langston Public Library: 26th Street & Benning Road, N.E., Washington, D.C. 20002

- Mount Pleasant Public Library: 16th Street & Lamont Street, N.W., Washington, D.C. 20010
- Northeast Branch Library: 330 7th Street, N.E., Washington, D.C. 20002
- Parklands-Turner Public Library: Alabama Avenue & Stanton Road, S.E., Washington, D.C. 20020
- Petworth Public Library: Georgia Avenue & Upshur Street, N.W., Washington, D.C. 20011
- R.L. Christian Public Library: 13th Street & H Street, N.E., Washington, D.C. 20002
- Southeast Branch Library: 7th Street & D Street, N.E., Washington, D.C. 20003
- Southwest Branch Public Library: Wesley Place & K Street, S.W., Washington, D.C. 20024
- Sorsum Public Library: 135 New York Avenue, N.W., Washington, D.C. 20001
- Takoma Park Public Library: 5th Street & Cedar Street, N.W., Washington, D.C. 20012
- Washington Highlands Public Library: Atlantic Street & Capitol Terrace, S.W., Washington, D.C. 20032
- Watha T. Daniel Public Library: 8th Street & Rhode Island Avenue, N.W., Washington, D.C. 20001
- Woodridge Regional Public Library: 18th Street & Rhode Island Avenue, N.E., Washington, D.C. 20018

Media

Newspapers: SEA is submitting notices announcing the availability of the DEIS to the following daily and weekly newspapers. These are either major newspapers serving the District of Columbia, or weeklies that have been identified as community papers with appropriate local circulation.

- *The Washington Post*, major daily
- *The Washington Times*, major daily
- *Washington City Paper*, free weekly, local coverage
- *Capital Spotlight Newspaper*, weekly, targets African American community
- *Washington Afro-American*, weekly, targets African American community
- *The Washington Informer* weekly, targets African American community
- *Washington New Observer* weekly, targets African American community
- *El Diario de la Nacion* weekly, targets Hispanic community
- *El Pregonero* weekly, targets Hispanic community
- *The Northwest Current*, weekly

Radio Stations: SEA is submitting Public Service Announcements (PSA) spots announcing DEIS availability to the following radio stations. SEA is focusing on a variety of stations to include a broad cross section of programming and targets appropriate populations.

- *WHUR-FM*, 96.3, Howard University station, targets African American audience, urban contemporary programming
- *WKYS-FM*, 93.9, targets African American audience, urban contemporary programming
- *WOL-AM*, 1450, targets African American audience, talk, news programming
- *WPFW-FM*, 89.3, targets African American audience, jazz, news programming
- *WYCB-AM*, 1340, targets African American audience, gospel programming

Area Organizations

SEA is sending a factsheet on the proposed transaction and notification of DEIS availability to the following groups in the District of Columbia:

- NAACP Washington Bureau
- Marshall Heights Community Development Organizations
- American Renewal Project
- Americans Back In Charge
- Coalitions for America
- Safe Streets Coalition
- Small Business Survival Committee
- African American Business Association

City and Elected Officials

SEA is sending the Mayor of Washington, D.C. and all members of the Council of the District of Columbia an informational factsheet on the proposed transaction and notification of DEIS availability. The wards that include areas of potential impact are Wards Two, Five, Six, Seven, and Eight.

- Mayor Marion Barry 1 Judiciary Square, 441 4th Street, Suite 1100, N.W., Washington, D.C., 20001
- Council of the District of Columbia: 441 4th Street, N.W., Washington, D.C. 20001
 - Linda W. Cropp, Council Chair, at-large
 - Hilda H.M. Mason, at-large
 - Harold Brazil, at-large
 - Carol Schwartz, at-large
 - Arrington Dixon, at-large
 - Frank Smith Jr., Ward One
 - Jack Evans, Ward Two
 - Kathleen Patterson, Ward Three
 - Charlene Drew Jarvis, Ward Four
 - Harry Thomas Sr., Ward Five
 - Sharon Ambrose, Ward Six

Kevin P. Chavous, Ward Seven
Sandra Allen, Ward Eight

Advisory Neighborhood Commissions (ANCs): SEA is targeting neighborhood level officials through local Advisory Neighborhood Commissions. These commissions are comprised of area residents and are effective, direct links to local neighborhoods. SEA is focusing on ANCs in wards where they have identified potential impacts. SEA is sending a factsheet and notification of DEIS availability to 165 ANC Commissioners in the District of Columbia.

- Ward Two – 37 Commissioners
- Ward Five – 33 Commissioners
- Ward Seven – 33 Commissioners
- Ward Six – 32 Commissioners
- Ward Eight – 30 Commissioners

Note: SEA received a current listing of ANC Commissioners from the Office of the Mayor of the District of Columbia. Some Commissioner Seats are vacant or pending appointment.

Environmental Justice Organizations

SEA is sending a factsheet and notification of DEIS availability to the following groups that deal in environmental justice, urban habitat and related environmental issues.

- D.C. ACORN
- African American Environmentalists
- Faith United Church of Christ
- River Terrace Community Organization
- Kingman Park Civic Association
- Anacostia Park Civic Association
- Women Like Us
- Ward 7 Environmental Group
- Surface Transportation Policy Project

Public Input/Comment

All informational materials SEA distributes will include the contact name and address where written comments can be submitted, and the comment due date. All comments submitted will be logged into a central comment tracking database and distributed to appropriate team members. Team members will carefully review all comments and determine follow-up steps. All comments will be addressed by topic area in the Final EIS.

Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

Indiana

Lafayette, Indiana

As part of the Environmental Review process, SEA prepared an outreach plan for the City of Lafayette, Indiana. The plan describes efforts to reach minority and low-income populations potentially impacted by proposed increases in train traffic on Norfolk Southern's Lafayette to Tilton line through the City of Lafayette. SEA identified potential noise and transportation safety impacts through technical analysis. Because there may be disproportionate impacts on low-income and minority populations, SEA will comply with draft CEQ guidelines and Executive Order 12898 requirements for public notification and comment.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (DEIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

Description of Area

SEA has identified potential impact areas in the western part of the City of Lafayette. Traffic may be affected at some crossings in fairly close proximity to each other. Because grade crossing safety is an issue, and since Lafayette is relatively small, SEA is conducting outreach for the entire city. SEA is contacting media outlets, area organizations, libraries and elected officials in Lafayette as part of the environmental justice outreach for the city.

Information Distribution

DEIS Repositories

Lafayette Public Libraries: SEA is sending copies of the DEIS to the two public libraries in Lafayette for placement in a reference or other appropriate section.

- West Lafayette Public Library: 208 West Columbia, W. Lafayette, IN 47906
- Tippecanoe County Public Library: 627 South Street, Lafayette, IN 47901

Media

Newspapers: SEA is submitting notices announcing the availability of the DEIS to the following daily and weekly newspapers. These are either major newspapers for the City of Lafayette, or weeklies that have been identified as community papers with local circulation.

- ▶ *Journal & Courier*, daily; covers Tippecanoe County
- ▶ *Lafayette Leader*, weekly, published Thursday; covers Lafayette

Radio Stations: SEA is submitting PSA spots announcing DEIS availability to the following radio stations. SEA is identifying a variety of stations to include a broad cross section of programming.

- *WASK-FM*, 98.7, talk, news programming
- *WAZY-FM*, 96.5, variety programming
- *WKHY-FM*, 93.5, rock, classic rock programming
- *WKOA-FM*, 105.3, country programming

Area Organizations

SEA is sending a factsheet on the proposed transaction and notification of DEIS availability to the following groups in the City of Lafayette:

- American Business Women's Association
- Association of Woman Business Owners
- Downtown Business Center
- Employ Abilities
- Great Lafayette Chamber of Commerce
- Greater Lafayette Convention and Visitor's Bureau
- Wabash Center
- Lafayette Urban Enterprise Association, Inc.
- Access International, Inc.
- American Association of Retired Persons
- Asian American Network of Indiana
- Lafayette Black Chamber of Commerce
- Centennial Neighborhood Association
- Circle Pines Cooperative House
- Citizens Advocating Responsible Development
- Citizens for Civil Rights
- Community and Family Resource Center, Inc.
- Focus on the Future of Unincorporated Wabash Township
- Friends of Downtown
- Greater Lafayette Chamber of Commerce
- Greater Lafayette Chamber of Commerce Community Appearance Task Force

- Great Lafayette Community Foundation
- Habitat for Humanity of Lafayette
- Historic Ninth Street Hill Neighborhood Association
- Inherit the Earth
- Institute of Transportation Engineers
- Interstate Association of Retired Railroad Employees
- Lafayette Urban Enterprise Association, Inc.
- Lafayette Urban Ministry
- Legal Aid Corporation of Tippecanoe County
- Legal Services Program of Northern Indiana, Inc.
- LesBiGay Network
- Linden-Madison Township Historical Society
- Love, INC.
- Luther Villa Apartments
- Mathew 25 Care & Share Kitchen
- Mayor's Commission on Human Relations
- Morton Community Center
- Railway Heritage Network
- Sycamore Audubon Society
- Tippecanoe County Council of Aging
- Tippecanoe County Emergency Management Civil Defense
- Tippecanoe Environmental Council
- Tippecanoe Soil and Water Conservation District
- YMCA of Greater Lafayette
- Area IV Agency on Aging and Community Services
- Relay Indiana
- Wabash Center, Inc.
- American Wildlife Association
- Legal Aid Corporation of Tippecanoe County
- Legal Services Program of Northern Indiana, Inc.
- Westminster Men's Club
- Indiana House of Representatives
- Board of Health
- Carroll County Emergency Management Agency
- Community Health Clinic
- Greater Lafayette Public Transportation Corp.
- Housing Authority of the City of Lafayette
- Indiana Family and Social Services Administration
- Wabash River Parkway Commission
- City of Lafayette – Clerk's Office
- Minority Health Coalition of Tippecanoe County
- Citizens for Civil Rights

City and Elected Officials

SEA is sending the Mayor of Lafayette and all members of the Lafayette Common Council a factsheet on the proposed transaction and notification of DEIS availability.

Mayor Dave Heath, City Hall, 20 North 6th St., Lafayette, IN 47901 Common Council:

- Dennis D. Probasco, 2200 Manitou Drive, First District
- Ronald B. Campbell, 1705 Ocala Ct., Second District
- Johanna C. Downie, 505 Lingle Terrace, Third District
- Jack Rhoda, 1227 Catula Avenue, Fourth District
- Norbert A. Fisher, 2601 Elizabeth Street, Fifth District
- Michael D. Smith, 1824 Arcadia Drive, Sixth District
- Ron J. Alting, 3600 Cedar Lane, At-Large
- Phyllis L. Boehning, 703 Central Avenue, At-Large
- Steven P. Meyer, 1310 Southport Drive, At-Large

Environmental Justice Organizations

SEA is conducting research to determine whether environmental justice organizations exist in the Lafayette, IN area. These organizations will be included with regard to distribution of information pertaining to effects of the proposed Acquisition in the Lafayette, IN area.

Public Input/Comment

All informational materials SEA distributes will include the contact name and address where written comments can be submitted, and the comment due date. All comments submitted will be logged into a central comment tracking database and distributed to appropriate team members. Team members will carefully review all comments and determine follow-up steps. All comments will be addressed by topic area in the Final EIS.

Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

Gary, Indiana

As part of the Environmental Review process, SEA prepared an outreach plan for the City of Gary, Indiana. The plan describes efforts to reach minority and low-income populations potentially impacted by proposed increases in train traffic on CSX's Willow Creek to Pine Junction line through the City of Gary. SEA identified potential noise and transportation safety impacts through technical analysis. Because there may be disproportionate impacts on low-income and minority populations, SEA will comply with draft CEQ guidelines and Executive Order 12898 requirements for public notification and comment.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (DEIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

Description of Area

The Gary population is predominantly African American and, according to the 1990 Census, 24,672 of Gary's 40,752 households were low-income. Of those, nearly half were extremely low income (0-30% of the Median Family Income). SEA is conducting outreach for the entire City of Gary. SEA is contacting media outlets, neighborhood organizations, social service agencies, libraries and elected officials in Gary as part of the outreach for the city.

Information Distribution

DEIS Repositories

Gary Public Libraries: SEA is sending a copy of the DEIS to all branches of the Gary Public Library system for placement in a reference or other appropriate section.

- Main Branch: 220 W. 5th Street, Gary, IN 46402 (219-886-2484)
- Dubois Branch: 1835 Broadway, Gary, IN 46407 (219-886-9120)
- Kennedy Branch: 3953 Broadway, Gary, IN 46408 (219-887-8112)
- Tolleston Branch: 1113 Taft Street, Gary, IN 46404 (219-944-2795)
- Wildermuth Branch: 501 S. Lake Street, Gary, IN 46403 (219-938-3941)

Media

Newspapers: SEA is submitting notices announcing the availability of the DEIS in the following daily and weekly newspapers. These are either major newspapers for the City of Gary or weeklies that have been identified as community papers with a local circulation.

- *Post-Tribune*, daily; coverage includes Lake (Gary) and Porter County
- *The Gary American*, weekly, Fridays; targets African American community.
- *The Gary Crusader*, weekly Thursdays; targets African American community.
- *Gary Info*, weekly, Thursdays; targets African American community.

Radio Stations: SEA is submitting PSA spots announcing DEIS availability to the following radio stations. These are the all the stations located in the City of Gary.

- *WGVE-FM*, 88.7, variety programming
- *WLTH-AM*, 1370, variety programming

Area Organizations

SEA is sending a factsheet on the proposed transaction and notification of DEIS availability to the following groups in the City of Gary:

Community Development Corporations (CDC):

- Horace-Mann Ambridge Improvement Organization INC.
- Broadway Area Community Development Corp.
- Aetna Resurrection
- Black Oak Redevelopment Corporation
- Grace Community Development Corp.
- Glen Park Community Development Corp.
- Building A Life Community Development Corp.
- Tree of Life Community Development Corp.
- Refuge House, Inc.
- MECCA (Men Enhancing Community and Cultural Awareness)
- SCOPE, Inc. (Stop Contaminating Our Precious Environment)

Neighborhood Associations & Agencies:

- Gary Community Services/Planning
- Brunswick Neighborhood Association
- Brunswick Community Council
- Horace Mann Ambridge Neighborhood Improvement Organization
- Horace Mann Block Club Association
- Tolle-Mann Association
- Tolleston Community Council
- Tolleston/Tarrytown Community Organization
- Broadway Gardens Community
- Industrial/Diamond/Prospect Community Organization
- New Horizons
- Miller Citizens Corporation
- Federation of Neighborhood Watch Groups
- City-Wide PTA
- NAACP (Gary Chapter)
- Citywide Tenant Council Public Housing Developments
- James Kimbrough Law Associations
- League of Women Voters (Gary Chapter)
- Coalition of Labor Union Women
- Gary Manor Complex Tenant Council
- Urban League Federation of Block Clubs
- Grand Cal Task Force
- YWCA

- Gary Precinct Organization
- National Medical Association
- Gary Baptist Association
- Urban League of NW Indiana
- Pulaski Area Council
- Pyramid Community Council
- I U. Alumni Association
- Gary Frontiers International
- Glen Ryan Neighbors

Housing & Social Service Agencies (specifically focus on needs of those below the poverty line):

- Gary Housing Authority
- Gary Department of Health & Human Services
- Gary Welfare Department
- Catholic Charities, Inc.
- Gary Neighborhood Services, Inc.
- Legal Services of Northwest Indiana, Inc.
- Referral & Emergency Services, Inc.
- Salvation Army
- Lake County Economic Opportunity Council (LCEOC)
- American Red Cross
- Gary Urban Enterprise Association

City and Elected Officials

SEA is sending the Mayor of Gary and all members of the Gary Common Council a factsheet on the proposed transaction and notification of DEIS availability.

Mayor Scott L. King, 401 Broadway, Gary, IN 46402 Common Council:

- Gardest Gillespie, 6750 Ash Place, Gary, IN 46403 (First District)
- Shirley Bynum, 727 Garfield Street, Gary, IN 46404 (Second District)
- Frank T. Ballard, 1934 Hanley Street, Gary, IN (Third District)
- Cleveland Rouster, 2146 Hendricks Street, Gary, IN 46404 (Fourth District)
- Cleo Wesson, 2456 Maryland Street, Gary, IN 46407 (Fifth District)
- Alex A. Cherry, Jr., 102 Glen Park Avenue, Gary, IN 46408 (Sixth District)
- Roy Pratt, 6624 Birch Place, Gary, IN 46403 (At-Large)
- Charles Hughes, P.O. Box 2768, Gary, IN 46403 (At-Large)
- Clorius L. Lay, JD, P.O. Box M-886, Gary, IN 46401 (At-Large)

Environmental Justice Organization

SEA is conducting research to determine whether environmental justice organizations exist in the Gary, IN area. These organizations will be included with regard to distribution of information pertaining to effects of the proposed Acquisition in the Gary, IN area.

Public Input/Comment

All informational materials SEA distributes will include the contact name and address where written comments can be submitted, and the comment due date. All comments submitted will be logged into a central comment tracking database and distributed to appropriate team members. Team members will carefully review all comments and determine follow-up steps. All comments will be addressed by topic area in the Final EIS.

Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

Ft. Wayne, Indiana

As part of the Environmental Review process, SEA prepared an outreach plan for the City of Fort Wayne, Indiana. The plan describes efforts to reach minority and low-income populations potentially impacted by proposed increases in train traffic on Norfolk Southern's Butler to Fort Wayne (N-41) line through the City of Fort Wayne. SEA identified potential noise and transportation safety impacts through technical analysis in the area. Because there may be disproportionate impacts on low-income and minority populations, SEA will comply with draft CEQ guidelines and Executive Order 12898 requirements for public notification and comment.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (DEIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

Description of Area

The Butler to Fort Wayne rail segment runs through the eastern and southeastern portions of Fort Wayne. SEA is focusing outreach activities on these areas. The population is predominantly African American with some Hispanic. SEA is translating the summary of the DEIS and the factsheet for Fort Wayne into Spanish to meet the needs of the Hispanic population in the city.

Information Distribution

DEIS Repositories

Allen County Public Libraries: Ft. Wayne is part of the Allen County Public Library System. SEA is placing a copy of the DEIS in the following branches of the Allen County system. These branches serve the Fort Wayne neighborhoods SEA is targeting for environmental justice outreach:

- Allen County Main Library: 900 Webster Street, Ft. Wayne, IN 46802
- Hessen Cassel Branch: 3030 East Paulding Road, Fort Wayne, IN, 46806
- Pontiac Branch: 3304 Warsaw Street, Fort Wayne, IN, 46806
- Shawnee Branch: 5600 Noll Avenue, Fort Wayne, IN, 46806

Media

Newspapers: SEA is placing notices announcing the availability of the DEIS in the following daily and weekly newspapers.

- *Fort Wayne News-Sentinel*, daily; coverage includes all northeastern Indiana and northwestern Ohio.
- *The Journal Gazette*, daily; coverage includes all northeastern Indiana and northwestern Ohio.
- *Frost Illustrated*, weekly, Tuesdays; focuses on African American community.

Radio Stations: SEA is submitting PSA spots publicizing DEIS availability to the following radio stations. SEA is targeting stations with power wattage over 30,000. Additionally, SEA is submitting PSA spots to radio stations listed in *Community Resources*, a publication of the Allen County Public Library that includes local organizations, businesses, etc. SEA is targeting a variety of stations to include a broad cross section of programming.

- *WJFI-FM, 95.1*, adult contemporary programming
- *WBCL-FM, 90.3*, religious programming
- *WBNI-FM, 89.1*, news, classical, jazz programming
- *WBTU-FM, 93.3*, contemporary country programming
- *WBYR-FM, 98.9*, rock programming
- *WMEE-FM, 97.3*, new adult contemporary programming
- *WOWO-AM, 1190*, talk, news, sports programming
- *WFCV-AM, 1090*, gospel, religious programming

Area Organizations

SEA is issuing a factsheet on the proposed transaction and notification of DEIS availability and locations to the following groups:

Neighborhood/Business Associations:

- Anthony Wayne Neighborhood Association
- Better Business Bureau of Northeastern Indiana, Inc. – Fort Wayne Chapter
- Branning Hills Neighborhood Association
- Brookmill Tenants Council
- Casselwood Terrace Civic Association
- Colonial Heritage Association
- Continental Park Community Association
- Crown Colony Neighborhood Association
- East Central Neighborhood Association
- Eastland Gardens Community Association
- Eastside Community Association
- Fairfield Business/Professional Association
- Greater McMillen Park Neighborhood Association
- Hanna Creighton Neighborhood Association
- Harvester Community Association
- Hickory Grove Association
- Hillcrest Neighborhood Association
- Hoagland Masterson Neighborhood Association
- Hoevelwood Civic Association
- Lafayette Place Improvement Association
- Larez Neighborhood Association
- Maumee Terrace
- McCormick Place Tenants Council
- McKinnie-Senate Neighborhood Association
- Memorial Park Neighborhood Association
- Michigan Avenue Neighborhood Association
- Neighborhood Community Group
- Oakland Park Association
- Oaklawn Courts Neighborhood Association
- Oxford Community Association
- Petit Rudisill Neighborhood Association
- Pontiac Place Association
- Poplar Neighborhood Association
- Rudisill-Plaza Neighborhood Association
- South Calhoun Place Neighborhood Association
- South Suburban Civic Association
- Southwick Civic Association

- Suburban Heights Property Owners Association
- Tall Oaks Tenants Council
- Taylor Street Neighborhood Association
- Trier Ridge Park Community Association
- Triar Ridge Phase II Association
- Victoria Park Community Association
- Village Green Neighborhood Association
- Village Woods Community Association
- West Central Neighborhood Association
- Westchester
- Wildwood Park Community Association
- Williams Park Neighborhood Association

Public Agencies:

- Allen County Division of Family & Children Services
- Allen County Election Board
- City of Fort Wayne – Planning Department
- City of Fort Wayne – Public Information Office

Other Organizations:

- Acres Inc.
- Allen County/Fort Wayne Historical Society
- Associated Churches of Fort Wayne and Allen County
- Catholic Charities
- Christian Business Men's Committee
- Community Action of Northeast Indiana
- Concerned Citizens Watch, Inc.
- Fort Wayne Community Foundation
- Fort Wayne Community Schools
- Fort Wayne Future, Inc.
- Fort Wayne Rescue Mission
- Fort Wayne Women's Bureau
- Fort Wayne Women's Club
- Freedom House
- Lifeline Youth and Family Services, Inc.
- Mental Health Association in Allen County
- Revelation Mission
- Three Rivers Ambulance Authority
- Three Rivers Literacy Alliance
- United Hispanic Americans, Inc. – Bennito Juarez Cultural Center
- Vocational Rehabilitation Services
- West Central Neighborhood Ministry, Inc.

- Women of African Heritage Support Group
- Women United in Vision

City and Elected Officials

SEA is sending a factsheet of the proposed transaction and notification of DEIS availability to the following Fort Wayne elected officials. These officials cover the entire City of Fort Wayne:

Mayor Paul Helmke, 1215 Korte Lane, Fort Wayne, IN 46807

City Council Members:

- Archie L. Lunsey (1st District), 1007 Point Center Cove, Fort Wayne, IN 46803
- Donald J Schmidt (2nd District), 2110 Forest Park Blvd., Fort Wayne, IN 46805
- Thomas C. Henry (3rd District), 2211 Schomburg Drive, Fort Wayne, IN 46808
- Thomas E. Hayhurst (4th District), 4444 N. Washington Rd., Fort Wayne, IN 46804
- Diedre A. Hall (5th District), 1328 Westover Road, Fort Wayne, IN 46807
- Cletus R. Edmonds (6th District), 6701 S. Anthony Blvd., Fort Wayne, IN 46816
- John N. Crawford (At-large), 2805 Chichester Lane, Fort Wayne, IN 46815
- Rebecca J. Ravine (At-large), 6010 Sawmill Woods Court, Fort Wayne, IN 46835
- Martin A. Bender (At-large), 6425 Goshen Road, Fort Wayne, IN 46818

Environmental Justice Organizations

SEA is conducting research to determine whether environmental justice organizations exist in the Ft. Wayne, IN area. These organizations will be included with regard to distribution of information pertaining to effects of the proposed Acquisition in the Ft. Wayne, IN area.

Public Input/Comment

All informational materials SEA distributes will include the contact name and address where written comments can be submitted, and the comment due date. All comments submitted will be logged into a central comment tracking database and distributed to appropriate team members. Team members will carefully review all comments and determine follow-up steps. All comments will be addressed by topic area in the Final EIS.

Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries.

Team members will review these inquiries to determine if any additional action is necessary.

Illinois

Blue Island, Illinois

As part of the Environmental Review process, SEA prepared an outreach plan for the City of Blue Island, Illinois. The plan describes efforts to reach minority and low-income populations potentially impacted by proposed increases in train traffic on CSX's Barr Yard to Blue Island line through the City of Blue Island. SEA identified potential noise and transportation safety impacts through technical analysis of the area. Because there may be disproportionate impacts on low-income and minority populations, SEA will comply with draft CEQ guidelines and Executive Order 12898 requirements for public notification and comment.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (DEIS), public notices, and project information are disseminated to effectively reach the areas population and allow for meaningful public input.

Description of Area

According to 1990 Census data, Blue Island has a population slightly over 20,000. Blue Island is located along the Dan Ryan Expressway just southwest of Chicago. The city is considered a Chicago suburb. SEA identified minority and low-income populations in the city of Blue Island that could potentially be affected by the proposed transaction. Due to the relatively small size of the city, SEA is conducting outreach for all of Blue Island.

Information Distribution

DEIS Repositories

Blue Island Public Library: The City of Blue Island has one library. SEA is sending a copy of the DEIS to the library to be placed in their reference or other appropriate section.

- Blue Island Public Library: 2433 York Street, Blue Island, IL 60406

Media

Newspapers: SEA is placing notices announcing the availability of the DEIS in the following daily and weekly newspapers.

Daily Southtown, daily; coverage includes Cook County

- ▶ *Blue Island Sun*, weekly; coverage includes all of Blue Island and local communities
- ▶ *Forum Newspaper*, bi-weekly; coverage includes all of Blue Island
- ▶ *Blue Island Star*, Thursdays and Sundays; coverage includes all of Blue Island

Radio Stations: SEA is submitting PSA spots publicizing DEIS availability to the following radio stations. SEA is targeting stations with power wattage over 30,000. Additionally, SEA is focusing on a variety of stations to include a broad cross section of programming.

- ▶ *WBBM-AM, 780*, news, talk programming
- ▶ *WBBM-FM, 96.3*, top 40 programming
- ▶ *WGN-AM, 720*, talk, news, sports programming
- ▶ *WGCI-FM, 107.5*, adult contemporary programming
- ▶ *WJMK-FM, 1160*, talk, big band programming
- ▶ *WMAQ-AM, 670*, news, sports programming
- ▶ *WMPL-FM, 104.1*, educational programming

Area Organizations

SEA is sending a factsheet on the proposed transaction and notification of DEIS availability and locations to the following area organizations:

- ▶ Blue Island Chamber of Commerce
- Blue Island Park District
- Blue Island Humanitarian Service Project
- Blue Cap School and Work Center
- Main Street Blue Island
- Reach Out In Blue Island

City and Elected Officials

SEA is sending a factsheet on the proposed transaction and notification of DEIS availability to the following Blue Island city offices and elected officials. These officials cover the entire City of Blue Island:

The City of Blue Island, 13051 S. Greenwood Avenue, Blue Island, IL 60408
Mayor Donald E. Peloquin, 13051 Greenwood Avenue, Blue Island, IL 60406

City Council Members:

- David W. Mindeman, (1st Ward) 12738 Greenwood Avenue, Blue Island, IL 60406
- Earl Koebler, (1st Ward) 2529 Cochran, Blue Island, IL 60406
- Columbus Disabato (2nd Ward) 2003 Market Street, Blue Island, IL 60406
- Gina M. Pegorin (2nd Ward) 2103 Broadway, Blue Island, IL 60406
- Pasquale Luciano (3rd Ward) 2155 Grove Street, Blue Island, IL 60406
- Scott A. Seibert (3rd Ward) 2018 Union Street, Blue Island, IL 60406
- Brian G. Glasgow (4th Ward) 2705 Grunewald Street, Blue Island, IL 60406
- Marcia Stone (4th Ward) 12761 Sacramento, Blue Island, IL 60406
- James Deiters (5th Ward) 12114 Ann Street, Blue Island, IL 60406

- Mary E. Poulsen (5th Ward) 12342 Western Avenue, Blue Island, IL 60406
- Janice Ostling (6th Ward) 2257 W. 120th Street, Blue Island, IL 60406
- Carlee Jackson, Jr. (6th Ward) 2820 W. 139th Place, Blue Island, IL 60406
- Russell D. Elton (7th Ward) 2346 Vernon Street, Blue Island, IL 60406
- [REDACTED] (7th Ward) 12559 Irving, Blue Island, IL 60406

Environmental Justice Organizations

SEA is conducting research to determine whether environmental justice organizations exist in the Blue Island, IL area. These organizations will be included with regard to distribution of information pertaining to effects of the proposed Acquisition in the Blue Island, IL area.

Public Input/Comment

All informational materials SEA distributes will include the contact name and address where written comments can be submitted, and the comment due date. All comments submitted will be logged into a central comment tracking database and distributed to appropriate team members. Team members will carefully review all comments and determine follow-up steps. All comments will be addressed by topic area in the Final EIS.

Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

59th Street Area, Chicago, Illinois

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by the proposed 59th Street Intermodal Facility. SEA has identified a noise impact and has proposed mitigation based on technical analysis, site visits, and review of CSX permit application materials submitted to the City of Chicago. Because the impact may disproportionately affect an area with a high minority, low-income population, SEA will comply with draft CEQ guidelines and Executive Order 12898 requirements for public notification and comment.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (DEIS), notices, and project information are disseminated through forums that effectively reach the areas diverse population and allow for public input.

Description of Area

The proposed 59th Street Intermodal Facility would be located in a former railroad-switching yard, which has been unused for at least 15 years. West Englewood, the neighborhood closest to the rail yard, is a residential area with a primarily lower/middle income African American population. Nearby neighborhoods along the major traffic routes to and from the proposed

facility include Gage Park to the north, a predominately lower/middle income Hispanic neighborhood, Auburn Gresham to the south, and Chicago Lawn to the west, both primarily lower/middle income African American neighborhoods.

Information Distribution

SEA is distributing project information to neighborhoods near the proposed 59th Street Intermodal Facility by:

Placing copies of the DEIS in appropriate repositories

- ▶ Project noticing through media
- ▶ Information dissemination through designated organizations

SEA is preparing the following informational materials in English and Spanish, the primary languages spoken in the areas surrounding the proposed facility.

Factsheet - The factsheet describes the proposed 59th Street Intermodal Facility and construction activities, provide basic background regarding the Conrail Acquisition, and describes the environmental review process. It provides information on how to submit written comments and the schedule for receiving comments. Additionally, the fact sheet invites the public to call the toll-free information hotline. SEA is preparing the fact sheet in English and Spanish.

Notices - SEA is preparing written notices for placement in designated newspapers. The notices are being tailored according to each publication's specifications, but at a minimum includes a brief description of the project, locations where the DEIS can be reviewed by the public, the comment period schedule, and phone numbers, addresses, and contact names for submitting comments and requesting information. SEA is preparing notices in English and Spanish for the bilingual newspapers.

Public Service Announcements - SEA is preparing public service announcements (PSA) that briefly identify the proposed action and provide the toll-free hotline number for requesting information. SEA is preparing written PSAs according to each radio station's specifications in English and Spanish.

DEIS Executive Summary - SEA is translating the executive summary of the DEIS into Spanish, and placing it in the designated local library branches. A complete copy of the DEIS in English is being included as well.

DEIS Repositories

Chicago Libraries: SEA contacted the Chicago Public Library to identify branches that serve the neighborhoods surrounding the proposed new facility. SEA is contacting each library branch and requesting that a copy of the DEIS be placed in the reference section where it can be reviewed by the public. Local branches include:

- Chicago Lawn Branch, 6120 S. Kedzie Avenue, Chicago, IL
- ▶ Gage Park Branch, 2807 W. 55th Street, Chicago, IL
- ▶ Sherman Park Branch, 5440 S. Racine Avenue, Chicago, IL
- ▶ Thurgood Marshall, 7506 S. Racine Avenue, Chicago, IL
- ▶ West Lawn Branch, 4020 W. 63rd Street, Chicago, IL

Media

Newspapers: Several weekly newspapers focus on the neighborhoods identified above. SEA is preparing notices of availability of the DEIS to be published in these papers, as well as in the key daily papers serving the larger Chicago Metropolitan Area. SEA is preparing written notices according to each newspaper's specifications.

- ▶ *Chicago Sun-Times*, daily; coverage includes all of Chicago and Cook County
- ▶ *Chicago Tribune*, daily; coverage includes all of Chicago and Cook County
- ▶ *Chicago Defender*, daily; geared toward African American population
- ▶ *Southside Extra*, weekly, bilingual (Spanish and English); geared toward Southside Latino population
- ▶ *Lawndale Press*, weekly, bilingual (Spanish and English); geared toward Latino population.
- ▶ *Bridgeport News*, weekly; covers Back of the Yards area, and neighborhoods of Bridgeport, Brighton Park, McKinley Park, and Armour Square
- ▶ *Back of the Yards Journal*, weekly community paper; covers 31st to 63rd and Halsted to Kedzie streets
- ▶ *Southwest News Herald*, weekly; covers 49th to 87th and Western to Harlem

Radio Stations: Research in other communities has shown that radio can be a highly effective avenue for reaching Hispanic communities. The neighborhoods around Kedzie Boulevard and 59th Avenue, on the west side of the proposed facility, appear to have a high Hispanic population. There are several radio stations geared toward Latino listeners throughout the city. Although not focused specifically on the impacted neighborhoods, placing Public Service Announcements (PSA) through these stations could effectively support noticing of the DEIS availability. SEA is preparing written PSAs in English and Spanish that briefly explain the project and provide the number of the toll-free information hotline.

- ▶ *WCYC-FM*, 90.5, geared toward Hispanic listeners
- ▶ *WIND-AM*, 560, geared toward Hispanic listeners
- ▶ *WLXX-AM*, 1200, geared toward Hispanic listeners

- ▶ *WYSY-FM*, 107.9, geared toward Hispanic listeners

Area Organizations

SEA identified the following organizations through the *People of Color* directory, research through the Mayor's office, other local institutions, the EPA and input from team members and contacts in Chicago. SEA determined that these groups may be a resource in posting or distributing project notices through newsletters or meetings. SEA is mailing each organization a project fact sheet.

Business and Neighborhood Groups:

- ▶ Back of the Yards Business Association, covers 35th to 55th from Western to Racine. The group holds monthly meetings, publishes monthly newsletters and accepts outside speakers on a variety of topics.
- ▶ Englewood Businessmen's Association, covers 59th to 1st streets and Dan Ryan to Bell streets. The approximately 65-member group holds quarterly board meetings and monthly Special Service District meetings. Key topics of interest are crime prevention and security. The group also publishes occasional newsletters and accepts outside speakers.

City and Elected Officials

The City of Chicago is organized through a strong City Council Member or Alderman system that represents each of the 50 wards in the City. Representatives generally have contacts in the communities they represent, and have staff members to assist in reaching community leaders and residents. SEA is mailing project fact sheets to the following:

City Council Members (serving 59th Street area):

- ▶ Virgil Jones (Ward 15)
- ▶ Shirley Coleman (Ward 16)

Environmental Justice Organizations

SEA is sending a factsheet and notification of DEIS availability to the following groups that deal in environmental justice, urban habitat, and related environmental issues.

- ▶ ACORN, a neighborhood based group dedicated to economic vitality and environmental improvement in low-income communities. The group is primarily focused on Englewood, West Englewood, and Auburn Gresham neighborhoods. The group's primary means of contacting residents is through door-to-door contact and monthly meetings.

- ▶ Center for Neighborhood Technology (CNT), a citywide/national environmental organization focused on sustainable development and pollution prevention that has a particular interest in transportation and intermodal freight issues. CNT has targeted the Southside and is attempting to build some cohesion among politically fragmented neighborhoods with diverse ethnic populations of white, African American, and Hispanic residents. CNT sponsored an October 21 forum on intermodal freight issues in the Southside.
- ▶ People for Community Recovery

Public Input/Comment

All informational materials SEA distributes will include the contact name and address where written comments can be submitted, and the comment due date. All comments submitted will be logged into a central comment tracking database and distributed to appropriate team members. Team members will carefully review all comments and determine follow-up steps. All comments will be addressed by topic area in the final EIS.

Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

Maryland

Baltimore, Maryland

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations that may be affected by increased rail traffic on CSX's Baltimore to Relay line. Potential impacts have been identified through technical analysis, site visits, and review of existing reports. Because the impact may affect an area with a high minority, low-income population, SEA will comply with draft CEQ guidelines and Executive Order 12898 requirements for public notification and comment.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (DEIS), notices, and project information are disseminated through avenues that effectively reach the area's diverse population and allow for meaningful public input.

Description of Area

In the City of Baltimore, potential impacts from the proposed transaction are located in the southern area of the City near Hollins Ferry Road. SEA is focusing outreach in this area of the city, contacting media outlets, neighborhood organizations, libraries and city and elected officials.

Information Distribution

DEIS Repositories

Enoch Pratt Free Library: A copy of the DEIS with an explanatory cover letter is being sent to appropriate branches of the Enoch Pratt Free Library, the city of Baltimore's public library system. Each library is being contacted directly to ensure acceptance of the DEIS and placement in a reference or other appropriate section.

- ▶ Enoch Pratt Free Library (main branch):
- ▶ 400 Cathedral Street, Baltimore, MD 21201 (410) 396-5430
- ▶ Light Street - 1251 Light Street, Baltimore, MD 21230 (410) 396-5430
- ▶ Washington Village Branch - 856 Washington Blvd., Baltimore, MD 21230 (410) 396-1099

Media

Newspapers: SEA is submitting notices announcing the availability of the DEIS to the following daily and weekly newspapers.

The Washington, daily, coverage includes all of Washington, DC and Baltimore metropolitan area.

The Washington Times, daily, coverage includes all of Washington, DC and Baltimore metropolitan area.

Baltimore Sun, daily, coverage includes Central Maryland and Baltimore metropolitan area

The Avenue Newspaper, weekly, coverage includes Baltimore area

Baltimore City Paper, weekly, coverage includes Baltimore area

Baltimore Times, weekly, coverage includes Baltimore area

Radio Stations: SEA is submitting PSA spots publicizing DEIS availability to the following radio stations. SEA is targeting stations with power wattage over 30,000. Additionally, SEA is focusing on a variety of stations to include a broad cross section of programming.

WKYS-FM, 93.9, urban contemporary

WRQX-FM, 107.3, adult, contemporary

WBAL-AM, 1090 and *WYYY-FM, 97.9*, talk, news, sports

WBGR-AM, 660, gospel

WCAQ-AM, 600 and *WXYV-FM, 102.7*, gospel

WERQ-FM, 92.3, urban contemporary

WLIF-FM, 101.9, adult contemporary

WWMX-FM, 106.5, adult contemporary

Area Organizations

SEA is sending a factsheet on the proposed transaction and notification of DEIS availability and locations to the following groups:

- ▶ Department of Housing and Community Development Neighborhood Service Center
- ▶ Mt. Winans Civic Interest Group
- ▶ Morrell Park Community Association
- ▶ Camden/Carroll Business Association
- ▶ Lakeland Neighborhood Association
- ▶ Westport Community Council
- ▶ Westport Community Improvement Association
- ▶ Westport/Mt. Winans Resident Advisory Board

Elected Officials

SEA is sending a factsheet of the proposed transaction and notification of DEIS availability to the following Baltimore elected officials. These officials cover areas of the City that have been targeted for outreach:

City of Baltimore: City Hall, 100 N. Holiday Street, Baltimore, MD 21202

- ▶ Jim French, City Planner for Southern district (410-396-5936)
- ▶ Mayor Kurt L. Schmoke Edward L. Reisinger, Council Member (410-396-4822), Room 424
- ▶ Dr. Norman Handy, Council Member (410-396-4821), Room 505
- ▶ Melvin Stukes, Council Member (410-396-4833), Room 550

Environmental Justice Organizations

SEA is conducting research to determine whether environmental justice organizations exist in the Baltimore, MD area. These organizations will be included with regard to distribution of information pertaining to effects of the proposed Acquisition in the Baltimore, MD area.

Public Input/Comment

All informational materials SEA distributes will include the contact name and address where written comments can be submitted, and the comment due date. All comments submitted will be logged into a central comment tracking database and distributed to appropriate team members. Team members will carefully review all comments and determine follow-up steps. All comments will be addressed by topic area in the final EIS.

Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

Prince George's County, Maryland

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations that may be affected by increased rail traffic on CSX's Alexandria Junction to Benning line (C-030). Potential impacts have been identified through technical analysis, site visits, and review of existing reports. Because the impact may affect an area with a high minority population, SEA will comply with draft CEQ guidelines and Executive Order 12898 requirements for public notification and comment.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (DEIS), notices, and project information are disseminated through avenues that effectively reach the area's diverse population and allow for meaningful public input.

Description of Area

In the Prince George's area, potential impacts from the proposed transaction are located in the Cheverly area of Maryland. SEA is focusing outreach in this area, contacting media outlets, neighborhood organizations, libraries and city and elected officials.

Information Distribution

DEIS Repositories

Prince George's County Memorial Library System: SEA is sending copies of the DEIS to the following branches for placement in their reference or other appropriate section. These branches serve the neighborhoods in the area targeted for environmental justice outreach:

- ▶ Beltsville, 4319 Sellman Road, Beltsville, MD 20705
- ▶ Bladensburg, 4820 Annapolis Road, Bladensburg, MD 20710
- ▶ Hyattsville, 6630 Adelphi Road, Hyattsville, MD 20782
- ▶ Laurel, 507 7th Street, Laurel, MD 20707
- ▶ New Carrollton, 7414 Riverdale Road, New Carrollton, MD 20784

Media

Newspapers: SEA is submitting notices announcing the availability of the DEIS to the following daily and weekly newspapers:

- ▶ *The Washington*, daily, coverage includes all of Washington, DC metropolitan area
- ▶ *The Washington Times*, daily, coverage includes all of Washington, DC metropolitan area
- ▶ *The Washington Informer Newspaper*, weekly, coverage includes all of Washington, DC metropolitan area
- ▶ *Washington Afro-American*, weekly, coverage includes all of Washington, DC metropolitan area

- ▶ *Prince George's Journal*, daily except Saturday, coverage includes all of Prince George's County
- ▶ *The Prince George's Sentinel*, weekly, coverage includes all of Prince George's County
- ▶ *The Prince George's Post*, weekly, coverage includes all of Prince George's County

Radio Stations: SEA is submitting PSA spots publicizing DEIS availability to the following radio stations. SEA is targeting stations with power wattage over 30,000. Additionally, SEA is focusing on a variety of stations to include a broad cross section of programming:

- ▶ *WKYS-FM*, 93.9 urban contemporary
- ▶ *WRQX-FM*, 107.3 adult, contemporary
- ▶ *WASH-FM*, lite rock
- ▶ *WETA-FM*, 90.9, news, classical
- ▶ *WHUR-FM*, 96, urban contemporary
- ▶ *WJFK-FM*, 106.7, talk, news
- ▶ *WHUR-FM*, 96.3, news, classical
- ▶ *WPFW-FM*, 89.3, news, jazz
- ▶ *WMMJ-FM*, 102.3, oldies

Area Organizations

SEA is sending a factsheet on the proposed transaction and notification of DEIS availability and locations to the following groups:

- ▶ Prince George's County Economic Development Corporation
- ▶ Buck Lodge Citizens Association, Inc.
- ▶ Glenridge Citizens Association
- ▶ West Lanham Hills Citizens Association
- ▶ Citizens Concerned for a Cleaner County
- ▶ Environmental Conservation Organization
- ▶ Sierra Club, Patuxent Group

Elected Officials

SEA is sending a factsheet of the proposed transaction and notification of DEIS availability to the following elected officials. These officials cover areas that have been targeted for outreach

Environmental Justice Organizations

SEA is conducting research to determine whether environmental justice organizations exist in the Cheverly, MD area. These organizations will be included with regard to distribution of information pertaining to effects of the proposed Acquisition in the Cheverly, MD area.

Public Input/Comment

All informational materials SEA distributes will include the contact name and address where written comments can be submitted, and the comment due date. All comments submitted will be logged into a central comment tracking database and distributed to appropriate team members. Team members will carefully review all comments and determine follow-up steps. All comments will be addressed by topic area in the final EIS.

Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

Ohio

Ashtabula, Ohio

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by proposed increases in train traffic on Norfolk Southern's Cleveland-to-Ashtabula (N-75) and Youngstown-to-Ashtabula (N-82) lines that run through the City of Ashtabula.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Report (DEIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

Description of Area

The main Conrail line runs approximately south to northeast from Columbus Avenue to Dunbar Avenue and between 32nd and 33rd Streets. A smaller line connects the coal docks on the harbor with the main line. Approximately 10 percent of the City's population is minority, primarily African-American. Residential areas and several public schools border a portion of the main line. These areas are inhabited by a large percentage of the City's low-income and minority population, and are located primarily in Ward 3.

Information Distribution

DEIS Repositories

Ashtabula Libraries: The City of Ashtabula has one county library, one city library, and one major university library. SEA is sending a copy of the DEIS to these libraries to be placed in their reference or other appropriate section.

- ▶ Ashtabula County Public Library: 335 West 44th Street, Ashtabula, OH 44004
- ▶ Harbor-Tokyo Memorial Library: 1633 Walnut Boulevard, Ashtabula, OH 44004

- ▶ Kent State University Library, Ashtabula Campus: 3325 West 13th Street, Ashtabula, OH 44004

Media

Newspapers: SEA is placing notices announcing the availability of the DEIS in the following daily newspaper.

Star Beacon, daily; coverage includes all of Ashtabula.

Radio Stations: SEA is submitting PSA spots publicizing DEIS availability to the following radio stations. SEA is targeting stations with power wattage over 30,000. Additionally, SEA is focusing on a variety of stations to include a broad cross section of programming.

- ▶ *WFUN-AM, 970*, news, oldies, sports programming
- ▶ *WZOO-FM, 102.5*, adult contemporary programming
- ▶ *WREO-FM, 97.1*, adult contemporary programming

Area Organizations

SEA is sending a factsheet on the proposed transaction and notification of DEIS availability and locations to the following area organizations.

Business/Civic:

- ▶ Ashtabula Area Chamber of Commerce
- ▶ Growth Partnership for Ashtabula County
- ▶ NAACP (City Manager Hugh Thomas is a member of the NAACP and offered to coordinate distribution of factsheets among members)

Housing and Social Services:

- ▶ Housing and Community Development Committee
- ▶ Department of Human Services

Other:

SEA is sending notification materials to the principals of the following schools located in minority areas adjacent to the rail lines.

- ▶ Thurgood Marshall Elementary (playground abuts the rail line)
- ▶ St. John High School (located next to the main line)

City and Elected Officials

City Manager Hugh Thomas suggested several avenues for reaching the local community, and offered to organize City staff to help distribute factsheets and project notices to local churches and coffee houses and posting information on public bulletin boards. The City is divided into five wards, and the council members for each may also be effective means of reaching residents in different areas. SEA is sending factsheets and notification of DEIS availability to the following City officials and council members:

- ▶ Hugh Thomas, City Manager
- ▶ Joseph Rose, Ward I
- ▶ James Paulchel, Ward II
- ▶ Steven Sargent, Ward III (ward with highest minority population)
- ▶ Clifford McClure, Ward IV
- ▶ Jim Trisket, Ward V

Environmental Justice Organizations

- ▶ Ohio Environmental Council (OEC)
- ▶ Minority Environmental Association
- ▶ Thousand Friends of Ohio
- ▶ Ohio Alliance for the Environment

Public Input/Comment

All informational materials SEA distributes will include the contact name and address where written comments can be submitted, and the comment due date. All comments submitted will be logged into a central comment tracking database and distributed to appropriate team members. Team members will carefully review all comments and determine follow-up steps. All comments will be addressed by topic area in the Final EIS.

Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

Cleveland, Ohio

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations that may be affected by a proposed increase in trains on CSX's Quaker-to-Mayfield and Mayfield-to-Marcy lines and the portion of Norfolk Southern's Cleveland-to-Ashtabula and White-to-Cleveland lines that run through the cities of Cleveland and East Cleveland. It also addresses the neighborhoods potentially impacted by the proposed diversion of Norfolk Southern trains from the Lakewood line to the Cloggsville line. Potential impacts have been identified through technical analysis, multiple site visits, and discussion with

City of Cleveland staff and review of City reports. Because the impact may affect an area with a high minority, low-income population, SEA will comply with draft CEQ guidelines and Executive Order 12898 requirements for public notification and comment.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (DEIS), notices, and project information are disseminated through avenues that effectively reach the area's diverse population and allow for meaningful public input. The City of Cleveland task force coordinating the City's involvement in the proposed Acquisition has expressed a strong interest in making sure the community is well informed. This plan incorporates community organizations identified by the task force, and may be further supplemented to accommodate elements from a community outreach plan the task force is currently preparing.

Description of Area

The CSX and Norfolk Southern rail lines run in a roughly north-southwest direction through residential and mixed commercial use areas on the east side of Cleveland, traversing several low-income, primarily African-American communities, including:

- ▶ City of East Cleveland
- ▶ Euclid Green
- ▶ Forest Hills
- ▶ South Collinwood
- ▶ Fairfax, Little Italy
- ▶ Kinsman
- ▶ Goodrich
- ▶ Central

The proposed mitigation plan to divert train traffic from the Lakewood line to the Cloggsville-to-Berea line would run through the City of Cleveland's largest Hispanic neighborhoods, including:

- ▶ Clark-Fulton
- ▶ Ohio City
- ▶ Stockyards

Information Distribution

SEA is distributing project information to the neighborhoods identified above by:

- ▶ Placing copies of the DEIS in appropriate repositories
- ▶ Project noticing through media
- ▶ Information dissemination through designated organizations

Informational materials include:

Factsheet –The fact sheet describes the potential impacts of the proposed merger on local rail lines, provides basic background regarding the Conrail Acquisition, and describes the environmental review process. It provides information on how to submit written comments and the schedule for receiving comments. Additionally, the fact sheet invites the public to call the information line for more information. SEA is sending copies to the organizations identified below. The fact sheet is being translated into Spanish for distribution among designated Hispanic neighborhoods.

Notices –SEA is preparing notices for placement in designated newspapers. The notices are being tailored according to each publication's specifications, but at a minimum will include a brief description of the project, locations where the DEIS can be reviewed by the public, the comment period schedule, and phone numbers, addresses, and contact names for submitting comments and requesting information. The notice for the City's Hispanic newspaper is being translated into Spanish.

Public Service Announcements – SEA is preparing public service announcements (PSA) that identify the proposed action and provide the toll-free number for the information phone line.

DEIS Repositories

Below are the library branches that serve the potentially impacted neighborhoods. SEA is contacting each library branch and requesting that a copy of the DEIS to be placed in the reference section where it can be reviewed by the public. Copies of the Executive Summary translated into Spanish are being distributed to the libraries in the neighborhoods with a large Hispanic population. Library branches include:

- ▶ Collinwood Branch: 856 East 152nd Street — serves South Collinwood and Euclid Green neighborhoods, and City of East Cleveland
- ▶ Martin Luther King, Jr. Branch: 1962 East 107th Street - serves Fairfax neighborhood
- ▶ Garden Valley Branch: 7100 Kinsman Road — serves Kinsman neighborhood
- ▶ Union Branch: 3463 East 93rd Street — serves Kinsman neighborhood
- ▶ Main Branch: 14101 Euclid Avenue — serves City of East Cleveland
- ▶ North Branch: 1425 Hayden Avenue — serves City of East Cleveland
- ▶ South Branch: 3096 Scranton — serves Clark-Fulton and Ohio City neighborhood

- ▶ Caledonia Branch: 960 Caledonia Avenue — serves City of East Cleveland
- ▶ Fulton Branch: 3545 Fulton — serves Clark-Fulton and Stockyards neighborhoods
- ▶ Sterling Branch: 2200 East 30th Street - serves Central neighborhood
- ▶ Woodland Branch: 5806 Woodland Avenue - serves Central neighborhood
- ▶ Addison Branch: 6901 Superior Avenue - serves Goodrich neighborhood

Media

Newspapers: SEA is preparing notices of availability of the DEIS to be published in key daily and weekly newspapers serving the larger Cleveland area, the African-American community on the east side and in East Cleveland, and the Hispanic neighborhoods in the central and western parts of the City. Notices for the Hispanic paper are being translated into Spanish. Targeted papers include:

- ▶ *The Plain Dealer*, largest daily paper serving the entire city
- ▶ *Sun Scoop Journal*, daily paper serving northeast Cleveland
- ▶ *The News-Herald*, daily paper
- ▶ *Call and Post*, targets African-American population
- ▶ *Community News*, east side edition
- ▶ *East Side Daily News*, serves east side neighborhoods
- ▶ *El Nuevo Dia*, serves Cleveland's Hispanic community
- ▶ *The Sun Messenger*, serves South Euclid

Radio Stations: Although not focused specifically on the impacted neighborhoods, placing Public Service Announcements (PSA) through the stations identified below could effectively support noticing of the DEIS availability. SEA is preparing PSAs that briefly explain the project, and provide phone numbers and addresses for submitting comments and requesting information. Targeted stations include:

- ▶ *WJMO-AM*, geared toward African-American listeners
- ▶ *WCLV-FM*, runs a minority affairs/African-American interest programs
- ▶ *WCPN-FM*, National Public Radio affiliate, runs features and PSAs on topics of local interest
- ▶ *WABQ-AM*, targets gospel music listeners
- ▶ *WZAK-FM*, geared toward African-American listeners
- ▶ *WCSB-FM*, runs minority affairs program

Area Organizations

SEA identified the following organizations through information provided by the City, the *People of Color* directory, the EPA, research through local institutions, and site visits, and determined that these groups may be a resource in disseminating information and soliciting comments. The City divided its list of organizations into core groups that City task force members will meet with directly, and other groups that will receive general information. SEA is sending each organization a project factsheet. Factsheets in Spanish are being sent to the neighborhoods with a high Hispanic population. Core groups identified by City:

- ▶ Cluster of Collinwood organizations: Collinwood Community Services District, Collinwood and Nottingham Villages Development Corporation, Holy Redeemer
- ▶ Cluster of Forest Hills organizations: Garrett-Square Economic Development Corporation, block clubs)
- ▶ University Circle Inc., Little Italy organizations
- ▶ Central neighborhood groups convened by Garden Valley Neighborhood Center
- ▶ Broadway organizations convened by Broadway Area Housing Coalition
- ▶ Clark-Fulton Metro Development Corporation, Stockyard organizations convened by Stockyards Area Development
- ▶ Cudell organizations convened by Cudell Improvement
- ▶ Urban League
- ▶ NAACP
- ▶ WE-CAN
- ▶ East Side Ministerial Association
- ▶ Catholic Commission

Neighborhood and Civic Organizations

This list includes organizations identified by the City task force and other research:

- African Community Center
- Alta Social Settlement
- Amistad Development Corporation
- Bellaire-Puritas Development Corporation
- Black Economic Union of Ohio
- Broadway Area Housing Coalition
- Buckeye Area Development Corporation
- Center for Neighborhood Development
- Cleveland Housing Network
- Cleveland Tenants Organization
- Commission on Catholic Community Action
- Council for Economic Opportunities in Greater Cleveland
- Cudell Improvement, Inc.
- Detroit Shoreway Community Development Organization

- East Cleveland Neighborhood Center
- East End Neighborhood House
- Euclid Park Development Corporation
- East Shore Industrial Development Corporation
- Enterprise Foundation
- Fairfax Renaissance Development Corporation
- Famicos Foundation
- Flats-Oxbow Association
- Friendly Inn Settlement House
- Glenville Development Corporation
- Goodrich-Gannett Neighborhood Center
- Harvard Community Services Center
- Hispanic Business Association
- Historic Gateway Neighborhood Corporation
- Historic Warehouse District Development Corporation
- Hough Area Partners in Progress
- Kamm's Corners Development Corporation
- Kathryn R. Tyler Neighborhood Center, Inc.
- Lakeside Area Development Corporation
- League Park Center
- Lee Harvard Community Association
- Lee-Seville-Miles Citizens Council
- Little Italy 2000 Redevelopment Corporation
- Living in Cleveland Center
- Local Initiatives Support Corporation
- Ludlow Community Association
- Lutheran Housing Corporation
- Maingate Business Development Corporation
- Martin DePores Multi-Service Center
- May Dugan Multi-Service Center
- Merchants Guild of Slavic Village
- Merrick House
- Midtown Corridor
- Miles Ahead Development Corporation
- Mt. Pleasant Community Council
- Mt. Pleasant Now Development Corporation
- Murtis H. Taylor Multi-Service Center
- Neighborhood Centers Association
- Neighborhood Housing Services of Cleveland
- Neighborhood Progress Inc.
- Nolasco Housing Corporation
- Northeast Shores Development Corporation
- Northeastern Neighborhood Development Corporation
- Ohio Canal Association

- Ohio City Near West Development Corporation
- Old Brooklyn Community Development Corporation
- Phillis Wheatley Association
- Shaker Square Area Development Corporation
- Slavic Village Broadway Development Corporation
- South East Clevelanders Together
- Southeast Improvement Association
- Spanish-American Committee
- St. Clair-Superior Coalition
- St. Stephens Church Safe Zone
- Tremont West Development Corporation
- Union-Miles Development Corporation
- United Labor Agency
- University Settlement
- WE-CAN
- West Park Community Council
- West Side Community House
- Westtown Community Development Corporation
- Westside Industrial Retention and Expansion Network
- Working for Empowerment through Community Organizing
- YMCA of Greater Cleveland — East Side Branches

Environmental Justice Organizations

- ▶ Minority Environmental Association
- ▶ Ohio Alliance for the Environment
- ▶ Thousand Friends of Ohio
- ▶ Ohio Environmental Council (OEC)
- ▶ Midtown Corridor
- ▶ Greater Cleveland Coalition for a Clean Environment
- ▶ Environmental Health Watch Group
- ▶ The Urban League
- ▶ Environmental Careers Organization
- ▶ CMHA Hope Project
- ▶ Jobs for Justice
- ▶ Walsh Jesuit High School
- ▶ The Earth Day Coalition

City and Elected Officials

The City has organized a CSX/NS Acquisition task force that includes the directors and staff from the City's departments of Law, Public Safety, Public Service, Economic Development, and Community Development, and the City Planning Commission. The task force is working with the Mayor's office to coordinate the City's response to the proposed Acquisition. SEA study

team members have consulted with the task force regarding an environmental justice outreach plan and will incorporate the task force's suggestions, as appropriate and in accordance with SEA's guidelines and mission. Task force members will be sent all notices of DEIS availability and other materials distributed to the public.

City council members for the wards covering the impacted neighborhoods will be notified of the DEIS and sent copies of the fact sheet.

Public Input/Comment

All informational materials distributed will include the contact name and address where written comments can be submitted, and the comment due date. All comments submitted will be logged in to a central comment tracking database and distributed to appropriate team members. SEA will carefully review all comments and determine follow-up steps. All comments will be addressed by topic area in the Final EIS.

Public outreach materials will also include the phone number of SEA's toll-free environmental hotline. SEA will log and track all inquiries, and will review these inquiries to determine if any additional action is required.

In addition, SEA will continue to coordinate with the City's task force to determine other appropriate means to solicit public input and involvement.

Toledo, Ohio

As part of the Environmental Review process, SEA prepared an outreach plan for the City of Toledo, Ohio. The plan describes efforts to reach minority and low-income populations potentially impacted by proposed increases in train traffic on Norfolk Southern's Miami (Ohio) to Airline (N-86) line through the City of Toledo. SEA identified potential freight safety impacts through technical analysis. Because there may be disproportionate impacts on low-income and minority populations, SEA will comply with draft CEQ guidelines and Executive Order 12898 requirements for public notification and comment.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (DEIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

Description of Area

Potentially impacted populations in Toledo are predominantly Hispanic. SEA is translating the summary of the DEIS and the factsheet for the area into Spanish to meet the needs of the local Hispanic population. SEA is conducting outreach to notice potentially affected areas using media outlets, local organizations, libraries, city offices and elected officials in Toledo.

Information Distribution

DEIS Repositories

Toledo-Lucas County Public Library: The City of Toledo has 15 libraries. SEA is sending copies of the DEIS to branches which have been identified as serving the area of potential impact for placement in their reference or other appropriate section.

- ▶ Main Branch: 325 Michigan Street, Toledo, OH 43624
- ▶ Birmingham Branch: 203 Paine Avenue, Toledo, OH 43605
- ▶ Kent Branch: 3101 Collingwood Blvd., Toledo, OH 43610
- ▶ Lagrange-Central Branch: 3015 Lagrange Street, Toledo, OH 43608
- ▶ Locke Branch: 806 Main Street, Toledo, OH 43605
- ▶ Mott Branch: 1085 Dorr Street, Toledo, OH 43607
- ▶ South Branch: 1638 Broadway, Toledo, OH 43609

Media

Newspapers: SEA is placing notices announcing the availability of the DEIS in the following daily and weekly newspapers.

- ▶ *The Blade*, daily, coverage includes Northwestern Ohio and Southeastern Michigan
- ▶ *La Prensa Nacional*, targets Hispanic community, weekly, Wednesday
- ▶ *Point & Shoreland Journal*, weekly, Tuesday
- ▶ *Toledo Herald*, weekly, Wednesday
- ▶ *The Toledo Journal*, targets African American community weekly, Wednesday

Radio Stations: SEA is submitting PSA spots publicizing DEIS availability to the following radio stations. SEA is targeting a variety of stations to include a broad cross section of programming.

- ▶ *WBUZ-FM, 106.5*, country programming

- ▶ *WCWA-AM, 1230*, nostalgia programming
- ▶ *WIMX-FM, 95.7*, urban contemporary programming
- ▶ *WIOT-FM, 104.7*, rock programming
- ▶ *WKKO-FM, 99.9*, contemporary country programming
- ▶ *WOTL-FM, 90.3*, religious programming
- ▶ *WRQN-FM, 93.5*, oldies programming
- ▶ *WRVF-FM, 101.5*, contemporary hit programming
- ▶ *WTOD-AM, 1560*, country programming
- ▶ *WVKS-FM, 92.5*, top 40 programming
- ▶ *WXTS-FM, 88.3*, jazz programming

Area Organizations

SEA is sending a factsheet on the proposed transaction and notification of DEIS availability to the following area organizations:

- ▶ Toledo Area Chamber of Commerce
- ▶ City of Toledo Economic Development
- ▶ Toledo Area Small Business Association
- ▶ Minority Business Services
- ▶ Health & Environment – WIC
- ▶ Toledo Affirmative Action
- ▶ Toledo Environmental Service

City and Elected Officials

SEA is sending a factsheet of the proposed transaction and notification of DEIS availability to the following Toledo elected officials. These officials cover the entire City of Toledo:

- ▶ Mayor Carlton Finkbeiner, 1 Government Center, Toledo, OH 43604
- ▶ Toledo City Council, 1 Government Center, Suite 2120, Toledo, OH 43604
- ▶ Councilman Pete Gerken
- ▶ Councilman C. Allen McConnell
- ▶ Councilman Betty Shultz
- ▶ Councilman Peter Ujvagi
- ▶ Councilman Zmuda
- ▶ Councilwoman June E. Boyd, District #1
- ▶ Councilman Robert McCloskey, District #3
- ▶ Councilwoman Edna Brown, District #4
- ▶ Councilwoman Tina Skeldon Wozniak, District #5
- ▶ Councilwoman Jeanine Perry, District #6

Environmental Justice Organizations

SEA is conducting research to determine whether environmental justice organizations exist in the Toledo, OH area. These organizations will be included with regard to distribution of information pertaining to effects of the proposed Acquisition in the Toledo, OH area.

Public Input/Comment

All informational materials SEA distributes will include the contact name and address where written comments can be submitted, and the comment due date. All comments submitted will be logged into a central comment tracking database and distributed to appropriate team members. Team members will carefully review all comments and determine follow-up steps. All comments will be addressed by topic area in the Final EIS.

Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

Youngstown, Ohio

As part of the Environmental Review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by a proposed increase of trains on Norfolk Southern's Youngstown to Ashtabula line (N-82) that runs through the City of Youngstown, Ohio. SEA identified potential impacts through technical analysis. Because potential impacts may disproportionately affect low-income and minority populations, SEA will comply with draft CEQ guidelines and Executive Order 12898 requirements for public notification and comment.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (DEIS), public notices, and project information are disseminated to effectively reach the areas population and allow for meaningful public input.

Description of Area

The Conrail line runs through a primarily industrial corridor located in the center of the City. The line runs in a north-southeast direction and separates the north part of the City from the south. Pockets of residential areas border the north side of the line from the Trumbull County line to the Coitsville Township border. Approximately 44 percent of the City's population is minority, mainly African-American with a small Hispanic population. Most of the minority population lives in the north, south, and east sides of the City. Five of the City's seven wards cover this area.

Information Distribution

DEIS Repositories

SEA is sending a copy of the DEIS to local libraries for placement in a reference or other appropriate section. SEA is translating a copy of the Executive Summary into Spanish to meet the needs of the local Hispanic population.

- ▶ Public Library of Youngstown & Mahoning County: 305 Wick Avenue, Youngstown, OH 44503
- ▶ Youngstown State University Library: 1 University Plaza, Youngstown, OH 44555

Media

Newspapers: SEA is submitting notices announcing the availability of the DEIS in the following daily and weekly newspapers. These are either major newspapers for the City of Youngstown, or weeklies that have been identified as community papers with a local circulation. Notices are being prepared in English and Spanish.

- ▶ *The Vindicator*, daily; main daily serving Youngstown
- ▶ *Youngstown Buckeye Review*, weekly; serving the African American Community of Youngstown
- ▶ *The Business Journal*, bi-monthly; serving Youngstown and a four-county area outside the City

Radio Stations: SEA is submitting PSA spots announcing DEIS availability to all of the radio stations operating in Youngstown.

- ▶ *WBBG-FM, 93.3*, top 40 programming
- ▶ *WBBW-AM, 1240*, sports programming
- ▶ *WGFT-AM, 1500*, talk, religious programming
- ▶ *WHOT-FM, 101.1*, contemporary hits programming
- ▶ *WICT-AM, 1470*, country programming
- ▶ *WRKT-AM, 1390*, talk, news programming
- ▶ *WWSY-FM, 95.9*, easy listening programming
- ▶ *WYSU-FM, 88.5*, classical programming

TV Stations: The Youngstown Department of Planning routinely sends all notices of environmental review and findings to three local TV stations. SEA is sending factsheets and written PSA spots to these stations.

- ▶ *WYTV* Television Station
- ▶ *WKBN-TV* Broadcasting
- ▶ *WFMJ-TV* Broadcasting

Area Organizations

SEA is sending a factsheet on the proposed transaction and notification of DEIS availability to the following groups in the City of Youngstown. SEA is sending factsheets translated into Spanish to the Hispanic organizations.

Neighborhood Associations & Agencies:

- ▶ Northside Citizen's Coalition (The City Planning Department routinely sends notices of and findings from environmental studies to this organization)
- ▶ Youngtown Area Community Action Council

Religious Organizations:

- ▶ Mahoning Valley Association of Churches

Minority Organizations:

- ▶ Organizacion Civica y Cultural Hispana Americana (OCCHA)
- ▶ NAACP — Youngstown Branch

Housing & Social Service Agencies:

- ▶ Youngstown Employment and Training Corporation (agency indicated an interest in having environmental studies students involved in reviewing the DEIS or coordinating review with neighborhood organizations)
- ▶ Community Housing Options Involving Cooperative Efforts (CHOICE), serves low-income, disadvantaged persons in lower southside

Other Organizations:

- ▶ Eastgate Development & Transportation Agency
- ▶ Habitat for Humanity of Mahoning County
- ▶ Merchants & Civic Association, West Side
- ▶ Merchants Association, Southern Park Mall
- ▶ Youngstown Warren Regional Chamber

Environmental Justice Organizations

- ▶ Ohio Environmental Council (OEC)
- ▶ Minority Environmental Association
- ▶ Ohio Alliance for the Environment
- ▶ Thousand Friends of Ohio

City and Elected Officials

SEA is sending the factsheet and notices of DEIS availability to the mayor and city council members for Wards 1, 2, 3, 6, and 7, which cover areas with a high minority population.

Public Input/Comment

All informational materials SEA distributes will include the contact name and address where written comments can be submitted, and the comment due date. All comments submitted will be logged into a central comment tracking database and distributed to appropriate team members. Team members will carefully review all comments and determine follow-up steps. All comments will be addressed by topic area in the Final EIS.

Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

Pennsylvania

Harrisburg, Pennsylvania

As part of the Environmental Review process, the Section of Environmental Analysis (SEA) has prepared an outreach plan for the City of Harrisburg, Pennsylvania. This plan describes efforts to reach minority and low-income populations potentially impacted by proposed increases in train traffic on Norfolk Southern's Harrisburg to Rutherford line through the City of Harrisburg. SEA has identified potential noise and transportation safety impacts through technical analysis. Because there may be disproportionate impacts on low-income and minority populations, SEA will comply with draft CEQ guidelines and Executive Order 12898 requirements for public notification and comment.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (DEIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

Description of Area

The potentially affected Harrisburg population is predominantly African American with some low-income. The area is east of the Susquehanna River in the southern portion of the city. SEA is contacting media outlets, local organizations, libraries, city offices and elected officials in Harrisburg as part of the environmental justice outreach for the city.

Information Distribution

DEIS Repositories

Harrisburg Public Libraries: SEA is sending a copy of the DEIS to appropriate branches of the Dauphin County Public Library system. These are the branches located near minority and low-income areas that may be impacted by the proposed transaction. Copies of the DEIS are being placed in a reference or other appropriate section.

- ▶ Downtown Harrisburg Public Library Branch: 101 Walnut Street, Harrisburg, PA 17101
- ▶ Harrisburg Uptown Library Branch: Uptown Plaza, Harrisburg PA 17110
- ▶ Kline Village Branch: Kline Plaza, Harrisburg, PA 17104

Media

Newspapers: SEA is submitting legal notices announcing the availability of the DEIS in the following daily and weekly newspapers. This is the major daily newspaper for the City of Harrisburg, and a weekly that have been identified as a community paper with a local circulation.

- ▶ *The Patriot News*; daily, coverage includes all of Harrisburg
- ▶ *The Paxton Herald*; weekly, published Wednesdays; Harrisburg

Radio Stations: SEA is submitting PSA spots announcing DEIS availability to the following radio stations. SEA targeted major stations in Harrisburg with a wide range of programming to reach a broad audience.

- ▶ *WHP-AM, 580*; talk, news programming
- ▶ *WKBO-AM, 1230*; news programming
- ▶ *WNNK-FM, 104.1*; contemporary hit programming
- ▶ *WRVV-FM, 97.3*; rock, adult contemporary programming
- ▶ *WTCY-AM, 1400*; urban contemporary programming
- ▶ *WTPA-FM, 93.5*; rock programming

Area Organizations

SEA is sending a factsheet on the proposed transaction and notification of DEIS availability to the following groups in the City of Harrisburg:

City Associations & Agencies:

- ▶ Small Business Development Center
- ▶ Business Resource Network
- ▶ Minority Business Development Association

- ▶ Community Economic Recovery Program
- ▶ Federal Empowerment Zone and Enterprise Community, PA Dept. of Community Affairs (David Messner)

Community Organizations:

- ▶ Capital Region Chamber of Commerce
- ▶ Pennsylvania Economic Development Association
- ▶ Dauphin County Advocate Program
- ▶ Vet Center
- ▶ Pennsylvanians For Right To Work Incorporated
- ▶ Pennsylvania Leadership Council
- ▶ Sierra Club Pennsylvania Environmental Lobby
- ▶ Penna Chamber of Business and Industry
- ▶ Penna League of Cities
- ▶ Penna Business Roundtable
- ▶ Life Jobs Committee
- ▶ Penna Railroads Association
- ▶ Friendship Home Association

City and Elected Officials

SEA is sending the Mayor of Harrisburg and all members of the Harrisburg City Council a factsheet on the proposed transaction and notification of DEIS availability.

- ▶ Mayor Stephen R. Reed, 10 North 2nd Street, City Government Center, Harrisburg, PA 17101

City Council:

- ▶ O. Frank DeGarcia, President, address same as above
- ▶ Vera White Reynolds, Vice President, address same as above
- ▶ Zane Phoenix, address same as above
- ▶ Richard House, address same as above
- ▶ Patrick Gallagher, address same as above
- ▶ Peggy Grove, address same as above
- ▶ Bob Jones, address same as above

Environmental Justice Organizations

SEA is conducting research to determine whether environmental justice organizations exist in the Harrisburg, PA. These organizations will be included with regard to distribution of information pertaining to effects of the proposed Acquisition in the Harrisburg, PA area.

Public Input/Comment

All informational materials SEA distributes will include the contact name and address where written comments can be submitted, and the comment due date. All comments submitted will be logged into a central comment tracking database and distributed to appropriate team members. Team members will carefully review all comments and determine follow-up steps. All comments will be addressed by topic area in the Final EIS.

Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

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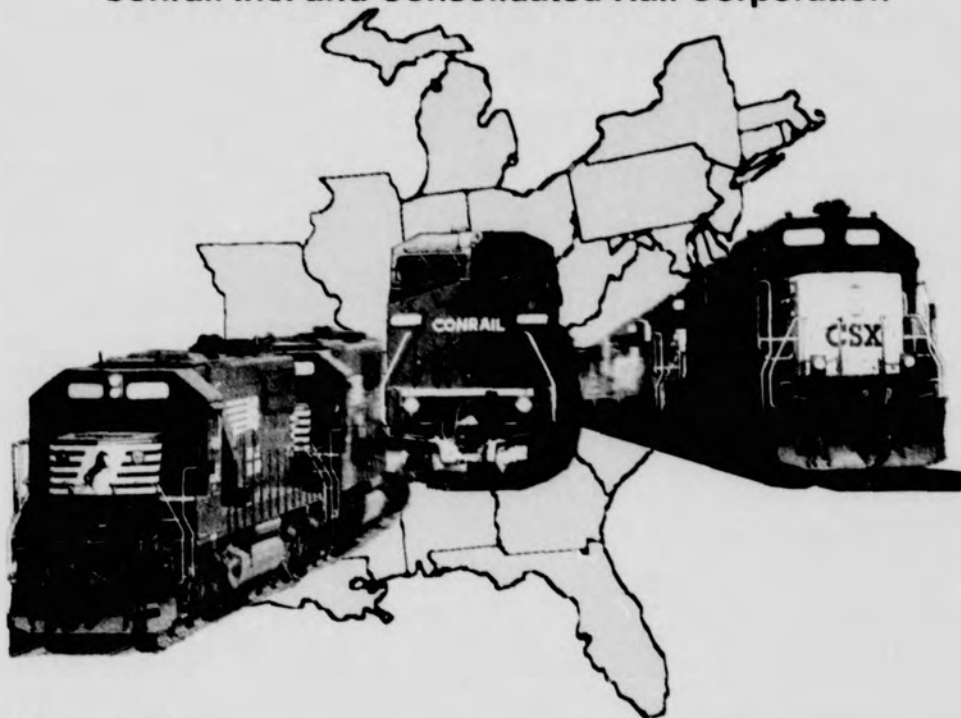
DRAFT ENVIRONMENTAL IMPACT STATEMENT

Finance Docket No. 33388

"PROPOSED CONRAIL ACQUISITION"

**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**



Volume 6
Abandonments

prepared by:

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Section of Environmental Analysis**

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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

GUIDE TO THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

This Draft Environmental Impact Statement (Draft EIS) evaluates the potential environmental effects that could result from the proposed Acquisition of Conrail Inc. and Consolidated Rail Corporation (Conrail) by CSX Corporation and CSX Transportation, Inc. (CSX) and Norfolk Southern Corporation and Norfolk Southern Railway Company (NS). The Surface Transportation Board's Section of Environmental Analysis (SEA) has prepared this document in accordance with the requirements of National Environmental Policy Act (NEPA), as amended (42 U.S.C. 4321), Council on Environmental Quality (CEQ) implementing NEPA, the Board's environmental rules (49 CFR Part 1105) and other applicable environmental statutes and regulations.

The Draft Environmental Impact Statement includes the following:

An **Executive Summary** which provides an overview and summary of the Draft EIS including and proposed mitigation.

Volume 1: Chapters 1 through 4

- Chapter 1 discusses the purpose and need for the project and sets forth the jurisdiction of the Surface Transportation Board (Board) and reviewing agencies. It also presents the parties to the proposed Acquisition, SEA's environmental review process and the agency coordination and public participation process.
- Chapter 2 describes the three railroads' existing network, the proposed Acquisition, alternatives considered, and related actions.
- Chapter 3 contains a description of the analysis methods and potential mitigation strategies.
- Chapter 4 presents system-wide and regional settings, potential effects of the proposed action, and measures to mitigate adverse effects. It also summarizes the No-Action alternative and discusses cumulative effects; the relationship between short-term uses of the environment and enhancement of long-term productivity; and irreversible and irretrievable commitments of resources.

Volume 2 (A through C): Safety Integration Plans

These volumes (2A through 2C) consist of the Applicants' Safety Integration Plans, Board Decision requiring these plans, and U.S. Department of Transportation comments on rail safety.

Volume 3: State Setting, Impacts, and Proposed Mitigation

- These two volumes (3A and 3B) consist of a series of sections which discuss the setting, impacts, and proposed mitigation by state. The potential impacts of individual segments, intermodal facilities, rail yards, new constructions, abandonments, and other types of action are part of this discussion.
- Volume 3A contains the states Alabama through Missouri.
- Volume 3B contains the states New Jersey through Washington, D.C.

Volume 4: Chapter 6 through 8 and References

- Chapter 6 describes SEA's agency coordination and public outreach efforts including the scoping process and document distribution.
- Chapter 7 presents SEA's preliminary mitigation recommendations to the Board.
- Chapter 8 contains a list of document preparers.

Volume 5: Appendices

- These three volumes (5A through 5C) contain the methods, extensive tables, and other pertinent data by discipline as well as public outreach and agency coordination documents and verified statements.
- Volume 5A contains the technical appendices.
- Volume 5B contains the public and agency correspondence, public outreach materials, and responses from other railroads.
- Volume 5C contains verified statements, relevant Board Decisions, Federal regulations, site visit summaries, and other pertinent information.

Volume 6: Proposed Abandonments

This volume provides detailed analysis and mitigation of the potential environmental impacts associated with the proposed abandonment of line segments and related salvage activities.

To assist the reader in the review of this document, a Glossary and List of Acronyms are included in front of each volume.

GLOSSARY

at-grade roadway crossing	The location where a local street or highway crosses railroad tracks at the same level or elevation.
attainment area	An area that meets National Ambient Air Quality Standards (NAAQS) specified under the Clean Air Act.
A-weighted Sound Level (dBA)	The most commonly used measure of noise, expressed in "A-weighted" decibels (dBA), is a single-number measure of sound severity that accounts for the various frequency components in a way that corresponds to human hearing.
ballast	Top surface of rail bed, usually composed of aggregate (i.e., small rocks and gravel).
Best Management Practices (BMPs)	Techniques recognized as very effective in providing environmental protection.
Board	Surface Transportation Board, the licensing agency for the proposed Conrail Acquisition.
borrow material	Earthen material used to fill depressions to create a level right-of-way.
branch line	A secondary line of railroad usually handling light volumes of traffic.
bulk train	Also known as a unit train. A complete train consisting of a single non-breakable commodity (such as coal, grain, semi-finished steel, sulfur, potash, or orange juice) with a single point of origin and destination.
consist	The make-up of a train, usually referring to the number of cars.
construction footprint	The area at a construction site subject to both permanent and temporary disturbances by equipment and personnel.
Class I Railroad	Railroads that exceed annual gross revenues of \$250 million, in 1991 dollars. The amount is indexed annually to reflect inflation. For 1996, the annual gross revenue was \$255 million.

Criteria of Effect	The Advisory Council on Historic Preservation's (ACHP) Criteria of Effect and Adverse Effect (35 CFR Part 800.9) provide the basis for determining potential effects on historic properties.
criteria pollutant	Any of six air emissions (lead, carbon dioxide, sulfur dioxide, nitrogen dioxide, ozone and particulate matter) regulated under the Clean Air Act, for which areas must meet national air quality standards.
cultural resource	Any prehistoric or historic district, site, building, structure, or object that warrants consideration for inclusion in the National Register of Historic Places (NRHP). For the purposes of this document, the term applies to any resource more than 50 years of age for which SEA gathered information to evaluate its significance.
Day-Night Sound (L_{dn})	One of the most widely accepted measures of cumulative noise exposure in residential areas. The Day-Night Sound Level (L_{dn}) is the A-weighted sound level, averaged over a 24-hour period, but with levels observed during the nighttime hours between 10 p.m. and 7 a.m., increased by 10 dBA to account for increased sensitivity at night.
dBA	Adjusted decibel level. A sound measurement that adjusts noise by filtering out certain frequencies to make it analogous to that perceived by the human ear. It applies what is known as an "A-weighting" scale to acoustical measurements.
decibel (dB)	A logarithmic scale that compresses the range of sound pressures audible to the human ear over a range from 0 to 140, where 0 decibels represents sound pressure corresponding to the threshold of human hearing, and 140 decibels corresponds to a sound pressure at which pain occurs. Sound pressure levels that people hear are measured in decibels, much like distances are measured in feet or yards.
deciduous	Any plant whose leaves are shed or fall off during certain seasons; usually used in reference to tree types.

dray	A local move of a trailer, truck, or container.
emergent species	An aquatic plant with vegetative growth mostly above the water.
endangered species	A species of plant or animal that is in danger of extinction throughout all or a significant portion of its range and is protected by state and/or federal laws.
failure mode and effects analysis (FMEA)	This analysis is a method of analyzing the causes and consequences of potential spills of stored and transported hazardous materials. This procedure helps reduce the risk of such spills by eliminating known causes.
fill	The term used by the United States Army Corps of Engineers that refers to the placement of suitable materials (e.g., soils, aggregates, concrete structures, etc.) within water resources under Corps jurisdiction.
flat yard	A system of relatively level tracks within defined limits for making up trains, storing cars, and other purposes which requires a locomotive to move cars (switch cars) from one track to another.
Flood Insurance Rate Maps	Maps available from the Federal Emergency Management Agency that delineate the land surface area of 100-year and 500-year flooding events.
floodplain	The lowlands adjoining inland and coastal waters and relatively flat areas and flood prone areas of offshore islands, including, at a minimum, that area inundated by a one percent (also known as a 100-year or Zone A floodplain) or greater chance of flood in any given year.
frog	A track structure used where two running rails intersect that permits wheels and wheel flanges on either rail to cross the other rail.
habitat	The place(s) where plant or animal species generally occur(s) including specific vegetation types, geologic features, and hydrologic features. The continued survival of that species depends upon the intrinsic resources of the habitat. Wildlife habitats are often further defined as places where species derive sustenance (foraging habitat) and reproduce (breeding habitat).

haulage right	The limited right of one railroad to operate trains over the designated lines of another railroad.
hazardous materials	Any material that poses a threat to human health and/or the environment. Typical hazardous substances are toxic, corrosive, ignitable, explosive, or chemically reactive.
highway/rail at-grade crossing	The location where a local street or highway crosses railroad tracks at the same level or elevation.
historic property	Any prehistoric or historic district, site, building, structure, or object that warrants consideration for inclusion in the National Register of Historic Places (NRHP). The term "eligible for inclusion in the NRHP" includes both properties formally determined as such by the Secretary of the Interior and all other properties that meet NRHP listing criteria.
hump yard	A railroad classification yard in which the classification of cars is accomplished by pushing them over a summit, known as a "hump," beyond which they run by gravity.
interlocking	An arrangement of switch, lock, and signal appliances interconnected so that their movements succeed each other in a predetermined order, enabling a moving train to switch onto adjacent rails. It may be operated manually or automatically.
intermodal facility	A site or hub consisting of tracks, lifting equipment, paved areas, and a control point for the transfer (receiving, loading, unloading, and dispatching) of intermodal trailers and containers between rail and highway or rail and marine modes of transportation.
intermodal train	A train consisting or partially consisting of highway trailers and containers or marine containers being transported for the rail portion of a multimodal movement on a time-sensitive schedule; also referred to as a piggyback, TOFC (Trailer on Flat Car), COFC (Container on Flat Car), and double stacks (for containers only).

key routes	As defined by the Association of American Railroads (AAR), a key route is a track that carries an annual volume of 10,000 car loads or intermodal tank loads of any hazardous material. AAR has developed voluntary industry key route maintenance and equipment guidelines designed to address safety concerns in the rail transport of hazardous materials. For analysis purposes, SEA has used the term "major key route" to identify routes where the volume of hazardous materials carried on a route would double and exceed a volume of 20,000 carloads as a result of the proposed Conrail Acquisition.
key train	The Association of American Railroads (AAR) defines a key train as any train handling five or more carloads of poison inhalation hazard (PIH) materials or a combination of 20 or more carloads containing hazardous materials. Under AAR voluntary industry guidelines, railroads impose operating restrictions on key trains to ensure safe rail transport of these materials. These restrictions include maximum speeds, and meeting and passing procedures.
L_{dn}	Nighttime noise level (L_n) adjusted to account for the perception that a noise level at night is more bothersome than the same noise level would be during the day.
Level of Service (LOS)	Level of Service (rating A through F). A measure of the functionality of a highway or intersection that factors in vehicle delay, intersection capacity and effects to the street/highway network.
lift	A lift is defined as an intermodal trailer or container lifted onto or off of a rail car. For calculations, lifts are used to determine the number of trucks using intermodal facilities.
locomotive, road	One or more locomotives (or engines) designed to move trains between yards or other designated points.
locomotive, switching	A locomotive (or engine) used to switch cars in a yard, between industries, or in other areas where cars are sorted, spotted (placed at a shipper's facility), pulled (removed from a shipper's facility), and moved within a local area.

main line	The principle line or lines of a railway.
merchandise train	A train consisting of single and/or multiple car shipments of various commodities.
mitigation	Actions to prevent or lessen negative effects.
mobile source	A term used in reference to air quality meaning a source of air emissions that are not in a fixed location, such as a locomotive or automobile.
National Register	A listing of historic places maintained by the Secretary of the Interior.
National Wetlands Inventory	An inventory of wetland types in the United States compiled by the U.S. Fish and Wildlife Service.
noise	Any undesired sound or unwanted sound.
nonattainment	An area that does not meet standards specified under the Clean Air Act.
Non-point source discharge	Pollution not associated with a specific, fixed outfall location (e.g., sewer pipe), such as runoff from a construction site.
palustrine wetland	Non-tidal wetland dominated by trees, shrubs or persistent emergent vegetation. Includes wetlands traditionally classified as marshes, swamps, or bogs.
passby	The passing of a train past a specific reference point.
pick up	To add one or more cars to a train from an intermediate (non-yard) track designated for the storage of cars.
precursor	A term used in reference to air quality, meaning an initial ingredient contributing to a subsequent air quality pollutant.
prime farmland	Land defined by the Natural Resource Conservation Service (NRCS) as having the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops.
point source	A distinct stationary source of air or water pollution such as a factory or sewer pipes.

rail spur	A track that diverges from a main line, also known as a spur track or rail siding, which typically serves one or more industries.
rail yard	A location where rail cars are switched and stored.
railbanking	A set-aside of abandoned rail corridor for recreational and/or transportation uses, including reuse for rail.
receptor/receiver	A land use or facility where sensitivity to noise or vibration is considered.
right-of-way	The strip of land for which an entity (e.g., a railroad) has a property right to build, operate, and maintain a linear structure, such as a road, railroad or pipeline.
riparian	Relating to, living, or located on, or having access to, the bank of a natural water course, sometimes also a lake or tidewater.
riprap	A loose pile or layer of broken stones erected in water or on soft ground as a guard against erosion.
riverine wetland	All wetlands and deepwater habitats contained within a channel, either naturally or artificially created.
route miles	Distance calculated along a railroad's main and branch lines.
ruderal	An introduced plant community dominated by weed species, typically adapted to disturbed areas.
scrub-shrub	Areas dominated by woody vegetation less than 6 meters (20 feet) tall, which includes shrubs and young trees.
set out	To remove one or more cars from a train at an intermediate (non-yard) location such as a siding, interchange track, spur track, or other track designated for the storage of cars.
Section 106	Refers to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended through 1992 (16 U.S.C. 470). Section 106 requires a Federal agency head performing a Federal undertaking to take into account the undertaking's effects on historic properties.

sound	A physical disturbance in a medium (e.g., air) that is capable of being detected by the human ear.
Sound Exposure Level (SEL)	A quantitative measure of the noise exposure produced by a given noise event. The sound exposure level (SEL) is equivalent in magnitude to a reference signal with a duration of one second. The SEL accounts for both the magnitude and duration of the noise event and can be used to calculate the contribution of specific events to the overall noise environment. The SEL is representative of the total sound energy produced by the event at an observation point; it indicates the constant sound level with one second duration that corresponds to the same total sound energy as the given event.
take or taking	Refers to a removal of property, an acquisition of right-of-way, or a loss and/or degradation of species' habitat.
threatened	A species that is likely to become an endangered species within the foreseeable future throughout all or part of its range, and is protected by state and/or federal law.
trackage rights	The right or combination of rights of one railroad to operate over the designated trackage of another railroad including, in some cases, the right to operate trains over the designated trackage; the right to interchange with all carriers at all junctions; the right to build connections or additional tracks in order to access other shippers or carriers.
turnout	A track arrangement consisting of a switch and frog with connecting and operating parts, extending from the point of the switch to the frog, which enables engines and cars to pass from one track to another.
unit train	A train consisting of cars carrying a single commodity, e.g., a coal train (see also bulk train).
water resources	An all inclusive term that refers to many types of permanent and seasonally wet/dry surface water features including springs, creeks, streams, rivers, ponds, lakes, wetlands, canals, harbors, bays, sloughs, mudflats, and sewage-treatment and industrial waste ponds.

wetland

As defined by 40 CFR Part 230.3, wetlands are "those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions." Wetlands generally include swamps, marshes, bogs, and similar areas.

wye track

A principal track and two connecting tracks arranged like the letter "Y" on which locomotives, cars and trains may be turned.

yard truck

Any truck that has delivery into a rail yard.

LIST OF ACRONYMS AND ABBREVIATIONS

ACHP	Advisory Council on Historic Preservation
ADT	Average Daily Traffic
AQCR(s)	Air Quality Control Region(s)
BIA	Bureau of Indian Affairs
BMPs	Best Management Practices
BN	Burlington Northern & Santa Fe Railroad Company
CAAA	Clean Air Act and Amendments
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CFR	Code of Federal Regulations
CN	Canadian National
CO	Carbon Monoxide
COE	United States Army Corps of Engineers
CSX	CSX Transportation, Inc.
CTC	Centralized Traffic Control
CWA	Clean Water Act
CZMA	Coastal Zone Management Act
db	Decibel
dBA	Decibels (of sound) A range
DOT	United States Department of Transportation
EA	Environmental Assessment
EPA	Environmental Protection Agency
ERNS	Emergency Response Notification System
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Maps

FMEA	Failure Mode and Effects Analysis
FRA	Federal Railroad Administration
HC	Hydrocarbons (in air)
IC	Illinois Central
ICC	Interstate Commerce Commission (former licensing agency for the proposed Acquisition; Acquisition approval authority now with the Surface Transportation Board)
ISTEA	Intermodal Surface Transportation Efficiency Act
L_{dn}	Day-night equivalent sound level
L_{max}	Maximum sound level during train passby, dBA
LIRR	Long Island Rail Road
LOS	Level of Service
LUST	Leaking Underground Storage Tank
MARC	Maryland Rail Commuter
MNR	Metro North Railroad
MOU	Memorandum of Understanding
MP	Mile Post
MPH	Miles per Hour
NAAQS	National Ambient Air Quality Standards
NEC	Northeast Corridor
NEPA	National Environmental Policy Act of 1969
NHPA	National Historic Preservation Act of 1966
NJT	New Jersey Transit
NO₂	Nitrogen dioxide
NO_x	Nitrogen oxides
NOAA	National Oceanic and Atmospheric Administration
NMFS	National Marine Fisheries Service
NPDES	National Pollution Discharge Elimination System

NPL	National Priorities List
NPS	National Park Service
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NS	Norfolk Southern Railway Company
NWI	National Wetlands Inventory
O₃	Ozone
OSHA	Occupational Safety and Health Administration
OTR	Ozone Transport Region
Pb	Lead
PDEA	Preliminary Draft Environmental Assessment
PM₁₀	Particulate Matter (under 10 microns in diameter)
PSD	Prevention of Significant Deterioration
RCRA	Resource Conservation and Recovery Act
RCRIS	Resource Conservation and Recovery Information System
ROW	Right-of-Way
SEA	Section of Environmental Analysis
SEPTA	Southeast Pennsylvania Transit Authority
SCS	Soil Conservation Service (currently named Natural Resources Conservation Service, Division of United States Department of Agriculture)
SEL	Source sound exposure level at 100 feet, dBA
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan (for air quality)
SO₂	Sulfur dioxide
SO_x	Sulfur oxides
SPL	State Priority List
STATSGO	State Soil Geographic Database

STB	Surface Transportation Board
SWLF	State Inventory of Solid Waste Facilities
TRAA	Terminal Railroad Association of St. Louis
TSD	Treatment, Storage, or Disposal Sites
TSP	Total Suspended Particulates (particulate matter)
UP/SP	Union Pacific and Southern Pacific Railroad
USC	United States Code
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VISTA	VISTA Environmental Information, Inc.
VOC	Volatile organic compounds
VRE	Virginia Rail Express

VOLUME 6

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VOLUME 6

Proposed Abandonments

1.0 INTRODUCTION

1.1 OVERVIEW

This Volume of the Draft EIS contains an analysis of the potential environmental effects associated with the four abandonment projects proposed by CSX and Norfolk Southern as a part of the Conrail Acquisition. No abandonments are proposed for the Shared Assets Areas that CSX and NS would jointly serve.

The Applicants analyzed five proposed abandonments and included the analyses in their Environmental Report in Volume 6C of the Primary Application. After the Applicants published the Environmental Report, NS withdrew the Dillon Junction, IN to Michigan City, IN line from the list of abandonments, leaving four proposed abandonments in Illinois, Indiana and Ohio.

The Applicants propose to acquire Conrail assets, including its rail lines, and divide them between CSX and NS. The Primary Application indicates there is minimal redundancy between existing CSX lines and the Conrail lines that CSX would operate. Similarly, there is very little redundancy between existing NS lines and the Conrail lines that NS would operate. Thus, CSX and NS propose to abandon a combined total of only 58.2 miles of track. This total includes three rail lines and one pivot bridge.

The three rail lines and one bridge proposed for abandonment are listed in Table 1-1.

CSX proposes to abandon one rail line (presently owned by Conrail) in Illinois totaling approximately 29 miles between Danville and Paris. CSX would complete the abandonment within three years after implementation of the proposed Acquisition and would reroute traffic currently moving on this rail line to a nearby CSX line. There are no local shippers on this line. CSX would serve Paris customers from the remaining portion of the Danville Secondary to Terre Haute, and would continue to serve customers in Chrisman via the CSX line from Hillsdale. According to the Applicants, the rail line to be abandoned would be redundant after the proposed Conrail Acquisition, so operating and maintaining it would not be economical or efficient.

NS proposes to abandon two rail lines and one pivot bridge located in Indiana and Ohio totaling approximately 29.2 miles . NS would complete the proposed abandonments within three years after the proposed Acquisition and would reroute traffic currently moving on these rail lines to

Table 1-1
Rail Facilities Proposed for Abandonment

Rail Line/Bridge	Current Operator	Length (miles)	Milepost	Discussed in Section
Danville, IL to Paris, IL	Conrail	29.0	93.00 - 122.00	2.1
South Bend, IN to Dillon Junction, IN	NS	21.5	SK2.5 - SK24.0	3.1
Toledo, OH to Maumee, OH	NS	7.5	TM5.0 - TM12.5	4.1
Toledo Pivot Bridge, OH	NS	0.2	CS2.8 - CS3.0	4.2

more direct and efficient routes within the NS system. A total of 90 carloads per year would lose rail service and would be likely diverted to truck. Because other rail lines are generally available, rail-to-truck diversions would be minimal. Therefore, NS claims that operating and maintaining the rail lines proposed for abandonment would no longer be economical or efficient.

The proposed process for removal of rail and related equipment and structures is discussed in Section 1.2 of this Volume of the Draft EIS. Methods and potential environmental impacts are discussed in Section 1.3. The environmental impact analyses of the proposed abandonments are described by state in Sections 2 through 4 of this Volume. As explained in those sections, SEA has determined that the abandonment of these rail lines and bridge would have minimal adverse environmental effects. Furthermore, SEA believes that the abandonments could have environmental benefits, including reduction or elimination of air emissions, noise, at-grade crossing traffic delays, potential at-grade crossing incidents and possible conversion of abandoned lines for recreational trail use under the "Rails-to-Trails" railbanking program created by 16 U.S.C. § 1247.

1.2 ABANDONMENT PROCESS

The Applicants state in the Environmental Report that they use similar processes when abandoning and salvaging rail lines. Therefore, the process described below applies to both

CSX and NS. It is their separate, general policy to endeavor to convey ownership and liability of rail rights-of-way and associated structures, such as bridges, to other parties interested in utilizing or maintaining the right-of-way to be abandoned. However, if there is no suitable interested party, the right-of-way is abandoned.

As part of the abandonment process, CSX and NS would remove rail, ties, appurtenances (signals, switches, phone boxes, other buildings), road crossings and, in some instances, bridges. Removal of abandoned rail lines would result in minimal surface disturbance. The Applicants would complete nearly all abandonment activities within the railroad right-of-way. According to the Applicants, exceptions to this would be primarily where bridge removal might require surface disturbance outside the right-of-way. The original rail line construction involved the removal of topsoil, some subsoil grading and the addition of fill and ballast. Therefore, salvage of abandoned lines would have little effect on the existing condition of the natural environment.

The physical abandonment of these rail lines would include several steps. Equipment operating over the rail line, or rubber-tired equipment driving on or along the roadbed, would pick up the rails behind it. Rails would then be collected in a rubber-tired truck driven alongside the tracks or in a rail car moving in front of the equipment. The Applicants would salvage the rails for reuse or sell them for scrap.

After the rails were removed, the Applicants would employ rubber-tired equipment (most likely a boom truck) to remove and transport the ties. These vehicles would drive on the roadbed or existing roads adjacent to the roadbed. The Applicants would salvage the ties for other uses or dispose of them according to applicable Federal, state and local requirements.

In most situations, the Applicants would leave the ballast in place. In areas where the Applicants remove the ballast for salvage, dump trucks and front-end loaders would operate on the roadbed or on existing roads adjacent to the roadbed.

Where the Applicants would remove bridges (wooden and steel), they would first dismantle the rail and decking on the bridge, conducting these removal operations from the roadbed. Next, they would remove the bridge's main support structure. The Applicants would conduct removal operations from the roadbed and/or adjacent areas, including stream banks. Finally, they would either completely remove the bridge pilings or cut them down to two feet below stream bed level.

According to the Applicants, they would complete nearly all bridge removal work from the bridge decking, roadbed or adjacent areas outside of the stream bed. Wherever possible, they would avoid work in the stream bed. Bridges with longer spans that have pilings in the waterway might require work in the stream bed, but the Applicants say that they would minimize the work by restricting equipment to the greatest extent possible. SEA would require

the Applicants to apply for any necessary permits. An alternative to complete removal of large steel bridges would be to remove the decking only, leaving the remainder of the bridge in place. Such action could occur if ownership of the bridge were conveyed for a non-rail use.

The Applicants would remove appurtenances such as signals and phone boxes to their foundations. Water conveyance structures, including tubes and culverts, would be left in place. Similarly, they would not remove any tunnels. They might also leave in place some smaller structures, such as rockslide detectors. The Applicants would remove appurtenances primarily with rubber-tired vehicles on the roadbed, or occasionally from an adjacent road.

The Applicants would remove highway/rail at-grade crossings last. They would remove the rails, backfill the area with aggregate, then repave that portion of the hard road surface. Removal of individual grade crossings would take from one to two days depending on the size of the crossing, resulting in temporary road closure or a reduction in the number of traffic lanes.

Following track removal and other salvage activities, depending on underlying title, a qualified party could acquire the right-of-way and convert it to (1) development compatible with adjacent property, (2) public utility or transportation rights-of-way, (3) open land or (4) recreational uses, such as the "Rails-to-Trails" program. Under the "Rails-to-Trails" program, the railroad right-of-way would be converted to recreational trail use by a qualified party but would remain available for potential future transportation uses through rail-banking. Bridges on lines converted to trails would not be removed. The trail owner or operator would maintain the right-of-way, including the bridges.

1.3 POTENTIAL IMPACTS AND METHODOLOGIES

The proposed abandonments are also discussed in Chapter 5 of the Draft EIS. Chapter 5 contains SEA's evaluation of those environmental issues that relate to site-specific conditions and types of actions, including abandonments. Those issues include noise; natural resources, including water and biological resources; cultural resources; land use/socioeconomics; environmental justice and hazardous waste sites. Chapter 4 of the Draft EIS includes SEA's consideration of site-specific effects of the proposed Conrail Acquisition on safety, transportation systems and air quality.

The analysis methods SEA used for each environmental impact area are described in detail in Chapter 3 of the Draft EIS, "Analysis Methods and Potential Mitigation Strategies." Chapter 5 also provides an overview of SEA's methodologies. This Volume of the Draft EIS recounts SEA's overview of methods as it pertains to abandonments.

Information about the proposed abandonments was provided by the Applicants in the Environmental Report. As part of its evaluation, SEA reviewed and verified this information

and supplemented it with additional technical analysis, contact with appropriate state and local officials and site visits.

In conducting its environmental analysis of the proposed abandonments, SEA considered the following environmental impact areas in accordance with the Board's environmental rules at 49 CFR 1105.7(e):

- Land Use and Socioeconomics.
- Natural Resources (Water and Biological Resources).
- Air Quality.
- Noise.
- Cultural Resources (Historic and Archeological).
- Hazardous Wastes Sites.
- Transportation: Roadway Effects from Rail Line Abandonments.
- Transportation: Navigation (Toledo Pivot Bridge).
- Energy.

The methods SEA used to evaluate the potential impacts of each of these topics are described below.

A discussion of why an Environmental Justice analysis was not done for the proposed abandonments is also set forth below.

Land Use and Socioeconomics

For the land use/socioeconomics analysis, SEA evaluated changes in the physical environment that would be caused by the abandonments proposed in the Primary Application. The issues examined included the proposed abandonments' (1) consistency with current land use plans and existing Coastal Zone Management Plans, (2) potential effects on prime farmland and Native American lands, (3) suitability of abandoned rights-of-way for alternative public uses and (4) direct impact on jobs. SEA analyzed potential effects on land use/socioeconomic conditions by abandonment sites in the states of Illinois, Indiana and Ohio.

Initially, SEA conducted site visits and contacted local agencies to verify existing land use descriptions. SEA also collected information on prime farmland, coastal zone management areas and Native American lands. As described further in Section 3.16.1, "Land Use/Socioeconomics Methods," the analysis included a comparison of proposed Acquisition-related activities to local land use plans, identification of effects on prime farmland and consistency with Coastal Zone Management Plans. SEA evaluated whether businesses and jobs would be impacted and identified whether rail line abandonments would occur on Native American lands. For such abandonments, SEA evaluated alternative public uses for abandoned right-of-way and identified alternative modes for the transportation of goods and services that currently use the rail segments proposed for abandonment. For locations where significant impacts could occur, SEA evaluated mitigation strategies that CSX, NS or local jurisdictions could implement.

Natural Resources (Water and Biological Resources)

SEA focused the natural resources analysis for abandonments on any proposed physical alteration of water resources, biological resources and habitats. SEA analyzed potential impacts to these natural resources by abandonment site in the states of Illinois, Indiana and Ohio.

As described further in Section 3.15.1, "Methods for Natural Resources Analysis," SEA reviewed the pre- and post-Acquisition conditions for water resources, wetlands and biological resources. By conducting site visits, scientific literature research and agency coordination, SEA assessed potential impacts to identified waters and wetlands; wildlife and Federally-listed threatened and endangered species; protected wildlife habitats and migration corridors; wildlife refuges and sanctuaries; national, state and/or local parks or forests; and protected unique or critical habitats. SEA also noted the potential need for Federal permits and additional coordination with appropriate regulatory and review agencies. Finally, SEA evaluated potential mitigation measures as part of the impact analysis.

Air Quality

SEA assessed potential air quality impacts from the proposed abandonments by reviewing information in the Environmental Report and considering it in light of the system-wide analysis described in Chapter 4 of the Draft EIS and the attainment status of the abandonment site. The primary air quality impact associated with the proposed abandonments would result from salvage equipment emissions. However, they would be temporary in nature. In the long term, emission levels could also be impacted due to cessation of railroad operations and the diversion of goods movement from the abandoned rail lines to trucks. SEA evaluated the need for potential mitigation measures as part of the air quality analysis.

Noise

To analyze the noise impacts of the proposed abandonments, SEA evaluated information, including the number of sensitive receptors, that the Applicants provided in the Environmental Report. Although rail salvage equipment associated with rail line abandonments can result in noise increases, these noise effects would be temporary and, therefore, SEA did not evaluate them. Generally, the abandonments, when completed, would result in a reduction in noise levels for receptors along or near the affected lines and bridge.

Cultural Resources (Historic and Archeological)

Cultural resources include historic and archaeological features within or immediately adjacent to affected rights-of-way. SEA analyzed potential impacts to cultural resources by abandonment site in the states of Illinois, Indiana and Ohio.

SEA conducted site visits, archival searches and coordination with various State Historic Preservation Officers (SHPO) to identify any historic or archaeological sites located in the abandonment areas that are listed in or eligible for listing in the National Register of Historic Places (NRHP). While SEA also reviewed the information in the Environmental Report, it determined that the archeological sites identified were generally far enough from the proposed abandonment sites to be unaffected by any related activities.

SEA used the "Criteria of Effect and Adverse Effect" (36 CFR 800.9) developed by the Advisory Council on Historic Preservation (ACHP) as the criteria for an adverse impact on historic properties. SEA also identified mitigation strategies to address adverse impacts on historic and archaeological resources.

SEA has initiated the Section 106 consultation process by sending letters to the State Historic Preservation Officer in each state potentially affected by the proposed Conrail Acquisition. In these letters, SEA requested concurrence with the findings of the cultural resource analysis. Appendix M contains any responses received to these letters. SEA will update its summary of the Section 106 consultation process in the Final EIS.

Hazardous Waste Sites

SEA identified potential impacts on hazardous waste sites and related environmental concerns at or near each location where proposed abandonment activities would take place. SEA conducted an analysis of each abandonment site in the states of Illinois, Indiana and Ohio.

Hazardous waste sites are places where releases of hazardous materials have been reported to local, state or Federal authorities. Related environmental concerns include facilities licensed to treat, store or dispose of hazardous materials (TSD facilities), leaking underground storage

tanks (LUSTs), solid waste facilities and landfills (SWF/LF) and locations where SEA observed evidence of possible hazardous materials releases on or near the proposed abandonments.

SEA obtained information on hazardous waste sites and related environmental concerns through database searches conducted by Environmental Data Resources, Inc. (EDR), site visits and contact with local and state officials. Appendix H summarizes the EDR search results and provides the data sources for information on hazardous waste sites and related environmental concerns. Section 3.14.1, "Methods for Hazardous Materials Site Analysis," provides additional details of the analysis process.

CSX and NS have developed detailed procedures and policies that would reduce or avoid impacts at locations where hazardous materials may be used or encountered. These procedures and policies reflect the Applicants' intent to handle hazardous materials safely and comply with the regulatory requirements of Federal, state and local agencies.

Transportation: Roadway Effects from Rail Line Abandonments

SEA evaluated the impact of additional truck traffic on the roadway system resulting from increased railroad activity at rail line and bridge abandonments. SEA also evaluated the impact on highway/rail at-grade crossing delay resulting from rail line abandonments. Section 3.7, "Transportation: Highway/Rail At-Grade Crossing Delay," discusses the procedures used for analyzing at-grade crossing delay. SEA also considered the effects of eliminating highway/rail at-grade crossings.

For proposed rail line abandonments, SEA evaluated the increase in truck trips to determine whether the additional truck trips would have a measurable impact on daily traffic patterns on nearby roads. SEA analyzed potential roadway effects at rail line and bridge abandonments in the states of Illinois, Indiana and Ohio.

Transportation: Navigation

To evaluate potential effects of train traffic on shipping where interaction could occur, SEA reviewed proposed abandonments that involve movable bridges. SEA analyzed potential navigation impacts associated with the pivot bridge proposed for abandonment in Toledo, Ohio.

SEA verified the Operating Plans and coordinated with the U.S. Coast Guard district offices with jurisdiction over the pivot bridge. As stated in Section 3.9.1, "Methods for Evaluating Navigation Issues," waterborne navigation has the right-of-way in all instances. Therefore, any operating constraints due to the proposed abandonment would be placed on NS and not on the waterborne users at the location of the pivot bridge.

Energy

The sources of change in energy efficiency include rail-to-truck divisions which can result from rail line abandonments. SEA assessed energy effects on a system-wide basis only. System-wide energy effects are presented in Section 4.11, "Energy", and the methodology SEA used is described in Chapter 3 and in Appendix D.

The Board's environmental analysis thresholds at 49 CFR 1105.7(e)(4) require an estimate of the net change in energy consumption resulting from a rail line abandonment if the proposed abandonment causes a rail-to-truck diversion totaling 1,000 or more rail cars per year or more than 50 carloads/mile per year for an individual line segment. Based on data included in the Environmental Report, the total rail traffic on the lines to be abandoned is 90 cars per year, an average of 1.5 cars per mile. Because there are no lines proposed for abandonment which would exceed either threshold for energy analysis, no energy consumption impacts were calculated for the proposed abandonments.

Environmental Justice

SEA investigated whether the proposed Conrail Acquisition would result in disproportionately high and adverse impacts on minority and low-income populations associated with the proposed abandonments and concluded that they would not. Two of the lines proposed for abandonment are located in rural, low population density areas in Illinois and Indiana. The two abandonments in Toledo, Ohio, of which one is a bridge, are located in urban areas where the primary land uses are commercial/industrial. Furthermore, the ultimate result of an abandonment is likely to reduce rather than increase adverse environmental impacts to adjacent populations. Therefore, environmental justice impacts were not analyzed further.

2.0 ILLINOIS

The Applicants have proposed one rail line abandonment project in Illinois. This section analyzes the potential environmental impacts associated with that project. A detailed description of the proposed abandonment, including the alternative actions considered, the existing environment, the potential environmental impacts and the proposed mitigation is provided below. The rail line segment proposed for abandonment is described in Table 2-1 below.

Table 2-1
Illinois Proposed Abandonment

Site ID	Location	County	Facility Type	Length (miles)	Description	Setting
CA-01	Paris to Danville	Edgar, Vermilion	Rail line	29	Existing Conrail	Rural/Agriculture

2.1 PARIS TO DANVILLE (PART OF CONRAIL DANVILLE SECONDARY)

CSX proposes to abandon the segment of Conrail's Danville Secondary Track between Paris, Illinois in Edgar County (mile post 93.00) and Westville, Illinois (a small town south of Danville, Illinois) in Vermilion County (mile post 122.00). (See Figure 1a-j.) CSX would acquire the line as part of the proposed Conrail Acquisition. Currently, Conrail operates approximately one through train per day over the Danville Secondary from Danville to Terre Haute, Indiana, including the segment proposed to be abandoned. CSX's main line from Danville to Evansville, Indiana also runs from Danville to Terre Haute, to the east of the Conrail line.

2.1.1 Proposed Action and Alternatives

2.1.1.1 Proposed Action

The proposed action would involve the abandonment of 29 miles of existing Conrail rail line between Paris and Danville. The line is located in rural, agricultural areas of Edgar and Vermilion Counties. Portions of it lie within the incorporated jurisdictions of Westville, Georgetown, Chrisman and Paris.

According to the Applicants, CSX would not need both the Danville Secondary Track and its main line from Chicago to Evansville following implementation of the proposed Acquisition. The CSX track is in better condition than the Conrail track and could carry the traffic now moving over the Conrail track. There are no customers on the line to be abandoned. CSX would continue to serve its Danville customers via its line from Hillsdale. Paris customers would continue to be served via a local train from the remaining portion of the Danville Secondary from Terra Haute.

The proposed abandonment would include removal and salvage of railroad associated equipment along the right-of-way. Such equipment includes rails, ties, appurtenances (i.e. communications, signals) and at-grade crossings. Abandonment operations would generally be limited to the existing right-of-way. The right-of-way would then be available for conversion to alternative uses such as recreational trails, public utility rights-of-way, local transportation corridors, adjacent land uses, or a combination of the above. Local officials have expressed an interest in converting the right-of-way to a recreational trail under the

"Rails-to-Trails" program. Abandonment procedures are discussed in greater detail in Section 1.2 of this Volume of the Draft EIS.

2.1.1.2 Alternatives

There are no shippers on the Paris to Danville line. Therefore, the only alternatives to the proposed abandonment are: (1) discontinuance of service with no abandonment and (2) the no-action alternative (no change in present operations). Neither of these alternatives would have a significant impact on the environment. However, SEA concluded that the proposed abandonment would also be unlikely to have a significant impact.

Two separate rail lines between Danville and Terre Haute are not needed in the expanded CSX system. According to the Applicants, the CSX main line from Chicago to Evansville, IN is in better condition and could carry all the traffic between Danville and Terre Haute. There are no shippers located on the line segment proposed for abandonment. Moreover, CSX can serve Danville from the CSX main line and serve Paris from the remaining portion of the Danville Secondary out of Terre Haute. The proposed action would result in minimal benefits when salvage activities were completed.

2.1.2 Description of Existing Environment

SEA conducted visits to the site of the proposed abandonment in July and August, 1997. SEA gathered information concerning the proposed abandonment during those visits and through reviewing the Environmental Report and contacting appropriate Federal, state and local agencies.

2.1.2.1 Land Use and Socioeconomics

Land use along the 29-mile rail line between Paris and Danville is predominantly rural, undeveloped and agricultural. The 230 acres of land within the right-of-way is used for rail activities with an unimproved road sharing the right-of-way north of Chrisman. Land cover includes primarily grasses, shrubs, weeds and trees. Farmland, pasture and wooded fence rows occur adjacent to the rail line. Scattered residential and light industrial properties are located along the rail line. Two cemeteries lie adjacent to the right-of-way. The topography of the region is nearly flat, with low rises between valleys; it ranges in elevation from approximately 650 to 700 feet above sea level.

The rail line begins just north of the western branch of Twin Lakes in Paris, Edgar County, and proceeds northward through the small towns of Harris, Wetzel, Horace and Edgar, crossing Willow Creek, Indian Creek, and South Fork Brouilletts Creek. The land use along this stretch is limited to sparse residential areas and grain elevators near the towns, with undeveloped agricultural land between the towns.

North of Edgar, the rail line crosses Brouilletts Creek, and passes through Chrisman, before continuing north through more agricultural land. Residential and commercial land uses are located along the rail line in Chrisman. North of Chrisman, the rail line closely parallels State Highway 150 for approximately two miles. Land use remains agricultural, with some residential areas, and much vacant land adjacent to the rail line.

After crossing northward into Vermilion County, the rail line passes through Ridge Farm, where adjacent land development includes a cemetery, residences, and businesses. Further to the north in Vermilion Grove, the rail line is adjacent to a second cemetery.

Approximately 1.5 miles north of Vermilion Grove, the rail line crosses the Little Vermilion River near the town of Olivet. Within Georgetown, located north of the Little Vermilion River, land use includes residences, a church, businesses, a grain elevator, and a school. Further to the north, and extending along the remaining length of the rail line are agricultural or vacant lands, mining and a lagoon to the west of the rail line, and residential areas and a water tower within the Town of Westville.

Land Use Plan/Zoning

Vermilion County does not have zoning or a plan for land use for the abandonment area. The City of Paris jurisdiction over the proposed abandonment area is zoned rural/agricultural.

Consistency with Local Land Use Plan

The proposed abandonment is consistent with future land use plans of the City of Paris Plan Commission, the City of Georgetown, the Village of Westville, the City of Chrisman and Edgar County. The County of Vermilion does not have zoning or a plan for land use for the subject area.

Prime Farmland

SEA reviewed the Soil Surveys of Edgar and Vermilion Counties, OH, prepared by the U.S. Department of Agriculture's Soil Conservation Service, to determine if soil series designated as prime farmland occur adjacent to the rail line proposed for abandonment. The information revealed that nearly the entire length of the rail line is located on or adjacent to soil series that are designated as prime farmland, or prime farmland where drained.

The soil series occurring along the rail line in Vermilion County that are prime farmland soils include Catlin silt loam, Dana silt loam, Elburn silt loam, Flanagan silt loam, Ipa silt loam, Proctor silt loam, Raub silt loam and Xenia silt loam. The soil series occurring along the rail line that are prime farmland, where drained, include Drummer silty clay loam, Sable silty clay loam, Peotone silty clay loam, and Sabina silt loam. Ambraw loam, found in the bottom of

some drainage courses, is considered a prime farmland soil, if it is drained, and is either protected from flooding, or not frequently flooded during the growing season.

Draft soil series maps obtained from Edgar County indicate that the soil series present along the rail line in Edgar County that are prime farmland soils include Benton silt loam, Dana silt loam, Elburn silt loam, Flanagan silt loam, Parr silt loam, Proctor silt loam, Wingate silt loam, and Xenia silt loam. Soils indicated as prime farmland where drained include Drummer silty clay loam, Fincastle silt loam, and Toronto silt loam. Larson silt, which is present locally along some streams, such as Brouillets Creek and Crabapple Creek, is also considered a prime farmland soil where drained and protected from frequent flooding.

Native American Lands

The Applicants indicated and SEA confirmed that there are no Federally recognized Native American tribes or reservations along the proposed abandonment.

Socioeconomics

There are currently no freight customers along the Paris to Danville line proposed for abandonment. Therefore, Conrail does not employ crews that provide local train service on the line.

2.1.2.2 Water Resources and Wetlands

SEA reviewed U.S. Geological Survey topographic maps and U.S. Fish and Wildlife Service National Wetlands Inventory mapping to determine the presence of wetland areas and water resources within the proposed abandonment area. Based on this review and the subsequent site visits, SEA concluded that the proposed abandonment crosses eight streams and passes near several wetlands and impoundments. The streams include Willow Creek, Main Trunk Indian Creek, South Fork Indian Creek, Brouillets Creek and its tributaries, Crabapple Creek and its tributary, Little Vermilion River and Middle Fork Vermilion River.

SEA identified six impoundments and more than 24 palustrine wetlands that are intercepted by or located adjacent to (within 500 feet) the proposed abandonment. During the site visits, SEA verified the locations of these wetlands.

Floodplains

The Environmental Report contained information regarding floodplains in the abandonment area. SEA reviewed the Federal Emergency Management Agency floodplain maps for Edgar and Vermilion Counties, which show that the proposed abandonment section crosses the 100-year floodplain in two places. In Edgar County, the crossings at mile post 99.83 of South

Fork Brouillets Creek and at mile post 102.89 of Brouillets Creek are within the 100-year floodplain.

Coastal Zone Management

The proposed rail line abandonment is not located in a Coastal Zone Management area.

2.1.2.3 Biological Resources

The 29-mile-long rail line is surrounded by undeveloped rural and agricultural lands.

Vegetation

During the site visits, SEA determined that the vegetation adjacent to the proposed abandonment right-of-way consists of mixed hardwood forests, coniferous forests, grasses, shrubs, cropland and pastures. The vegetation within the existing railroad right-of-way consists of weedy species that are consistent with species found within disturbed areas. SEA also observed that the vegetation found within the wetland areas is comprised of known wetland species and that the additional vegetation is not unique or limited to the abandonment site.

Wildlife

During the site visits, SEA determined that the right-of-way provides some limited habitat suitable for a variety of terrestrial wildlife species. The adjacent forest and fields provide cover for small mammals such as mice, moles, squirrels, rabbits and reptiles, along with their winged predators. Various birds are likely to forage in these areas, including common songbirds and game species. Adjacent forests and fields would typically provide food and shelter for larger species such as deer, wild turkey, raccoons, opossums, foxes, coyotes and other predatory animals. Wetlands are likely to provide habitat for amphibians, semiaquatic reptiles, and waterfowl.

Threatened and Endangered Species

Based on coordination with representatives of the U.S. Fish and Wildlife Service (USFWS) in the Marion field office, SEA determined that there is one reported animal species Federally-listed as endangered that could exist in Vermilion County (one of the counties where the Paris-Danville abandonment is located). Table 5-IL-22 lists this animal species as the Indiana bat. There are no Federally-listed species reported in Edgar County. During the site visits, SEA evaluated the habitat present on the site for its potential to support the Indiana bat and found that the area does not support the habitat requirements of this endangered species. In addition, during the site visits, SEA did not observe the listed species or its habitat within

the Paris-Danville abandonment area. Based on these findings, SEA determined that there is minimal potential for the presence of this Federally-listed endangered species on the abandonment site.

Sanctuaries, Refuges, Forests and Parks

SEA contacted representatives of the USFWS, the National Park Service, and the U.S. Forest Service to identify any land within their jurisdiction and near the proposed abandonment. No wildlife sanctuaries, refuges, or national, or state forest/parks are located within 500 feet of the proposed abandonment. According to the Environmental Report, one local park, Oubache Park, is located adjacent to the right-of-way approximately 1 mile north of Olivet. It contains recreational facilities.

2.1.2.4 Air Quality

The proposed abandonment is located in Edgar and Vermilion counties. SEA determined that both counties are currently categorized as being in attainment with the National Ambient Air Quality Standards (NAAQS) for all pollutants.

2.1.2.5 Noise

Trains, automobiles, trucks and farm equipment are the primary sources of noise in the area proposed for abandonment. Sensitive receptors within 500 feet of the rail line include residences in the communities of Harris, Wetzel, Horace, Edgar, Ridge Farm, Chrisman, Vermilion Grove and Westville.

2.1.2.6 Historic and Cultural Resources

Historical Background

The Paris to Danville Railroad Line is a secondary line between Paris, Illinois in Edgar County and Danville, Illinois in Vermilion County. A predecessor of the Cincinnati, Indianapolis, St. Louis and Chicago Railway Company (old Big Four) constructed the rail line in 1855.

During the 1880s, Melville Ingalls, C.P. Huntington and the Vanderbilts acquired a group of railroads including the Paris to Danville Line, between Cairo and Danville, Illinois, and later added the St. Louis, Alton and Terre Haute rail lines. These railroad lines merged to form the old Big Four which then merged in 1899 with the Bee Line (Cleveland, Columbus, Cincinnati and Indianapolis) to form the CCC&StL, commonly referred to as the Big Four.

In 1906, the line north from Danville to Indiana Harbor was added and became part of the New York Central Railroad rather than the Big Four. However, the New York Central owned

a controlling interest in the Big Four, and it was at this time that many of the bridges along the line were built and the line was upgraded and probably double-tracked, in an attempt to make this an important north-south route from Indiana Harbor on Lake Michigan to Cairo at the confluence of the Mississippi and Ohio Rivers.

In February 1930, the New York Central leased the Big Four, and in doing so became the biggest rival of the Pennsylvania Railroad. In February 1968 the New York Central and Pennsylvania Railroads merged to form the Penn Central Railroad. Shortly after the Penn Central went bankrupt in 1970, Congress undertook a major reorganization of the eastern U.S. rail system. This reorganization authorized the establishment of the Consolidated Rail Corporation (Conrail) which began operations in April 1976. Conrail obtained ownership of the Paris to Danville line at that time. CSX and NS applied to take over Conrail's operations in June, 1997.

Resources Identified

SEA identified 18 bridges and the rail line as being potentially historic. Based solely on age, these structures could have been eligible for the National Register of Historic Places (NRHP).

Table 2-2 below lists the eighteen potentially historic structures identified along the proposed abandonment.

Table 2-2
Structures on Paris to Danville Line

Mile Post	Length (feet)	Year Built	Structure Type & Additional Information
99.77	32	1905	Bridge, concrete box construction
99.21	20	1906	Bridge, concrete box construction
99.83	30	1906	Bridge, concrete arch construction
102.89	66	1906	Bridge, deck girder construction, with open undergrade deck
103.52	39	1938	Bridge, I-beam construction, with overhead concrete deck
104.51	6	1901	Bridge, cast iron pipe construction
104.87	25	1905	Bridge, concrete arch construction
106.72	16	1905	Bridge, concrete box construction
107.73	8	1918	Bridge, concrete box construction
109.02	52	1913	Bridge, deck girder construction, with open undergrade deck
109.51	41	1913	Bridge, deck girder construction, with open undergrade deck
112.08	5	1906	Bridge, cast iron pipe construction
112.92	27	1905	Bridge, concrete box construction
113.76	6	1905	Bridge, cast iron pipe construction
114.59	237	1903	Bridge, deck girder construction, with open undergrade deck (bridge partially removed)
114.84	6	1906	Bridge, concrete box construction
115.76	25	1906	Bridge, concrete arch construction
116.77	6	1906	Bridge, cast iron pipe construction

According to the Environmental Report, the SHPO cultural resources inventory indicate that there are at least six archeological sites in the general vicinity of the rail line, including both prehistoric and historic period sites. The nearest is site V-263, an undated prehistoric site located 3,000 feet west of the rail line near the Town of Midway. According to the SHPO inventory, several archeological surveys have been conducted in the immediate vicinity of the rail line without identifying any sites. In general, the SHPO inventory indicates a relatively low potential for archeological resources of any period in immediate vicinity of the line.

2.1.2.7 Hazardous Waste Sites

SEA used the Environmental Data Resources, Inc. (EDR) database report to search for hazardous waste sites near the line segment. The database report did not identify any such sites within 500 feet of the proposed abandonment corridor. SEA confirmed that the database search revealed 17 unmappable sites within the city limits of Catlin, Chrisman, Danville, Georgetown, Lake Carroll, Paris, and Westville. SEA located 16 of these sites a distance of at least .25 miles from the proposed abandonment. SEA supplemented this information through contact with Illinois EPA Attorney Ryan and a site visit on July 16, 1997.

The remaining site is a Resource Conservation and Recovery Information System-Treatment Storage and Disposal (RCRIS-TSD) facility. DynaChem, Inc., is adjacent to the west side of the railroad right-of-way near milepost 118.7, approximately 0.5 miles south of the County Road 900 at-grade roadway crossing. Observations recorded during the site visit indicate that DynaChem operates as a chemical warehouse, distribution, and sales facility. SEA observed numerous metal and plastic storage tanks—some labeled benzene, toluene, and sulfuric acid—on the DynaChem property adjacent to the railroad right-of-way. SEA also noted discolored soil and organic chemical odors along the railroad right-of-way. Attorney Ryan confirmed that DynaChem is the subject of a complaint alleging violations of the Resource Conservation and Recovery Act.

2.1.2.8 Transportation

During the site visit, SEA identified 29 public and 16 private highway/rail at-grade crossings along the Paris to Danville rail line. Most of the grade crossings are rural roads that carry relatively small motor vehicle traffic volumes. SEA reviewed Average Daily Traffic (ADT) counts from the Federal Railroad Authority (FRA) database for the at-grade crossings. The only highway/rail at-grade crossings with ADT counts over 1,000 are located in Vermilion County and are as follows:

- College Avenue in Olivet - 4,000 vehicles per day.
- County Road 650N in Georgetown - 1,250 vehicles per day.
- Main Street in Westville - 2,200 vehicles per day.

2.1.3 Potential Environmental Impacts of the Proposed Action

2.1.3.1 Land Use and Socioeconomics

Impact Findings

Based on the findings described above, SEA determined that there would be no significant impacts to land use associated with the proposed abandonment between Paris to Danville, Illinois.

The proposed abandonment would change the land use of the estimated 230 acres within the right-of-way. Following track removal and salvage activities, a party that acquired the right-of-way would be able to convert it to an alternate use such as a recreational trail, public utility rights-of-way, a local transportation corridor, adjacent land uses, or a combination of the above.

Alternative Land Uses

Various organizations along the proposed abandonment have expressed an interest to local officials in preserving the right-of-way for use as a trail. The Vermilion County Board has also encouraged use of the right-of-way for a rails-to-trails corridor. The Mayor of the City of Georgetown also has requested that the land be used for other public uses, specifically trail use. Georgetown is interested in leaving the rail bed in place in some form to preserve the flood control benefits of the existing embankment. Westville has suggested using the right-of-way in the village as a roadway to link numerous dead-end streets to improve circulation patterns. The Mayor of Chrisman has also suggested using the rail line as a hiking and biking trail, while maintaining parts of the right-of-way in its present form as an access road to the City's dump.

Socioeconomics

SEA concluded that there would be no direct job losses as a result of the proposed abandonment. There are no shippers on the rail line. Therefore, there are no shipper employees or Conrail crews that would be affected by the abandonment. CSX would continue to serve Danville shippers by rail using its main line. A local CSX train from Terre Haute would continue to serve Paris and the remainder of the Danville Secondary.

2.1.3.2 Water Resources and Wetlands

Because salvage operations associated with abandonments usually result in little disturbance to lands within or adjacent to the right-of-way, SEA does not expect significant impacts to water resources and wetlands if the Board were to approved Paris to Danville abandonment.

Activities associated with salvage operations would be limited to the right-of-way and would not disturb adjacent wetlands or impoundments. Therefore, CSX would probably not require a permit under Section 404 of the Clean Water Act, for discharge of fill material into waters of the U.S. SEA determined that the temporary impact would not result in any net loss of wetland acreage. Salvage activities near stream crossings would not require stream diversions or in-stream activities.

2.1.3.3 Biological Resources

SEA would not anticipate significant impacts to biological resources as a result of the proposed abandonment.

Vegetation

The salvage operations would disturb existing vegetation in the rail line right-of-way. However, depending on the use of the right-of-way after CSX completed salvage operations, similar vegetation would likely revegetate the disturbed area quickly.

Wildlife

SEA determined that, due to the disturbed nature of the site, impacts from salvage operations would only temporarily alter wildlife activity along the Paris-Danville segment. After completion of abandonment activities, CSX would discontinue vegetation management activities, and depending on the right-of-way's future use, allow the site to re-establish natural vegetation and habitat conditions. Therefore, SEA determined that temporarily disturbed wildlife could soon re-inhabit the site. In addition, SEA concluded that the proposed project would not adversely affect the movement or migration of wildlife.

Threatened and Endangered Species

SEA concluded that the abandonment would have no effect on Federally-listed threatened or endangered species. Although the Indiana Bat is listed in Vermilion county, Illinois, SEA determined that the right-of-way between Paris and Danville does not contain habitat to support the species. During its site visits, SEA observed neither the listed species nor its habitat. According to the Applicants, the Illinois Endangered Species Protection Board indicated that state-listed threatened and endangered species could potentially occur in the area of the proposed abandonment. However, they concluded that the abandonment would likely benefit suitable habitat for threatened and endangered species within and along the right-of-way. Habitat along the rail line would be temporarily disturbed by salvage activities. However, upon completion of the abandonment, the area would likely revert to a more natural environment.

Sanctuaries, Refuges, Forests and Parks

Oubache Park in Olivet could benefit from the elimination of periodic train noise. Because there are no sanctuaries, refuges, forests, or preserves within or adjacent to the Paris to Danville line, SEA concluded that there would be no impacts to this type of resource.

2.1.3.4 Air Quality

According to the Applicants, the operation of heavy equipment would be the primary source of pollutant emissions during removal activities. Particulate matter, volatile organic compounds (VOCs), carbon monoxide (CO) and nitrogen oxide (NO_x) result from combustion of diesel fuel. Fugitive dust emissions result from the operation of heavy equipment. The combustion emissions associated with removal operations (VOCs, CO, and NO_x) generally would be minor and of short duration and would have insignificant impacts on air quality. Fugitive dust would be controlled by using water sprays or other suitable dust suppressants.

SEA would expect post-abandonment pollutant emissions along the right-of-way to be zero due to the cessation of rail traffic and rail line maintenance activities.

2.1.3.5 Noise

Salvage operations associated with the abandonment would require the use of trucks and heavy equipment. However, noise from these activities would be short-term. Because train operations and rail line maintenance would no longer occur, noise from those activities would be eliminated. Therefore, the proposed abandonment would benefit sensitive noise receptors in the vicinity of the Paris to Danville rail line.

2.1.3.6 Historic and Cultural Resources

SEA evaluated the 18 bridge structures and the rail line for historical significance and concluded that neither the rail line nor any of the bridges would be eligible for the NRHP. The Illinois SHPO reviewed this evaluation and concurred with the findings in a meeting with SEA on August 5, 1997.

Although it is unlikely that abandonment activities would impact known or unreported archeological sites, SEA will ensure that CSX continues the Section 106 consultation process related to such resources.

2.1.3.7 Hazardous Waste Sites

SEA identified one environmental concern, the DynaChem facility, within 500 feet of the proposed abandonment segment. The nature and extent of any potential contamination on

railroad property from DynaChem has not been determined. However, it is possible that contaminated areas could be disturbed by abandonment-related salvage activities. DynaChem is undertaking assessment and remediation activities for this site and is required to follow applicable Federal and state regulatory requirements governing these activities.

Appendix H identifies regulations and procedures that CSX would follow if any hazardous materials were disturbed during abandonment activities. Based on activities in progress, existing regulatory requirements of other agencies and standard railroad practices, SEA determined that contaminated areas would be adequately addressed if the Board were to approve this proposed abandonment.

According to the Applicants, fuels and oil necessary for abandonment activities would be present in small quantities. In the unlikely event of a spill, appropriate emergency response procedures would be used to promptly address any spill. Accordingly, the proposed abandonment would not be expected to increase the probability or consequences of hazardous waste contamination within or adjacent to the right-of-way.

2.1.3.8 Transportation

The abandonment of the Paris to Danville rail line would eliminate the need for 29 public and 16 private highway/rail at-grade crossings. The removal of such at-grade crossings would eliminate traffic delays and the potential for vehicle collisions with trains at these crossings.

Temporary disruption of local traffic patterns and increased wear and tear on the roads could occur during abandonment activities. These impacts would be expected to be temporary and unlikely to affect the viability or life of the roadways.

2.1.3.9 Energy

The Board's regulations require an evaluation of the impacts of a rail line abandonment on energy consumption if the proposed abandonment would result in a diversion of more than 1,000 rail cars per year to truck transportation or diversion of more than 50 rail cars per mile per year over any rail line segment. Impacts to energy consumption relate to the reduced efficiency of transporting materials by truck as compared to railroad.

Conrail does not serve any shippers on the affected rail line. The Paris to Danville abandonment would only impact through traffic, all of which would be rerouted over other CSX lines. Therefore, the proposed abandonment would not cause diversion of traffic from rail to truck or adverse impacts to energy consumption. The detailed methods for assessing energy impacts are included in Chapter 3, "Analysis Methods and Potential Mitigation Strategies" and in Appendix D.

2.1.4 Potential Environmental Impacts of Alternatives

Alternatives to the proposed abandonment would include (1) discontinuation of service without abandonment or (2) the no-action alternative (no change in present operations). In the first case, the proposed abandonment would result in the elimination of the effects of railroad operations, such as noise and air emissions. However, the track materials would remain on the right-of-way. In the second case, the proposed abandonment would have no effect on the existing quality of the human and natural environment or energy consumption.

2.1.5 Proposed Mitigation

SEA has made a preliminary determination that the proposed abandonment of the Paris to Danville rail line would be expected to result in minimal impact to land use/socioeconomics, water resources, biological resources, air quality, noise, cultural resources, hazardous waste sites, transportation and energy use. However, if the Board were to approve the proposed abandonment, SEA recommends the mitigation measures described below in order to further minimize any minor adverse impacts.

2.1.5.1 Land Use and Socioeconomics

CSX would restore any adjacent properties that are disturbed during abandonment activities to their pre-abandonment conditions.

2.1.5.2 Natural Resources (Water and Biological Resources)

CSX would use Best Management Practices to control soil erosion, runoff and surface instability during abandonment and conform to its standard specifications during salvage operations. These standard specifications are presented in Chapter 3, Section 3.15, "Natural Resources."

After completion of the abandonment, in the case of highway bridges, CSX would reseed the right-of-way sloped areas to provide permanent cover and prevent potential erosion. CSX would disturb the smallest area possible around streams and tributaries and revegetate disturbed areas immediately following removal operations. CSX would also clear debris from all culverts to avoid potential flooding and stream flow alteration, in accordance with Federal, state and local regulations. Finally, CSX would obtain all necessary Federal, state and local permits if activities required the alteration of or work in wetlands, ponds, lakes, streams, or rivers; or if activities would cause soil or other materials to wash into these water resources.

2.1.5.3 Air Quality

CSX would comply with all applicable Federal, state and local regulations regarding the control of fugitive dust. CSX would minimize fugitive dust emissions generated during removal operations by using control methods such as water spraying.

2.1.5.4 Noise

CSX would control temporary noise from salvage equipment by ensuring all machinery has properly functioning muffler systems and by implementing work hour controls.

2.1.5.5 Historic and Cultural Resources

CSX would retain its interest in and take no steps to alter the historic integrity of the proposed abandonment line segment until the Section 106 process of the National Historic Preservation Act (16 U.S.C. 470f, as amended) has been completed. In the event that potentially significant archaeological resources are discovered during the salvage activity, CSX would be required to cease work in the area and immediately coordinate activities with the Illinois SHPO.

2.1.5.6 Hazardous Waste Sites

CSX would observe all applicable Federal, state, or local regulations regarding handling and disposal of any waste materials encountered or generated during the proposed project. In the case of a spill, appropriate emergency response procedures and remediation measures would be implemented.

All hazardous materials would be transported in compliance with the U.S. Department of Transportation Hazardous Materials Regulations (49 CFR Parts 171-174 and 177-179). As discussed in Chapter 3, "Analysis Methods and Potential Mitigation Strategies," and Appendix H of the Draft EIS, existing regulatory requirements of other agencies and railroad emergency response practices would be used to address disturbance of contaminated areas.

2.1.5.7 Transportation

CSX would use appropriate signs and barricades to control traffic disruptions during abandonment activities near grade crossings and would restore all roads disturbed to the conditions required by state or local jurisdictions.

3.0 INDIANA

NS proposed one rail line abandonment in Indiana that is 21.5 miles long and runs between South Bend and Dillon Junction. A description of the proposed abandonment is set forth in Table 3-1 below.

Table 3-1
Indiana Proposed Abandonment

Site ID	Location	Counties	Facility Type	Length	Description	Setting
NA-02	South Bend to Dillon Junction	St. Joseph and La Porte	Rail line	21.5 miles	Two trains/day	Rural/Industrial

3.1 SOUTH BEND TO DILLON JUNCTION

South Bend, IN is in St. Joseph County, northwest of Fort Wayne, IN. Dillon Junction (Dillon), located in La Porte County, is west of South Bend. South Bend is approximately 72 miles from Fort Wayne; Dillon Junction is approximately 77 miles from Fort Wayne. (See Figure 2a-g.)

NS currently operates this rail line proposed for abandonment. The area along the right-of-way is primarily rural. However, the right-of-way along the line within South Bend includes light industrial, commercial and residential areas.

3.1.1 Proposed Action and Alternatives

3.1.1.1 Proposed Action

The proposed abandonment would include 21.5 miles of existing NS rail line between South Bend (northwest of the intersection of Edward and Prairie Streets) and Dillon Junction from MP SK2.5 to MP SK24.0. Dillon is a rail crossing between two NS rail line segments.

Currently, two through trains per day use this rail line. There are no shippers on the rail line. NS would serve businesses located in South Bend from a Conrail line to be operated by NS.

According to NS, the proposed abandonment would include removal of railroad-associated materials along the right-of-way. Such materials include rails, ties, appurtenances (i.e., communications, signals) and grade crossings. NS would not remove culvert structures as part of the abandonment process. Salvage operations would be limited to the existing right-of-way. The right-of-way would be available for conversion to alternative uses such as a recreational trail, public utility rights-of-way, local transportation corridors, adjacent land uses, wildlife

habitat, or a combination of the above. The abandonment process is discussed in more detail in Section 1.2 of this Volume.

3.1.1.2 Alternatives

There are no shippers on the South Bend to Dillon Junction rail line that is proposed for abandonment. Therefore, the only alternatives to the proposed abandonment include: (1) discontinuance of service with no abandonment and (2) the no-action alternative (no change in present operations). Neither of these alternatives would have a significant impact on the environment. In the first case, rail traffic would cease over the rail line. However, the track materials would not be removed. In the second case, operations would remain as they are now.

3.1.2 Description of Existing Environment

SEA conducted visits to the site of the proposed abandonment in July and August, 1997. SEA gathered the following information during those visits and through contacts with Federal, state and local agencies.

3.1.2.1 Land Use and Socioeconomics

The 21.5-mile segment of right-of-way between South Bend and Dillon Junction includes approximately 261 acres and is predominately rural, passing through agricultural lands and open pasture. Adjacent to the right-of-way, areas of deciduous forest are scattered among the farmlands. Residences and businesses also occur, although they are less common. The only communities located along the rail line are Pine (population approximately 1,000) and North Liberty (population approximately 1,366).

Consistency with Local Land Use Plan

According to the Area Plan Commission of St. Joseph County and the LaPorte County Plan Commission, the proposed abandonment is consistent with and will not affect the local land use plans.

Prime Farmland

The Natural Resource Conservation Service has classified the soils as prime farmland for approximately 6.0 miles along the right-of-way southwest of South Bend. The removal activities associated with the proposed abandonment would not disturb adjacent lands, and, therefore, would not affect the 6.0 miles of prime farmland along the right-of-way southwest of South Bend.

Native American Lands

According to the Bureau of Indian Affairs, no Federally-recognized Native American tribes or reservations are located in Indiana.

Coastal Zone Management

No portion of the proposed abandonment is located within a designated Coastal Zone Management area.

Socioeconomics

Currently, two trains per day use the South Bend to Dillon Junction rail line. No shipper would lose rail service as a result of the proposed abandonment because NS would serve all shippers at South Bend via the Conrail line. No through traffic exists because the NS branch line ends at South Bend.

3.1.2.2 Water Resources and Wetlands

Based on its review of U.S. Geological Survey Topographic maps, SEA determined that the proposed abandonment crosses Potato Creek, Kankakee River and Little Kankakee River, with two of these being crossed more than once. The five lakes adjacent to the rail line are described below:

- Dollar Lake, which was originally a landfill, is located southwest of South Bend between MP SK3 and MP SK5 on the west side of the track.
- Wharton Lake is located on the east side of the rail line approximately 3.5 miles southwest of the South Bend city limits.
- Catfish Lake is located approximately 1.0 mile southwest of Wharton Lake on the east side of the track.
- Rupel and Elizabeth Lakes are located between 0.5 to 1.5 miles west of North Liberty. Both are located on the south side of the railroad right-of-way.

Using USFWS National Wetland Inventory mapping, SEA identified approximately 50 palustrine wetlands, both emergent and forested, that occur in and adjacent to the existing railroad right-of-way along the proposed NS abandonment between South Bend and Dillon Junction.

Floodplains

Based on review of Federal Emergency Management Agency Flood Insurance Rate Maps, SEA determined that most of the 21.5 miles of the proposed abandonment between South Bend and Dillon Junction are not located within the 100-year floodplain. However, near the Kankakee River, approximately one mile of the existing rail line is located within the limits of the 100-year floodplain. In addition, SEA determined that lands adjacent to approximately 500 feet of the existing rail line near Potato Creek and approximately 500 feet of the existing rail line near North Liberty and Rupel Lake are also located within the 100-year floodplain.

3.1.2.3 Biological Resources

Vegetation

During SEA's site visit, it confirmed that existing vegetation within the right-of-way varies and that the roadbed is covered with ballast. The vegetation includes weedy annuals, various grass species, and low-growing trees and shrubs. Land adjacent to this segment contains cropland, pasture, fallow fields and deciduous forest.

Wildlife

SEA concluded that the 100-foot wide right-of-way of the South Bend to Dillon Junction rail line segment would typically provide habitat for a variety of species. The adjacent fields and forests could provide cover for small mammals. Larger mammals such as deer, raccoons and foxes are likely to forage and hunt in adjacent agricultural areas. Various species of songbirds, game birds, waterfowl, raptors and reptiles may also use the forests, lakes and fields along the right-of-way. Amphibian species, which include frogs and salamanders, may be found in the wetlands. Ponds and lakes along the right-of-way are expected to contain a variety of both game and non-game fish such as largemouth bass, bluegill, channel catfish, bullheads, and carp.

Threatened and Endangered Species

SEA contacted the USFWS's Bloomington field office to determine which threatened and endangered species may be in the area of the proposed rail line abandonment. The USFWS indicated that the proposed abandonment is within the range of the Federally endangered Indiana Bat, American Peregrine Falcon, Mitchell's Satyr butterfly and the Federally threatened Bald Eagle, and Northern Copperbelly Water Snake. However, the USFWS indicated it does not anticipate any significant direct impacts to these species.

During a site visit to the South Bend to Dillon Junction segment, SEA evaluated the habitat for its potential to support these threatened and endangered species and found that the area

does not currently support habitat requirements for the listed species. In addition, during the site visit, SEA did not observe any of these listed species. Based on these findings and the temporary nature of the abandonment and salvage process, SEA determined that there is minimal potential for impacting any of these Federally-listed threatened or endangered species that may be in the South Bend to Dillon Junction abandonment area.

Parks, Forest Preserves, Refuges and Sanctuaries

SEA contacted representatives of the National Park Service and the USFWS to identify land within the jurisdiction of these Federal agencies. Based on this coordination, SEA determined that there are two resources adjacent to the proposed South Bend to Dillon Junction abandonment segment. Kingsbury State Fish and Wildlife Area is located approximately one mile Southwest of Dillon Junction and the Potato Creek Recreation Area is located less than one mile north of the proposed abandonment area. There are no other sanctuaries, refuges, national, state or local forests/parks within 500 feet of the existing rail line for the proposed NS abandonment from South Bend to Dillon Junction.

3.1.2.4 Air Quality

Currently, St. Joseph County has a partial nonattainment status designation for Total Suspended Particulates (TSP) pollution under the National Ambient Air Quality Standards (NAAQS). The description of this nonattainment region is as follows: an area north of Kern Road and east of Pine Road. Approximately five miles of this line segment is located within the nonattainment area.

3.1.2.5 Noise

Rail, vehicular and commercial traffic are the primary sources of noise in the area of the proposed abandonment. Average Daily Traffic (ADT) data collected between 1989 and 1992 for U.S. Route 31 (between U.S. 31 and State Route 23) averaged 11,540 passenger and commercial vehicles.

According to the Environmental Report, sensitive noise receptors within 500 feet of the proposed abandonment include approximately 200 residences/residential complexes, and one school.

3.1.2.6 Historic and Cultural Resources

Historical Background

The proposed South Bend to Dillon Junction abandonment includes two historically distinct segments. The east-west segment from Dillon Junction to North Liberty was originally

constructed in 1893 by the Wabash Railway as part of a short route between Chicago and Detroit. The line lost its importance after the Norfolk & Western acquisition of the Wabash and New York, Chicago and St. Louis Railway (Nickel Plate Road) in 1964 because of better alternate routes. Most of the rail line was abandoned in 1984, but the Norfolk and Western retained short segments to serve local industries.

The north-south segment was originally built in 1905 by the Singer Manufacturing Co., and was named the New Jersey, Indiana & Illinois Railroad (NJI&I), after the locations of Singer's major sewing machine factories. The Wabash purchased the NJI&I in 1926. Although the line never was constructed to its namesake destination points, it served as an industry supply route for both Singer and the Studebaker Corporation. Norfolk Southern took ownership in August 1982.

Resources Identified

Based on SEA's field survey and analysis, which included a qualified architectural historian and a bridge historian, SEA identified five railroad bridges more than 50 years of age along the abandonment. However, none appear to be eligible for or to be listed on the NRHP. The bridges SEA identified included the crossing of the Little Kankakee River at M.P. SK-21.56 (built 1939), the Miller Ditch at M.P. SK-20.01 (built 1923), and three crossings of Potato Creek at M.P. SK-17.73 (built 1942), M.P. 16.03 (built 1936), and M.P. SK-12.08 (built 1904).

The Applicants reviewed the Indiana Department of Natural Resources's records and NRHP listings and information and identified one archaeological site within the general area of the proposed abandonment. That archaeological site is recorded in the Indiana SHPO files as 12SJ8 and is described on one site form as a woodland camp with mounds/earthworks and on another site form, as a light scatter of a few pieces of fire-cracked rock. However, SEA reviewed this information and concluded that the site is not close enough to the South Bend to Dillon Junction right-of-way to be affected by the proposed abandonment.

3.1.2.7 Hazardous Waste Sites

SEA reviewed the EDR database report and identified 13 sites including one NPL/CERCLIS site, four Indiana SPILLS sites, six LUST sites, and two RCRIS-TSD sites located within 500 feet of the proposed abandonment corridor (See Abbreviations and Acronyms).

The actual proposed abandonment endpoint is approximately 200 feet northeast of U.S. Highway 20/31, near South Bend, about three miles shorter than shown in the Environmental Report. These sites, all of which are in South Bend, are therefore no longer in the area of concern. In addition, the EDR report identified 84 sites which could not be mapped due to inadequate address information. SEA could not locate these sites during a site visit. SEA

supplemented this information through contact with a local official (Fire Chief Praywat) and a site visit on July 15, 1997. SEA determined that there are no known hazardous waste sites or related environmental concerns within 500 feet of the proposed abandonment.

3.1.2.8 Transportation

SEA confirmed during one of its site visits that the South Bend to Dillon Junction rail line has 39 grade crossings. These grade crossings include four major thoroughfares: U.S. Route 31 and State Routes 4, 23 and 104. Average Daily Traffic (ADT) levels for these grade crossings are as follows:

- U.S. Route 31-11,540 passenger and commercial vehicles.
- State Route 4-2,150 passenger and commercial vehicles.
- State Route 23-5,300 passenger and commercial vehicles.
- State Route 104-1,000 passenger and commercial vehicles.

Currently two trains per day operate over the South Bend to Dillon Junction rail line. If the Board were to approve the proposed abandonment, NS would serve South Bend shippers from the existing Conrail line which NS would operate. No through rail traffic exists because the NS branch line ends at South Bend.

3.1.3 Potential Environmental Impacts of Proposed Action

3.1.3.1 Land Use and Socioeconomics

Impact Findings

The proposed abandonment would change the existing land use designation of the right-of-way from active to an inactive status. Approximately 261 acres of land would be affected by this change. Removal activities generally would not disturb adjacent land uses. NS would restore any adjacent land that would be disturbed by removal activities. Prime farmlands would not be affected by the proposed abandonment. The abandoned right-of-way would be expected to be compatible with adjacent land uses.

Alternate Land Uses

According to NS, it does not have fee title to all of the right-of-way included in the proposed abandonment. Therefore, upon abandonment, NS would not have a contiguous corridor of

property available for future use. If NS does not reach an agreement with a qualified party to "rail bank" the involved right-of-way prior to abandonment, the lack of contiguous fee title, together with considerations related to location, physical condition, and adjacent conditions could make public use of the right-of-way proposed for abandonment more difficult.

Socioeconomics

SEA determined that there would be no direct job losses related to changes in the physical environment if the Board were to approve this proposed abandonment. There are no shippers that would lose rail service as a result of the abandonment. The work of the railroad crews who currently operate the two trains on the rail line could be affected

3.1.3.2 Water Resources and Wetlands

SEA determined that salvage operations associated with the proposed abandonment would have little direct effect on the water quality of the five lakes and approximately 50 palustrine wetlands that occur within or adjacent to the existing NS right-of-way between South Bend and Dillon Junction. However, proposed abandonment activities could disturb small areas of soil, which would increase the potential for soil erosion and sedimentation into local water bodies and adjacent wetlands. Therefore, NS would require authorization under Section 404 of the Clean Water Act to dredge in or fill those wetlands. However, a National Pollutant Discharge Elimination System permit for temporary discharges may not be required pursuant to Section 402 of the Clean Water Act.

NS would restrict vehicles from wetland areas and water-front property. NS would use the existing railroad bed for vehicle traffic whenever feasible during removal activities to minimize disturbance to vegetation within the existing right-of-way.

Disturbance to streambeds during possible bridge pier removal would increase water turbidity. However, SEA concluded that such an increase would be temporary and would be restricted to the immediate area of the bridge or a short distance downstream. Furthermore, SEA concluded that levels of such a turbidity increase would be less for the proposed abandonment activities than levels currently experienced during periods of substantial rainfall and high stream flows. Such activities would likely require a Section 404 permit from the U.S. Army Corps of Engineers which would regulate the approach and effects of the activity.

Floodplains

SEA concluded that the proposed abandonment would not adversely impact the 100-year floodplains within the abandonment area.

3.1.3.3 Biological Resources

Vegetation

SEA determined that existing vegetation on the rail right-of-way between South Bend and Dillon Junction would be temporarily disturbed during the abandonment process due to vehicle traffic. Some trees adjacent to the right-of-way may require trimming for safe operation of salvage equipment. However, SEA concluded that opportunistic plant species would likely revegetate the corridor following completion of abandonment activities.

Following abandonment, NS would discontinue current vegetation control practices along the right-of-way which would allow the spread of adjacent vegetation. SEA determined that the area would eventually revert to vegetative communities similar to those adjacent to the right-of-way. Depending on the type of plants that are on adjacent lands, the overall impact of the proposed abandonment on vegetation along the right-of-way could be beneficial.

Wildlife

SEA concluded that the proposed abandonment would not permanently affect wildlife populations within and along the railroad right-of-way. Salvage operations would temporarily disturb wildlife along the rail line due to human activity and noise from equipment. However, SEA determined that once NS completed the salvage activities, the right-of-way would revert to a quieter, more natural environment. Wildlife habitat would be increased, and its quality could be enhanced, which could eventually result in an increase in the movement or migration of wildlife within the abandonment corridor.

Removal operations could temporarily increase soil erosion into area wetlands and streams, which could affect fish and other aquatic resources. However, SEA would require that NS use sediment control procedures and other mitigation measures to reduce or avoid adverse effects to fish and aquatic habitats.

Threatened and Endangered Species

The Bloomington Field Office of the USFWS indicated that five Federally-listed threatened or endangered species could potentially occur in the area of the proposed abandonment. Those species include the Indiana Bat, Bald Eagle, American Peregrine Falcon, Northern Copperbelly Water Snake and Mitchell's Satyr Butterfly. Based on its analysis, SEA concluded that these species and their critical habitat are not likely to be present within the affected right-of-way. This conclusion results from the lack of any recorded occurrences within or near the rail line right-of-way, the lack of any observations of occurrences of such species or their habitats during the site visits and the temporary nature of the impacts associated with salvage

operations. Based on the foregoing, SEA determined that the proposed abandonment would not adversely affect these species or their critical habitat.

Parks, Forest Preserves, Refuges and Sanctuaries

Based on coordination with representatives of the National Park Service and the USFWS, SEA concluded that the proposed abandonment between South Bend and Dillon Junction would have minimal adverse effects on the Kingsbury State Fish and Wildlife Area and the Potato Creek Recreation Area. SEA determined that minor, temporary increases in noise levels during salvage operations may affect users of these lands. However, once NS completed salvage operations, all noise from normal rail activity on this rail line would cease. Therefore, SEA concluded that this proposed abandonment would provide a beneficial effect for the users of these preserves.

3.1.3.4 Air Quality

According to the Environmental Report, the operation of heavy equipment would be the primary source of pollutant emissions during salvage activities. Such pollutants vary by the source, as described below:

- Particulate matter, volatile organic compounds (VOCs), carbon monoxide (CO) and nitrogen oxides (NO_x) resulting from the combustion of diesel fuel.
- Fugitive dust emissions along the right-of-way and unimproved roads resulting from the operation of heavy equipment.

NS would control fugitive dust by using control measures such as water spraying. The combustion emissions associated with salvage operations (VOCs, CO and NO_x) generally would be minor and of short duration and would have insignificant impacts on air quality.

SEA determined that air quality could improve within the abandonment corridor because there are no shippers on the line to cause rail-to-truck diversions. Furthermore, pre-abandonment pollutant emissions along the right-of-way would be eliminated due to the cessation of rail traffic and rail line maintenance activities.

3.1.3.5 Noise

SEA determined that salvage operations associated with the abandonment would likely cause temporary increases in noise levels near the affected right-of-way. However, this noise, which would be generated by trucks and front-end loaders, would be temporary. While small increases in traffic noise could occur due to slow or stopped vehicular traffic when the crews

are working on highway/rail at-grade crossings, following NS's completion of salvage activities, noise from all rail-related activities would cease along the rail line.

According to the Environmental Report, human and wildlife receptors, including 200 residences/residential complexes and one school within 500 feet of the line, would be subject to temporary, increased noise levels. However, after the abandonment was completed, these receptors would benefit from the elimination of noise resulting from the cessation of operations and maintenance activities on the rail line.

3.1.3.6 Historic and Cultural Resources

SEA determined that the five railroad bridges more than 50 years of age along the proposed South Bend to Dillon Junction abandonment are not listed on or likely to be eligible for the NRHP. SEA concludes there are no historic resources on this segment. SEA initiated consultation with the Indiana SHPO to obtain concurrence on this finding. NS shall take no steps to alter the bridges until the Section 106 process has been completed.

According to the Environmental Report, one known archaeological site exists within the general area of the rail line segment proposed for abandonment. It is described as a woodland camp with mounds/earthworks on one site form and as a light scatter of fire cracked rock on another site form and is numbered 125J8. Although SEA determined that this site is not close enough to the project area to be impacted by abandonment activities, NS is consulting with the Indiana SHPO regarding this site and would take no steps to alter it until the Section 106 process has been completed.

If any other archaeological sites are discovered during the salvage operations, NS would cease work in the area and immediately contact and coordinate activities with the Indiana SHPO.

3.1.3.7 Hazardous Waste Sites

SEA concluded that there are no listed sites within 500 feet of the proposed abandonment corridor. The Environmental Report and EDR database report identified 13 sites but SEA determined that the location of the abandonment endpoint near South Bend in the Environmental Report was misplaced. Based on the actual endpoint location, none of the 13 sites are within the 500 feet of the proposed abandonment.

The EDR database search revealed 84 unmapped sites in the St. Joseph and La Porte Counties of Indiana. SEA could not locate these sites due to poor address or geocoding information provided to the state and/or Federal databases. SEA did not observe any evidence of these sites within the right-of-way during the site visits and, therefore, does not anticipate that the proposed abandonment would disturb known hazardous waste sites.

If hazardous materials were encountered during salvage activities, NS would follow appropriate regulations and procedures described in Chapter 3, "Analysis Methods and Potential Mitigation Strategies", and in Appendix H. Because existing regulatory agency requirements and NS standard specifications adequately address potential disturbance of contaminated areas, SEA determined that no additional mitigation would be necessary.

3.1.3.8 Transportation

SEA concluded that the abandonment of the South Bend to Dillon Junction rail line would eliminate the need for 20 public and 19 private highway/rail at-grade crossings. Four major thoroughfares are among these crossings: U.S. Route 31 and State Routes 4, 23 and 104. Tables in Chapter 5 of the Draft EIS show the reduction in public highway/rail at-grade crossing accident risk and crossing delay that would occur as a result of this proposed abandonment. SEA determined that small reductions in accident risk and delay rates would be likely to occur.

Discontinuing rail service along the line would eliminate any potential for vehicle/train accidents at these crossings. Abandonment would eliminate trains operating through the communities of Pine, North Liberty and the south side of South Bend, which have residential development adjacent to the right-of-way. Consequently, SEA concluded that abandonment of this segment would also eliminate the potential for train/pedestrian accidents along the rail line.

3.1.3.9 Energy

The Board's regulations require an evaluation of the impacts of a rail line abandonment on energy consumption if the abandonment would result in a diversion of more than 1,000 rail cars per year to truck transportation or diversion of more than 50 rail cars per mile per year over any line segment. Impacts to energy consumption relate to the reduced efficiency of transporting materials by truck as compared to rail. The South Bend to Dillon Junction abandonment would not result in diversion of any rail traffic to trucks. Therefore, the Board thresholds would not be exceeded. The detailed methods for assessing energy impacts are provided in Chapter 3, "Analysis Methods and Potential Mitigation Strategies", and in Appendix D.

3.1.4 Potential Environmental Impacts of Alternatives

Alternatives to the proposed abandonment would include (1) discontinuation of service without abandonment or (2) the no-action alternative (no change in operations). In the first case, the proposed abandonment would result in the elimination of the effects of railroad operations, such as noise and air emissions. However, the track materials would remain on the right-of-way. In the second case, assuming operations remained the same, the proposed abandonment

would have no effect on the existing quality of the human and natural environment or energy consumption.

3.1.5 Proposed Mitigation

SEA has preliminarily determined that the proposed abandonment between South Bend and Dillon Junction would result in minimal environmental impacts to land use, water resources, biological resources, air quality, noise, cultural resources, hazardous waste sites, transportation and energy use. However, if the Board were to approve the proposed abandonment, SEA would recommend the mitigation measures and conditions listed below in order to further minimize any minor adverse impacts.

3.1.5.1 Land Use and Socioeconomics

NS would restore any adjacent properties that would be disturbed during right-of-way removal activities to their pre-abandonment condition.

3.1.5.2 Natural Resources (Water and Biological Resources)

NS would use Best Management Practices to control soil erosion, runoff and surface instability during salvage operations. NS would also conform to its standard specifications during salvage operations. These specifications are presented in Chapter 3, Section 3.15, "Natural Resources."

In addition, NS would disturb the smallest area possible around streams and tributaries and revegetate disturbed areas immediately following salvage operations. SEA would also require NS to clear all debris from culverts to avoid potential flooding and stream flow alteration, in accordance with Federal, state and local regulations. Finally, NS would obtain all necessary Federal, state and local permits if salvage activities were to require the alteration of or work in wetlands, ponds, lakes, streams, or rivers; or if these activities would cause soil or other materials to wash into these water resources.

3.1.5.3 Air Quality

NS would comply with all applicable Federal, state and local regulations regarding the control of fugitive dust. Fugitive dust emissions created during salvage activities would be minimized by using control methods such as water spraying.

3.1.5.4 Noise

NS would control temporary noise from salvage equipment by ensuring all machinery has properly functioning muffler systems and by implementing work hour controls.

3.1.5.5 Historic and Cultural Resources

NS would retain its interest in and take no steps to alter the historic integrity of the rail line structure, the two bridges located at milepost SK 12.08 and SK 17.73 or archaeological site 12SJ8 until the Section 106 process of the National Historic Preservation Act (16 U.S.C. 470f, as amended) has been completed. If previously unknown archaeological remains are found during salvage activities, NS would cease work in the area and immediately contact and coordinate activities with the Indiana SHPO.

3.1.5.6 Hazardous Waste Sites

NS would observe all applicable Federal, state or local regulations regarding the handling and disposal of hazardous materials encountered or generated during the proposed abandonment.

NS would transport all hazardous materials generated by salvage activities to approved disposal facilities in compliance with the U.S. Department of Transportation Hazardous Materials Regulations (49 CFR Parts 171 - 174 and 177 - 179). As discussed in Chapter 3, "Methods and Potential Mitigation Strategies" and in Appendix H, existing agency regulatory requirements and standard railroad specifications and emergency response practices should adequately address spills or disturbance of contamination.

3.1.5.7 Transportation

NS would restore roads disturbed during removal activities to conditions as required by state or local jurisdictions. NS would also use appropriate signs and barricades to control traffic disruptions during removal operations at and near the 39 identified highway/rail at-grade crossings.

4.0 OHIO

NS proposed two abandonment projects in Ohio for a total length of 7.7 miles. One of the proposed abandonments is 7.5-mile-long segment NA-03 from Toledo to Maumee which is known as the Toledo Back Belt. The other is the .2-mile-long Toledo Pivot Bridge. The rail line and bridge are described in Table 4-1 below.

Table 4-1
Ohio Proposed Abandonments

Site ID	Location	County	Facility Type	Length	Description	Setting
NA-03	Toledo to Maumee	Lucas	Rail line	7.5 miles	Approximately two trains/day to Toledo	Urban/Industrial/Suburban
NA-04	Toledo Pivot Bridge	Lucas	Bridge	0.2 mile	NS access across Maumee River	Urban/Industrial/Recreational

A detailed description of each proposed abandonment, including the alternatives considered, the existing environment, the potential environmental effects, and proposed mitigation, is provided below.

4.1 TOLEDO TO MAUMEE (TOLEDO BACK BELT)

Toledo is in Lucas County, near the southwest shore of Lake Erie on the Michigan-Ohio border. Maumee, also in Lucas County, is approximately eight miles southwest of Toledo. (See Figure 3a-c.)

NS currently operates the rail line segment proposed for abandonment. The area crossed by the segment consists predominantly of residential and commercial uses, with some industrial facilities.

4.1.1 Proposed Action and Alternatives

4.1.1.1 Proposed Action

The proposed abandonment includes approximately 7.5 miles of existing NS rail line between Toledo and Maumee, OH, from MP TM5.0 to MP TM12.5. This rail segment begins in northern Toledo at Laskey Road and runs south to near the Maumee city limits. The rail line proposed for abandonment ends at Gould Junction, an intersection of two NS-owned lines.

The proposed abandonment would include removal and salvage of railroad materials along the right-of-way. Such materials include rails, ties, appurtenances (i.e., communications, signals) and grade crossings. NS would not remove culvert structures as part of the abandonment process. Abandonment operations would generally be limited to the existing right-of-way. The right-of-way would be available for conversion to alternative uses such as a recreational trail, public utility rights-of-way, a local transportation corridor, adjacent land uses, wildlife habitat, or a combination of the above. Abandonment procedures are discussed in greater detail in Section 1.2 of this Volume of the Draft EIS.

According to NS, following implementation of the proposed Acquisition, the Toledo to Maumee rail line would not be necessary. Rail lines acquired as a result of the Conrail Acquisition would enable existing NS traffic operating over this rail line segment to be rerouted to other NS rail lines. Approximately 90 carloads per year from the rail line's sole shipper, A & K Rail Materials, would be diverted to truck. According to NS, abandonment of this segment would eliminate the commitment of resources associated with operating and maintaining this line.

4.1.1.2 Alternatives

Alternatives to the proposed abandonment are: (1) discontinuance of service with no abandonment; (2) continued operations by another carrier; and (3) the no-action alternative (no change in present operations). The Ann Arbor Railroad (AA) could purchase and serve the sole customer on the rail line. However, this would require AA to use trackage rights over CSX to access the rail line. In the alternative, CSX could purchase and operate the rail line. However, in either case, a traffic density of 12 carloads per mile may not be economically justifiable.

Under the no-action alternative, NS would continue to maintain and operate this less efficient rail route. Furthermore, the remaining right-of-way would not be available for public use as has been requested by the Toledo Metropolitan Area Council of Governments.

4.1.2 Description of the Existing Environment

SEA conducted visits to the site of this proposed abandonment in July and August, 1997. SEA gathered information pertaining to the proposed abandonment through site visits, review of the Environmental Report and consultation with the appropriate Federal, state and local agencies.

4.1.2.1 Land Use and Socioeconomics

Land uses along the 7.5-mile rail line segment between Toledo and Maumee are predominantly residential and commercial, but include some industry. Commercial areas are most prevalent near crossings. Some larger facilities that border this rail line segment are Dupont, Teledyne, and Brent Industries.

The railroad right-of-way includes track and tie structure, graveled rail bed and side slopes, and scattered areas of scrub brush and weedy annuals and grasses. Three city parks and one golf course are located adjacent to the right-of-way. Small stands of scrub brush and weedy annuals separate these areas from the track.

Land Use Plan/Zoning

Most of the proposed abandonment is within or adjacent to land that is zoned and developed for residential and commercial uses.

Consistency with Local Land Use Plan

The City of Toledo has funded, but not completed, a comprehensive plan. The Toledo Metropolitan Area Council of Governments considers the proposed abandonment an opportunity for creation of a public recreation space.

Prime Farmland

Because the rail line runs through an urban area, SEA determined that prime farmlands are not present.

Coastal Zone Management

No portion of the proposed abandonment is within a designated Coastal Zone Management area.

Native American Lands

According to the Bureau of Indian Affairs, there are no Federally-recognized Native American tribes or reservations in Ohio.

Socioeconomics

Two trains per day currently operate over the Toledo to Maumee rail line. If the Board were to approve the proposed abandonment, the line's sole shipper, A & K Rail Materials, would divert 90 rail carloads per year to truck.

4.1.2.2 Water Resources

Based on the review of U.S. Geological Survey maps and observations made during a site visit, SEA determined the proposed Toledo to Maumee abandonment crosses several streams. SEA identified the Ottawa River, Swan Creek, Delaware Creek, and three drainage ditches along the proposed abandonment. Based on its review of USFWS National Wetland Inventory maps, SEA identified two wetland sites within the proposed abandonment area and one palustrine open water wetland on either side of the right-of-way. During a site visit, SEA identified eight additional wetlands. These wetlands range from ponds with fringing wetland vegetation to riverine systems associated with the six streams.

Floodplains

Based on review of Federal Emergency Management Agency Flood Insurance Rate Maps, SEA determined that the proposed Toledo to Maumee abandonment is not located within a 100-year floodplain.

4.1.2.3 Biological Resources

Vegetation

SEA determined as a result of a site visit that ballast and bare soil, along with sparse, weedy grasses, make up the majority of the right-of-way ground cover. Fence lines contain primarily weedy annuals and scrub brush, which exists outside of residential properties. Non-native grasses, deciduous and evergreen trees, and shrubs are common on residential properties adjacent to the rail line. Outside of the railroad right-of-way, SEA primarily observed stands of deciduous trees with underbrush, annual weeds and non-native grasses.

Wildlife

During a site visit, SEA observed that the existing vegetation provides minimal habitat for wildlife. The habitat that does exist consists of sparse vegetative cover. The area is heavily disturbed and influenced by industrial and commercial as well as residential development. Adjacent scrub brush and weedy annuals provide limited food and cover for small mammals such as mice, moles and rabbits. Adjacent tree stands near parks and ditches provide food and shelter for squirrels, opossums and songbirds. SEA concluded that there is no habitat for larger wildlife species like deer along the proposed abandonment corridor.

Threatened and Endangered Species

Based on coordination with the Reynoldsburg field office of the USFWS, SEA determined that there are four animal, one insect, and one plant Federally-listed threatened or endangered species within Lucas County. These species include the Indiana Bat, Bald Eagle, American Peregrine Falcon, Piping Plover, Karner Blue Butterfly and Eastern Prairie Fringed Orchid.

During a site visit to the Toledo to Maumee rail line, SEA evaluated the habitat for its potential to support these threatened and endangered species and concluded that the abandonment corridor does not support habitat requirements for the listed species. In addition, during the site visit, SEA did not observe any of these species. Based on these findings, SEA determined that there is minimal potential for the presence of these Federally-listed threatened or endangered species in the proposed Toledo to Maumee abandonment area.

Parks, Forests, Preserves, Refuges and Sanctuaries

SEA contacted representatives of the USFWS, the National Park Service and the U.S. Forest Service to identify land within the jurisdiction of these Federal agencies. Based on these contacts, SEA determined that there are no Federal or state parks, forests, refuges or sanctuaries in or adjacent to the proposed Toledo to Maumee abandonment site.

According to the Environmental Report, three city parks that contain recreational facilities are located within 500 feet of the rail line segment. These parks are Bowman Park, located near Crestwood Road; Ottawa Park, which includes a municipal golf course, near Bancroft Street; and a city park at Schneider Road.

4.1.2.4 Air Quality

A portion of Lucas County currently has a nonattainment status for SO₂ pollution under the National Ambient Air Quality Standards. The area of nonattainment includes the region east of Route 23 and west of the eastern boundary of the Oregon Township. All 7.5 miles of the Toledo to Maumee rail line segment are within this nonattainment area. Current sources of air emissions in the area of this proposed abandonment include vehicles, locomotives and industrial facilities.

4.1.2.5 Noise

Currently, an average of two trains per day operate on the Toledo to Maumee rail line segment. Rail, vehicular and commercial traffic are the primary sources of noise along this corridor.

According to the Environmental Report, sensitive noise receptors within 500 feet of the proposed abandonment include 3,000 residences/residential complexes, two schools and three churches.

4.1.2.6 Historic and Cultural Resources

Historical Background

By the end of the 19th century, Toledo, Ohio had become a major railroad center. Railroads from all points of the United States passed through Toledo. With interchange of rail cars between connecting rail lines, a large local industrial base that relied on rail transportation, and major coal and ore docks at the mouth of the Maumee River, Toledo had a large amount of rail traffic, and freight was experiencing significant delays getting to and through the city.

A group of Toledo investors proposed solving this problem by construction of a belt railway that would circle the city and connect with all the area trunk line railroads. In September of 1900 they incorporated the Toledo Railway and Terminal Company (TR&TC) to build the nearly 30-mile long belt line. Construction began in mid-1901 and operations on the partially-completed line began in September of 1902. The company accepted the completed belt line from the contractor in December of 1903. The Toledo to Maumee rail line segment was built as part of the TR&TC.

The TR&TC formed an irregular loop around Toledo several miles outside the downtown area, connecting with all the railroads serving the city. It briefly provided some passenger service on a spur into downtown Toledo from the northern leg of the belt line. The TR&TC operated at a

loss from the start, and in early 1905 control of the company was taken over by the Pere Marquette and the Cincinnati, Hamilton and Dayton railroads, two of Toledo's railroads which later would become part of CSX. The TR&TC was placed in receivership in early 1906 and was sold at foreclosure in December of 1907 to the Toledo Terminal Railroad Company, which had been formed for the purpose of providing inter-system access for the nine railroads serving Toledo. The Toledo Terminal Railroad Company operated this way through the 20th century until it was sold in segments to CSX and NS in the last few years.

Resources Identified

SEA staff, which included a qualified architectural historian and a bridge historian, conducted field surveys and an analysis of the historic resources associated with the proposed abandonment. Based on this analysis, SEA identified three railroad bridges and one culvert that are more than 50 years of age along the proposed abandonment corridor. However, none appeared eligible for, or are listed on, the National Register of Historic Places (NRHP). All of the bridges featured standard designs with concrete abutments and piers and steel deck plate girder spans. The bridges are located at mileposts TM-11.40 over Swan Creek (built 1925), TM-8.60 over Ten Mile Creek (built 1928), and TM-8.55 over Bancroft Street (built 1924). The ten-foot concrete box culvert over Sibley Creek (TM-7.2) was built in 1908.

According to the Environmental Report, NS reviewed NRHP listings and the Ohio State Historic Preservation Office's (SHPO) records and identified four archaeological sites within 1,000 feet of the proposed abandonment. However, none of these sites are currently listed on or appear to be eligible for the NHRP.

4.1.2.7 Hazardous Waste Sites

SEA reviewed the EDR database report and identified 48 hazardous waste sites or related environmental concerns within 500 feet of the proposed abandonment. These sites include two RCRIS-TSD facilities, 24 LUST sites, and 22 Ohio Spills incidents. (See Acronyms.) In addition, the EDR report identified 346 unmapped sites which SEA could not locate due to inadequate address information. SEA supplemented this hazardous waste site information with a site visit on July 24, 1997. During the site visit, SEA identified additional hazardous waste sites or related environmental concerns within 500 feet of the proposed abandonment. A British Petroleum Oil Pipeline Co. pipeline is located within the right-of-way along the proposed abandonment. The pipeline crosses under the railroad track at least twice. Numerous industrial facilities and petroleum distributors abut the proposed abandonment right-of-way, including:

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<u>Site</u>	<u>Location</u>
Former Allied Chemical Plant Site	Glendale Road (facility no longer there)
Empire Petroleum terminal ^a	Airport Highway
Brent Industries (Formerly Spartan Chemicals)	South Street
Westwood Auto Parts (Junkyard)	Westwood Avenue (northeast of Conrail mainline and southwest of Conrail's Toledo intermodal facility)
Louisiana Pacific Paneling Company	Hill Avenue
Ohio Bell (now Ameritech)	Hill Avenue
Northtown Auto Parts	Hill Avenue
A & K Railroad Ties	Hill Avenue
(Two old railroad tank cars observed)	
BETCO	Nebraska Avenue
Nazar Rubber Co. and Pre-Cast Concrete ^a	Dorr Street/Westwood Avenue
Electrical Substation	Central Avenue
Former DuPont Plant ^a	Tremainsville Road
(closed for approximately three years)	
Electrical Substation	Laskey Road
Teledyne facility ^a (builds helicopter engines)	across Laskey Road from abandonment end point

4.1.2.8 Transportation

An average of two trains per day currently operate over the Toledo to Maumee rail line segment. Only one rail shipper, A & K Rail Materials, is located on the rail line. The 90 carloads A & K ships annually would be diverted to trucks, resulting in 360 additional trucks per year. This corresponds to 720 additional truck trips per year, which averages to less than two additional truck trips per day on the roadways near the abandonment area. SEA concluded that this increase in truck traffic is not significant.

NS originally purchased the Toledo to Maumee rail line from CSX as a shortcut to improve rail service in the Toledo area. If the Board approves the proposed Acquisition of Conrail,

^a The EDR database identifies these four sites as having hazardous waste sites or other related concerns. Teledyne is listed as a LUST, Resource Conservation and Recovery Information System-Treater, Storer, Disposer, and OH Spills site. DuPont is listed as having six OH Spills and one Resource Conversation and Recovery Information System-Treater, Storer, Disposer facility. Nadzar is listed as a LUST site. Empire Petroleum is listed as having two LUSTs.

the Applicants claim that this route would no longer be required. NS would reroute through traffic to more efficient rail lines.

The proposed abandonment corridor contains 17 highway/rail at-grade crossings, including three major thoroughfares: State Route 2, Central Avenue, and Dorr Street. ADT for these three grade crossings follow:

- State Route 2-24,180 vehicles per day
- Dorr Street-19,770 vehicles per day
- Central Avenue-17,060 vehicles per day

Information was not available on the other 15 highway/rail at-grade crossings for this rail line segment. Other crossings are medium duty and residential roads which carry low to moderate amounts of traffic.

4.1.3 Potential Environmental Impacts of Proposed Action

4.1.3.1 Land Use and Socioeconomics

Impact Findings

The proposed abandonment would change the existing land use designation of the railroad right-of-way from active to inactive status. An estimated 91 acres of land would be affected by this change. SEA would not expect removal activities to disturb adjacent land uses. However, NS would remove adjacent land that would be disturbed by such activities. Furthermore, the proposed abandonment would not affect any prime farmlands. Based on these findings, SEA has preliminarily determined that there would be no adverse impacts to land uses associated with the proposed abandonment.

Alternative Land Uses

The Toledo Metropolitan Area Council of Governments (TMACOG) filed a request with the Board for a Public Use Condition of the Toledo to Maumee line on October 21, 1997. It has also contacted NS to negotiate the purchase of the railroad right-of-way if the Board approves the abandonment.

The City of Toledo Rails to Trails Team, appointed by the Mayor of Toledo, met on September 4, 1997 and agreed to support alternative public use of the proposed abandonment right-of-way. The Team represents the city governments, the Regional Bikeway Committee, the Toledo Area Metroparks, the Northwestern Ohio Rails to Trails Association, and

TMACOG. According to the Toledo-Lucas County Plan Commissions, this route has the potential to serve as a greenway spine or trail that would connect a variety of recreational and institutional elements and that people could use as a non-motorized alternative transportation route.

According to NS, it does not have fee title to all of the right-of-way underlying the proposed abandonment. Therefore, upon abandonment, NS would not have a contiguous corridor available for future use. If NS does not reach an agreement with a qualified party to preserve the right-of-way for public use prior to abandonment, the lack of contiguous fee title, together with considerations related to location, physical condition, and adjacent conditions, could make public use of the right-of-way more difficult.

Socioeconomics

Based on the availability of alternative transportation for the sole shipper on the rail line, SEA's preliminary conclusion is that there would be no direct job losses related to changes in the physical environment as a result of this proposed abandonment. However, the work assignments of crews who operate trains over the rail line could be affected.

4.1.3.2 Water Resources and Wetlands

SEA concluded that salvage operations associated with the proposed abandonment could disturb small areas of soil, thereby increasing the potential for soil erosion and sedimentation into area water bodies and adjacent wetlands. Therefore, NS could be required to apply for a permit under Section 404 of the Clean Water Act, which regulates the discharge of fill material into waters of the United States. NS also could be required to obtain a National Pollutant Discharge Elimination permit in accordance with Section 402 of the Clean Water Act.

If the Board were to approve the proposed Acquisition, SEA would require that NS comply with its Best Management Practices and approved specifications. Vehicles would be restricted from wetlands and streams except when necessary for possible removal of bridge structures. The roadbed would be used for vehicular traffic whenever feasible during removal activities to minimize disturbance to vegetation within the right-of-way. Actions to control erosion and sedimentation could include using sediment barriers (e.g., silt fences and straw bale dikes), diversion ditches and sediment collection basins to ensure minimal impacts to the water quality of surface waters and wetlands.

4.1.3.3 Biological Resources

Vegetation

SEA determined that activities associated with the proposed abandonment of the Toledo to Maumee rail line segment would affect existing vegetation in the right-of-way primarily due to equipment traffic. Specifically, those activities would impact grass, scrub-shrubs and some narrow strips of trees that border the railroad right-of-way. In addition, SEA determined that NS may need to trim some trees located adjacent to the right-of-way to ensure the safe operation of salvage equipment.

NS would cease current vegetation control practices along the right-of-way after salvage operations were completed, which would allow the spread and growth of vegetation. The area would eventually revert to communities of plants similar to those adjacent to the right-of-way. Therefore, SEA concluded that the impact of the proposed abandonment on vegetation along the right-of-way would be minimal.

Wildlife

SEA determined that the proposed abandonment would not adversely affect wildlife populations within and along the right-of-way. The limited populations of wildlife along the rail line would be temporarily disturbed during the abandonment process due to human activity and noise from salvage equipment. However, SEA concluded that, when the abandonment activities were completed, the area would revert to a more natural environment and that wildlife would re-inhabit the area.

SEA recognized that removal operations could temporarily increase soil erosion into area wetlands and streams. However, adverse impacts to fish populations and habitats would not be expected because NS would comply with permit requirements, and implement sediment control measures and other mitigation procedures.

Threatened and Endangered Species

Although six Federally-listed threatened and endangered species are reportedly located in Lucas County, the habitats needed to support them are not located at or within the vicinity of the proposed project area. Therefore, SEA determined that the proposed abandonment would not adversely affect these species. SEA also concluded that the proposed abandonment of the Toledo to Maumee rail line would not adversely affect any critical habitat for any Federally-listed species.

Parks, Forests, Preserves, Refuges, and Sanctuaries

Since there are no forests, preserves, refuges or sanctuaries in or adjacent to the proposed Toledo to Maumee abandonment site, SEA concluded that abandonment activities would not adversely affect this type of resource.

Bowman Park, Ottawa Park, and the city park at Schnieder Road would likely benefit from the elimination of rail traffic and associated noise disturbances. The elimination of the potential for train/pedestrian-related accidents would also make these parks safer for recreational uses.

4.1.3.4 Air Quality

Currently, part of Lucas County is in nonattainment for SO₂ under the NAAQS. Pollutant emissions during salvage activities would generally result from the operation of heavy equipment. Such pollutants vary by the source, as described below:

- Particulate matter, volatile organic compounds (VOCs), carbon monoxide (CO) and nitrogen oxides (NO_x) result from the combustion of diesel fuel.
- Fugitive dust emissions along the right-of-way and unimproved roads result from the operation of heavy equipment.

Fugitive dust could be controlled using control measures such as water spraying. The combustion emissions associated with salvage activities (VOCs, CO, and NO_x) would likely be minor, of short duration and have insignificant impacts on air quality in the area. Post-abandonment pollutant emissions along the abandoned right-of-way would be eliminated unless another carrier were to purchase and operate the rail line.

SEA determined that diversion of 90 rail carloads per year to truck would increase truck emissions by 720 truck trips in the project area unless another carrier purchases and operates the rail line. However, SEA concluded that locomotives and vehicles contribute little SO₂ to the atmosphere. Consequently, the elimination of trains along this rail line and the addition of trucks in the county would have minimal impact on the nonattainment status of Lucas County.

4.1.3.5 Noise

SEA determined that salvage operations associated with the abandonment would cause temporary increases in noise levels during the removal of rails, ties, plates, spikes, railroad-related utilities, and signaling devices. These activities would require the use of

trucks and front-end loaders. However, noise generated by this equipment would be temporary.

Small, temporary increases in traffic noise could occur as a result of slow or idling traffic when the crews are removing highway/rail at-grade crossings. Sensitive receptors, including 3,000 residences/residential complexes, two schools and three churches within 500 feet of the rail line, would benefit from the ultimate, elimination of rail-related noise. Following salvage operations, elevated noise from all rail-related activities would be eliminated.

4.1.3.6 Historic and Cultural Resources

Based on the site review and analysis, SEA staff concluded that there are no potentially historic bridges or structures on the right-of-way proposed for abandonment. The Environmental Report indicated that four documented archeological sites are within 1,000 feet of the right-of-way. SEA concluded that none of these sites would be affected by abandonment activities. The proposed Toledo to Maumee abandonment would have no effect on known or documented cultural resources. However, the potential for undocumented cultural resources would still exist. If an archaeological site were discovered, NS would be required to report the findings to the SHPO immediately.

4.1.3.7 Hazardous Waste Sites

SEA identified 48 hazardous waste sites or related environmental concerns within 500 feet of the proposed abandonment by reviewing the EDR report and conducting a site visit. In addition, the locations of the 346 sites identified on the EDR databases are unknown. If hazardous substances are encountered during abandonment activities, NS would follow appropriate regulations and procedures described in Chapter 3, "Analysis Methods and Potential Mitigation Strategies," and Appendix H. Because existing regulatory requirements of other agencies and standard practices of the railroad would adequately address potential disturbance of contaminated areas, SEA determined no additional mitigation would be necessary if the Board were to approve this abandonment.

4.1.3.8 Transportation

The proposed abandonment would eliminate the need for 17 highway/rail at-grade crossings, including the high traffic crossings of State Route 2, Dorr Street, and Central Avenue. After completion of removal operations are complete, the lack of highway/rail at-grade crossings would eliminate any potential delays and vehicle/train or train/pedestrian accidents. SEA concluded that the recreational quality and safety of area parks, including Bowman, Ottawa, and the city park at Schnieder Road, and schools, including the University of Toledo and Bowsher High School, would be enhanced by the absence of train traffic.

4.1.3.9 Energy

The Board regulations require an evaluation of the impacts of a rail abandonment on energy consumption if the abandonment would result in a diversion of more than 1,000 rail cars per year to truck transportation or diversion of more than 50 rail cars per mile per year over any rail line segment. Impacts to energy consumption relate to the reduced efficiency of transporting materials by truck as compared to rail.

The Toledo to Maumee abandonment would result in the diversion of 90 carloads per year to truck. These 90 rail carloads amount to 720 truck trips or less than 13 rail cars per mile over the 7.5 mile-long segment. Therefore, SEA concluded the proposed abandonment would not exceed the Board's thresholds. The detailed methodology for assessing energy impacts is provided in Chapter 3, "Analysis Methods and Potential Mitigation Strategies," and in Appendix D of this Draft EIS.

4.1.4 Potential Environmental Impacts of Alternatives

Alternatives to the proposed abandonment would include: (1) discontinuation of service without abandonment, (2) continued operation by another carrier, and (3) no-action (no change in operations). In the first case, the action would result in the elimination of the effects of railroad operations, such as noise and emissions however the track materials would remain on the right-of-way. In either of the last two cases, the action would have no effect on the existing quality of the human or natural environment or energy consumption. If the Board approves the proposed Acquisition, SEA has preliminarily concluded that requiring NS to continue operating and maintaining the rail line would not benefit the environment.

4.1.5 Proposed Mitigation

If the Board were to approve the proposed abandonment, SEA would recommend that NS minimize environmental impacts by implementing the mitigation measures and conditions listed below. However, SEA has preliminarily determined that the proposed abandonment between Toledo and Maumee would result in minimal affects to land use, water resources, biological resources, air quality, noise, cultural resources, hazardous waste sites, transportation and energy use.

4.1.5.1 Land Use and Socioeconomics

NS would restore any adjacent properties that are disturbed during right-of-way salvage activities to their pre-abandonment condition. Salvage equipment would be restricted from adjacent properties wherever possible.

4.1.5.2 Natural Resources (Water and Biological Resources)

NS would use Best Management Practices (BMPs) to minimize soil erosion and sedimentation in streams during salvage operations. Such actions could include using sediment barriers (e.g., silt fences and straw bale dikes), diversion ditches and sediment collection basins. NS would disturb the smallest area possible around streams and tributaries and revegetate disturbed areas immediately following removal operations by reseedling. NS would also be required to clear all debris from culverts to avoid potential flooding and stream flow alteration, in accordance with Federal, state and local regulations. NS would obtain all necessary Federal, state and local permits if salvage activities required the alteration of or work in wetlands, ponds, lakes, streams or rivers or if such activities would cause soil or other materials to wash into these water resources.

4.1.5.3 Air Quality

NS would comply with all applicable Federal, state and local regulations regarding the control of fugitive dust. Further, fugitive dust emissions created during removal operations would be minimized by using control methods such as water spraying.

4.1.5.4 Noise

NS would control temporary noise caused by salvage equipment by ensuring all machinery had properly functioning muffler systems and by implementing work hour controls.

4.1.5.5 Historic and Cultural Resources

If previously unknown archaeological remains are found during salvage activities, NS would cease work in the area and immediately contact and coordinate activities with the Ohio SHPO.

Hazardous Waste Sites

NS would observe all applicable Federal, state and local regulations regarding handling and disposal of any waste materials, including hazardous waste, encountered or generated during removal operations. NS would also be required to dispose of all materials that could not be reused in accordance with state and local solid waste management regulations.

NS would transport all hazardous materials generated by removal activities in compliance with the U.S. Department of Transportation Hazardous Materials Regulations (49 CFR Parts 171-174 and 177-179). If any hazardous waste contamination were encountered or if a spill occurred during removal operations, NS would follow appropriate emergency response and remediation procedures.

4.1.5.6 Transportation

NS would restore roads disturbed during removal activities to conditions required by state or local jurisdictions. NS would also use appropriate signs and barricades to control traffic disruptions during removal operations at and near the 17 at-grade crossings.

4.2 TOLEDO PIVOT BRIDGE

The Toledo Pivot Bridge is within the city limits of Toledo, Ohio. Toledo is in Lucas County, near the southwest shore of Lake Erie on the Michigan-Ohio border. The bridge spans the Maumee River, approximately 2.0 miles south of Lake Erie and includes .2 miles of trackage. NS currently owns and operates the pivot bridge.

The area crossed by the bridge includes the Maumee River and short lengths of both banks which are incorporated into the bridge approaches and abutments. Areas of the approaches include undeveloped, but disturbed land. Developed areas in the vicinity of the bridge are primarily industrial.

4.2.1 Proposed Action and Alternatives

4.2.1.1 Proposed Action

The proposed abandonment covers the 0.2-mile long Toledo Pivot Bridge from MP CS2.8 to MP CS3.0. (See Figure 4.) The NS line across the bridge currently handles 10 through trains per day and an additional five to six trains that operate sporadically each week (which adds less than one additional train per day).

According to NS, it would no longer require the bridge following implementation of the proposed Acquisition because NS would divert the trains currently using the bridge to Conrail's Maumee River bridge approximately four miles to the south. Abandonment of the pivot bridge would eliminate annual maintenance expenses, repair costs and future capital investment.

The proposed abandonment would involve removal of railroad materials from the bridge abutments and approaches, such as rails, ties, and appurtenances (i.e., communications, signals). NS would make every effort to convey ownership of the bridge to another interested party to avoid bridge removal. If no such party were found, the NS would need to remove the bridge structure as part of the abandonment process to allow for continued safe navigation on the underlying Maumee River. General abandonment procedures are discussed in greater detail in Section 1.2 of this Volume.

4.2.1.2 Alternatives

The alternatives to the proposed abandonment action are: (1) transferring ownership and operation of the bridge to another party (2) the no-action alternative (no change in present operations). Discontinuing operations without abandoning and removing the bridge is not an option. The pivot bridge is on a navigable river and the U.S. Coast Guard requires removal of an abandoned bridge. Under the no-action alternative, NS would continue to maintain and operate the bridge. NS contends that this alternative would not provide realization of the full operational, environmental and economic benefits possible through the proposed Acquisition.

The Toledo Metropolitan Area Council of Governments filed a "Protestant's Statements and Argument" with the Board on October 21, 1997 asking that the NS continue to operate the bridge and, in the alternative, that the Wheeling and Lake Erie Railroad acquire the bridge and be granted appropriate trackage rights or that the Toledo-Lucas County Port Authority be allowed to purchase the bridge.

4.2.2 Existing Environment

SEA conducted visits to the site of the proposed pivot bridge abandonment in July and August, 1997. Information concerning the proposed abandonment was gathered during those visits and through contacts with Federal, state and local agencies.

4.2.2.1 Land Use

Land use adjacent to the Toledo Pivot Bridge includes those related to the Maumee River and heavy industrial uses. Cargo ships and tug and recreational boats are common on the Maumee River during the spring and summer months.

Land use within the right-of-way is limited to the bridge approaches only. This land includes the rail line, graveled railroad bed and side slopes. Land use along the right-of-way of the western bridge abutment consists of undeveloped land on the north, while to the south there is a residential trailer park adjacent to the tracks.

Land Use Plan/Zoning

The pivot bridge is not specifically zoned.

Consistency with Local Land Use Plan

Although the proposed abandonment would not be inconsistent with local land uses, TMACOG and the Toledo-Lucas County Port Authority have requested that the bridge be maintained and transferred to an alternative user.

Prime Farmland

There is no prime farmland in the right-of-way area leading up to the pivot bridge.

Native American Lands

According to the Bureau of Indian Affairs, no Federally-recognized Native American tribes or Native American reservations are in Ohio.

Coastal Zone Management

The pivot bridge is not within a designated Coastal Zone Management area.

Socioeconomics

The land used for and adjacent to the pivot bridge has no railroad shippers. Therefore, none would lose railroad service as a result of the proposed abandonment.

4.2.2.2 Water Resources

As part of its analysis, SEA reviewed U.S. Geological Survey Topographic maps and made observations during its site visits. This bridge's purpose is to provide NS a rail crossing of the Maumee River, which is a navigable water of the United States. The Maumee River is approximately 1,000 feet wide at the bridge's location. SEA also reviewed USFWS National Wetland Inventory maps which indicated that there are no designated wetlands near the proposed abandonment.

Floodplains

SEA also reviewed Federal Emergency Management Agency Flood Insurance Rate maps and determined that the proposed abandonment is within the boundaries of the 100 year floodplain.

4.2.2.3 Biological Resources

Vegetation

During its site visit, SEA observed medium-sized rocks used for erosion control which line the east bank of the Maumee River and contain weedy annuals. Non-native grasses grow beyond the rocks. Land adjacent to the right-of-way beyond the bridge abutments includes patches of weedy annuals, non-native grasses, exposed soil, and gravel. SEA also observed

a small band of deciduous forest with scrub brush bordering the right-of-way to the north, while weedy annuals and non-native grasses exist on the south side of the tracks.

Wildlife

The right-of-way for the Toledo Pivot Bridge is primarily made up of the air space over the Maumee River and land that supports the bridge abutments. Consequently, SEA determined that the habitat for terrestrial wildlife is limited to that found in and adjacent to the right-of-way of the bridge approaches and abutments. Adjacent scrub brush and weedy annuals may provide cover for small mammals such as mice, moles and rabbits, and adjacent timbered areas on the west bank likely provide food and shelter for squirrels, opossums, songbirds and birds of prey. SEA observed that the bridge structure provides nesting and perching habitat for bird species such as rock doves, starlings and swallows.

SEA noted during the site visit that the river appears to have been adversely affected by the surrounding industrial development. Nonetheless, the Maumee River provides a freshwater aquatic habitat for a variety of species including waterfowl, shorebirds, gulls, turtles and fish.

Threatened and Endangered Species

Based on coordination with representatives of the Reynoldsburg field office of the USFWS, SEA determined there are five animal and one plant Federally-listed threatened and endangered species listed within Lucas County. These species are the Indiana Bat, Bald Eagle, American Peregrine Falcon, Piping Plover, Karner Blue Butterfly and Eastern Prairie Fringed Orchid. They are further described in Table 5-OH-46.

During a site visit to the proposed Toledo Pivot Bridge abandonment site, SEA evaluated the habitat for its potential to support these listed threatened and endangered species and determined that the project area and surrounding areas are likely not to support habitat requirements for the Federally-listed species. In addition, during the site visit, SEA did not observe any listed species. Based on these findings, SEA determined that there is minimal potential for the presence of these Federally-listed threatened or endangered species in the proposed abandonment site.

Parks, Forests, Preserves, Refuges and Sanctuaries

SEA contacted the USFWS, the National Park Service and the U.S. Forest Service to identify land within the jurisdiction of these agencies. Based on this coordination, SEA determined that there are no Federal or state parks, forests, refuges or sanctuaries in or adjacent to the proposed abandonment site.

Two city parks are located approximately one mile from the Toledo Pivot Bridge: Collins Park, east of the Maumee River and Riverside Park, which borders the Maumee River on the west bank.

4.2.2.4 Air Quality

Lucas County currently has a partial nonattainment status for SO₂ pollution. This area includes the region east of Route 23 and west of the eastern boundary of Oregon Township. The Toledo Pivot Bridge is entirely within this nonattainment area. Emissions sources in the abandonment area include vehicles, locomotives, and nearby industries.

4.2.2.5 Noise

During a site visit, SEA determined that railroad and river traffic are the primary sources of noise in the proposed abandonment area. There are no sensitive noise receptors within 500 feet of the bridge although a trailer park was observed nearby. Additionally, the eastern side of the bridge is heavily industrialized which also contributes to local noise levels.

4.2.2.6 Historic and Cultural Resources

Historical Background

The NS line that runs eastward from Toledo through Homestead to Bellevue and includes the Toledo Pivot Bridge is part of the former Wheeling and Lake Erie Railway (W&LE). The W&LE began construction of the line in 1881 to bring eastern Ohio coal to the lake at Toledo. W&LE gradually extended the line east from Toledo, and W&LE finally extended the line to Wheeling in 1891. During the late 19th and early 20th centuries, the W&LE added mileage through both new construction and purchase of existing rail lines, and it remained an independent operation, prospering through the shipment of coal. In 1949, the Nickel Plate Road (New York, Chicago and St. Louis Railway) leased the W&LE and operated it as part of the Nickel Plate railroad system. Norfolk & Western Railway acquired the Nickel Plate system in 1964, which combined with the Southern Railway in the 1960s to form Norfolk Southern. In 1990 NS transferred most of the original W&LE to a new W&LE for operation as a regional railroad, but NS retained the Bellevue to Toledo rail line.

In 1882, the W&LE line crossed the Maumee River via a 1,300-foot bridge, which was replaced in 1904 by the current structure. Originally the swing span, near the bridge's eastern end, was steam-powered and remained so until 1950. The bridge was closed to river navigation during January and February of that year so it could be converted to electric power. The pivot bridge has remained largely unaltered since then.

Resources Identified

The Toledo Pivot Bridge (originally known as the Wheeling & Lake Erie Swing Bridge) includes the following structural components: three timber stringer trestle approach spans; one pin-connected, steel, Pratt through truss approach span; one riveted, steel, Pratt through truss, rim-bearing swing span; four pin-connected, steel, Pratt through truss approach spans; and one simply-supported, steel, deck girder approach span. The latter span replaced the original timber stringer approach span, which was on timber bents, as evidenced by cut-off bent timbers. There are no walkways or handrails on the pivot bridge. The main spans are carried on stone masonry piers, which were laid up ashlar, while the swing span is carried on a circular stone masonry pier. The only evident pier modifications are concrete caps on the piers which carry the west approach spans. The timber trestle is carried on seven-timber bents, with timber bent caps. The east approach span and the easternmost west approach span have tall, steel girder towers that originally carried the electrical power lines to the bridge. These lines served the electric motors of the swing span. The power lines have now been removed, and the pivot bridge is powered by a diesel-electric generator. All of the built-up steel truss members of the bridge are laced. The lower chords of the approach trusses are Iberis, while the diagonal tension members of these spans are a combination of Iberis and truss rods with turnbuckles.

The operator's cabin for the swing span is carried high within the central tower of that span, above the central pier. The control cabin is flat-roofed, and has been re-sided in vinyl or aluminum siding. The cabin's windows are one-over-one, double-hung, in single and paired applications. Some of the original wood-framed windows appear to have been replaced with aluminum sash. There are timber fenders protecting the center pivot pier and concrete bents that support the ends of the swing span when in the open position. Additional timber fenders protect the piers carrying the adjacent approach spans. This single-track bridge appears to date from between 1905 and 1910. There are twin searchlight-type approach signals at the west end of the bridge, and there are concrete footings, probably from a timber "tell-tale" signal adjacent to the west approaches.

SEA determined that the Toledo Pivot Bridge appears eligible for the NRHP under Criterion C as an example of a rare type of bridge, a Pratt through truss railroad swing bridge.

SEA reviewed NRHP listing and information at the Ohio State Historic Preservation Office and did not identify any additional historic structures or archeological sites in the vicinity of the proposed abandonment.

4.2.2.7 Hazardous Waste Sites

The EDR report (1997) did not identify any hazardous waste sites or related environmental concerns within 500 feet of the proposed abandonment. However, the EDR report identified

one site which could not be mapped due to inadequate address information. SEA could not locate this site. SEA supplemented this information through contact with a local official, Deputy Fire Chief Koenigseker, and conducted a site visit on July 24, 1997. Based on these actions, SEA determined that there are numerous known hazardous waste sites or related environmental concerns within 500 feet of the abandonment. SEA identified key site information which is described below:

- Cross-ties are creosoted.
- If the entire bridge, including the supports/pillions is removed, and the removal disturbs river sediments, NS would be required under existing regulations to evaluate the presence of hazardous waste/contaminants in the river sediments prior to this action. (Historical industrial use of adjacent properties has included petroleum refineries, coke manufacturing and iron works).
- The bridge components could require special handling (as well as worker safety issues) during dismantling and disposal if lead paint, asbestos or other hazardous materials are present and susceptible to disturbance during removal operations.
- A petroleum pipeline is present at the abandonment site and may be attached to the bridge.
- Adjacent property uses also represent a potential concern. Specifically, adjacent properties located to the north and south side of the railroad on the east side of the Maumee River were former industrial facilities which are in the process of being redeveloped (portions are being used to construct an overpass). The property to the south was formerly operated by Toledo Coke Company and/or Koppers, and as Interlake Iron. The adjacent property to the north was a Gulf Oil refinery until the mid-1980s. The eastern portion of the former Gulf Oil site is being used for the overpass. Clark Oil has a petroleum storage facility on the west side of the Maumee River adjacent to and south of the pivot bridge.

4.2.2.8 Transportation

Currently, ten trains regularly operate over the Toledo Pivot Bridge per day, while an additional five to six trains per week operate sporadically over the bridge. Daily train traffic averages 10.9 trains. Traffic using this bridge creates a potential for train derailments or hazardous materials spills. No grade crossings are present along the segment to be abandoned. If the Board were to approve the abandonment, traffic over the bridge would be rerouted to the Conrail bridge NS would acquire approximately four miles south.

The pivot bridge restricts clearance for vessels traveling on the Maumee River. For this reason, a portion of the bridge that spans the navigation channel must be swung open to allow ships to travel up the Maumee River or downstream to Lake Erie. After a vessel passes, NS

closes the span for rail traffic. NS currently operates the span during peak river traffic in the spring and summer. During these seasons, NS operates the bridge span eight to 12 times per day to allow passage for commercial and recreational river traffic.

4.2.3 Potential Environmental Impacts of Proposed Action

Abandonment of the Toledo Pivot Bridge would result in either the structure's removal or the transfer of ownership of the bridge to another party. Due to the size of the bridge, NS would prefer to convey ownership rather than remove and salvage the bridge.

4.2.3.1 Land Use

Impact Findings

The proposed abandonment could involve NS removal of the Toledo bridge structure and abutments. Removal activities would not significantly impact adjacent land uses, although the removal of the bridge could require the use of rubber-tired construction equipment, cranes, barges, and other heavy construction equipment outside of the rail line right-of-way on property around bridge approaches and abutments. Any adjacent land that would be disturbed by removal activities would be restored by NS. Removal of the bridge abutments could temporarily disturb sediment deposits on the river bottom, as well as dislodge debris that may have collected around the abutments. NS would clear all debris surrounding the site.

River traffic could potentially be delayed as a result of removal operations. These delays would be temporary and would cease after removal operations are completed. The removal of the bridge, which would be done in accordance with U.S. Coast Guard regulations, would have beneficial effects for navigation of the river due to elimination of delays during bridge operation and the obstacle that the bridge presents.

Based on the findings described above, SEA has determined that there would be no significant impacts to land use associated with the proposed abandonment of the pivot bridge.

Alternative Uses

The pivot bridge is one of three Maumee River railroad crossings in the Toledo area that serve north-south train traffic. The Toledo-Lucas County Plan Commission has asked that the bridge crossing be retained to provide an alternative railroad crossing in the event that one or more of the other bridge crossings is out of service.

Socioeconomics

Currently, approximately 11 trains per day operate over the bridge. NS would reroute this traffic to the Conrail bridge approximately four miles south, and no shippers would be affected. There would be no direct job losses related to changes in the physical environment as a result of this proposed abandonment.

4.2.3.2 Water Resources

Removal activities could disturb areas of soil around the bridge approaches and abutments, thereby increasing the potential for soil erosion and sedimentation into the Maumee River. Impacts on soil and water quality due to erosion would be minimal since NS would use appropriate erosion control technologies. NS would use Best Management Practices to control erosion and sedimentation, including the use of sediment barriers (e.g., silt fences and straw bale dikes), diversion ditches and sediment collection basins to ensure minimal impacts to the water quality.

Removal work in the Maumee River bed during bridge pier removal could temporarily increase water turbidity and potentially disturb hazardous waste/contaminants in the river sediments. Section 4.2.2.7 contains a description of the latter. Turbidity increases would be temporary and restricted to the area of the bridge and a short distance downstream. NS expects turbidity to be less than that currently experienced during high rainfall and stream flow periods.

Removal of the bridge piers could dislodge debris that may have collected around the piers. NS would remove all debris surrounding the piers.

SEA concluded that salvage operations associated with the removal of the Toledo Pivot Bridge would have little or no long-term effect on the Maumee River. The Coast Guard regulates bridge removal activities under Section 9 of the River and Harbor Act. Existing regulations in Section 404 of the Clean Water Act may also require NS to apply for authorization to discharge fill material into waters of the United States. Due to the limited amount of land disturbance that would occur during proposed abandonment activities, NS may not be required to obtain a National Pollutant Discharge Elimination System permit as required under Section 402 of the Clean Water Act.

SEA determined that the proposed abandonment of the Toledo Pivot Bridge would not adversely affect the 100-year floodplain.

4.2.3.3 Biological Resources

Vegetation

SEA determined that the proposed abandonment of the Toledo Pivot Bridge would temporarily disturb existing common vegetation around bridge approaches and abutments during the removal process. Specifically, the proposed abandonment activities would affect grass and scrub-shrub vegetation and some narrow strips of tree species which border the railroad right-of-way that leads to the bridge. In addition, SEA determined that NS may need to trim some trees located immediately adjacent to the railroad right-of-way in order to safely operate salvage equipment. However, SEA concluded that the opportunistic plant species would re-vegetate these areas following completion of removal activities. In addition, NS would limit ground disturbance during salvage operations on the existing right-of-way.

Following completion of the proposed Toledo Pivot Bridge abandonment activities, NS would discontinue all current maintenance operations that control vegetation along the affected right-of-way. This action would allow existing vegetation to naturally re-vegetate adjacent areas. Eventually, vegetation communities similar to those present in the existing right-of-way would reestablished.

Wildlife

Terrestrial wildlife on the banks of the Maumee River would be temporarily disturbed during removal activities due to increased human activity and noise from equipment. Upon completion, the area would revert to an environment similar to that before operations started. Wildlife habitat would be increased and enhanced due to the absence of train movements and noise.

Removing the pivot bridge would eliminate cover for a variety of bird species that roost and may nest within the bridge structure. These birds are typically well adapted to urbanized environments, and populations are not expected to be adversely impacted. Additionally, rock doves and starlings, the primary species expected to use the bridge, are introduced species and are considered nuisances by Federal and state fish and game agencies. SEA does not expect impacts to these species to be significant.

The bridge piers and debris collected nearby may provide cover and breeding areas for a variety of fish and aquatic species. However, these habitats are limited due to their size. SEA does not expect significant impacts to aquatic populations if the bridge piers and debris are removed.

Removal operations could temporarily increase soil erosion and turbidity in the Maumee River. However, adverse impacts to fish populations and habitat are not expected because NS would

follow permit requirements, sediment control measures, and other recommended mitigation procedures.

SEA determined that there would be minimal impact to terrestrial wildlife on the banks of the Maumee River due to the proposed Toledo Pivot Bridge abandonment activities. Increased human activity and noise from equipment may temporarily disturb wildlife during removal activities. However, the disturbance would end once NS completed operations, and the area would revert to an environment similar to that before operations started. Temporarily disturbed wildlife would then be expected to re-inhabit the site following completion of the proposed abandonment process.

Threatened and Endangered Species

SEA concluded that Federally-listed threatened or endangered species, or the habitat needed to support them, are not located on or within the vicinity of the proposed abandonment of the Toledo Pivot Bridge. Therefore, SEA determined that there would be no impact to listed species or critical habitat.

Parks, Forests, Preserves, Refuges and Sanctuaries

Based on coordination with the appropriate regulatory agencies, SEA determined that no Federal or state parks, forests, refuges or sanctuaries in or adjacent to the proposed Toledo Pivot Bridge abandonment site would be impacted.

Recreational quality at Collins Park and Riverside Park would be improved as a result of the absence of train-associated noise.

4.2.3.4 Air Quality

SEA determined that the operation of heavy equipment would be the primary source of pollutant emissions during removal activities. Such pollutants vary by the source, as described below:

- Particulate matter, volatile organic compounds (VOCs), carbon monoxide (CO), and nitrogen oxides (NO_x), result from the combustion of diesel fuel.
- Fugitive dust emissions along the right-of-way could result from the operation of heavy equipment.

NS would control fugitive dust by using control methods such as water spraying. However, fugitive dust emissions would be minor due to the small amount of ground disturbance required around bridge approaches and abutments. Removal equipment emissions (VOCs, CO, and NO_x) generally would be minor and of short duration. Removal operations

themselves would be temporary and would have insignificant, temporary impacts on air quality.

Removal equipment and locomotives contribute little SO₂ to the atmosphere and SEA would not expect it to impact the nonattainment status of Lucas County. Following completion of the abandonment, the elimination of locomotives would not significantly reduce overall SO₂ levels or other post-abandonment pollutant emissions along the right-of-way. Therefore, SEA would anticipate little or no change in air quality within Lucas county.

4.2.3.5 Noise

Removal operations associated with the abandonment would cause temporary increases in noise levels due to the use of trucks, front-end loaders, cranes, barges and other construction equipment. However, SEA concluded that there are no sensitive noise receptors located within 500 feet of the proposed abandonment and no significant noise impacts due to bridge removal would occur.

4.2.3.6 Historic and Cultural Resources

SEA consulted with the Ohio SHPO regarding the NRHP eligibility of the bridge. NS will retain its interest in and take no steps to alter the bridge until the Section 106 process has been completed.

No known or documented archaeological sites exist on the approaches to the Toledo Pivot Bridge. However, SEA has not dismissed the potential for undocumented archaeological sites on the right-of-way. NS will continue consultation with the Ohio SHPO to determine any cultural preservation requirements.

4.2.3.7 Hazardous Waste Sites

Based on contact with a local official, Deputy Fire Chief Koenigseker, and a site visit, SEA identified numerous hazardous waste sites or related environmental concerns within 500 feet of the proposed abandonment. If hazardous materials are encountered during construction, NS would follow appropriate regulations and procedures described in Chapter 3, "Analysis Methods and Potential Mitigation Strategies," and Appendix H. Demolition of the bridge would likely require permit from the Coast Guard under Section 9 of the Rivers and Harbors Act as well as compliance with regulatory requirements governing assessment and remediation of contamination. Because existing regulatory requirements of other agencies and standard construction practices of the railroad adequately address potential disturbance of contaminated areas, it is SEA's preliminary determination that no additional mitigation is necessary.

4.2.3.8 Transportation-Navigation

Currently, an average of 10.9 trains per day move over the Toledo Pivot Bridge. If the NS pivot bridge were abandoned, NS would reroute its trains over an existing Conrail bridge, approximately four miles south of the Toledo Pivot Bridge. Therefore, SEA would not anticipate customer impacts as a result of the proposed abandonment.

If ownership of the bridge cannot be conveyed, the Toledo Pivot Bridge would be removed to allow for continued safe river navigation on the Maumee River. Abandoning the bridge without removal would result in a deteriorating structure and jeopardize river traffic safety.

4.2.3.9 Energy

The Board requires an evaluation of the impacts of a rail abandonment on energy consumption if the abandonment would result in a diversion of more than 1,000 rail cars per year to truck transportation or diversion of more than 50 rail cars per mile per year over any line segment. Impacts to energy consumption relate to the reduced efficiency of transporting materials by truck as compared to rail. NS would reroute rail traffic over the bridge to the Conrail rail line and bridge four miles south. The Toledo Pivot Bridge abandonment would not result in any diversion of rail traffic to trucks. The detailed method for assessing energy impacts is provided in Appendix D of the Draft EIS.

4.2.4 Potential Environmental Impacts of Alternatives

The alternatives to the proposed abandonment are: (1) conveyance of the pivot bridge operation to another operator and (2) the no-action alternative (no change in present operations) or. The no-action alternative would have no effect on the existing quality of the human and natural environment or energy consumption.

If the bridge was conveyed to another owner, SEA anticipates that operation and maintenance of the bridge would remain as they are today with the exception that the number of trains operating over it could be reduced. No adverse impacts would be expected from conveyance of ownership. If, however, NS could not convey ownership of the bridge to another operator, regulators would likely require removal of part or all of the bridge in order to maintain safe navigation on the Maumee River.

4.2.5 Proposed Mitigation

SEA has preliminarily determined that the proposed abandonment of the Toledo Pivot Bridge would result in minimal impacts to land use, water resources, biological resources, air quality, noise, cultural resources, hazardous waste sites, transportation and energy use. However, if the Board were to approve the proposed abandonment, SEA would recommend

that NS minimize environmental impacts by implementing the mitigation measures/conditions listed below.

4.2.5.1 Land Use

NS would restore any adjacent properties that are disturbed during right-of-way removal activities to their pre-abandonment condition. Salvage equipment would be restricted from adjacent properties wherever possible.

4.2.5.2 Water Resources

NS would use Best Management Practices (BMPs) and its standard specifications to control soil erosion and sedimentation disturbances in rivers during removal operations. These standard specifications are presented in Chapter 3, Section 3.15, "Natural Resources." NS could use sediment barriers (e.g., silt fences and straw bale dikes), diversion ditches and sediment collection basins.

NS would disturb the smallest area possible around the Maumee River and revegetate disturbed areas immediately following removal operations. NS would also obtain all necessary Federal, state and local permits if removal activities required the alteration of wetlands, ponds, lakes, streams, or rivers, or if salvaging activities would cause soil or other materials to wash into these water resources.

4.2.5.3 Biological Resources

NS would use BMPs and its standard specifications to control soil erosion and sedimentation in streams during removal operations. NS also would encourage regrowth of vegetation in disturbed areas through stabilization of disturbed soils and reseeding.

4.2.5.4 Air Quality

NS would comply with all applicable Federal, state and local regulations regarding the control of fugitive dust. NS would minimize fugitive dust emissions created during removal operations by using control methods such as water spraying.

4.2.5.5 Noise

NS would control temporary noise from heavy equipment by ensuring all machinery had properly functioning muffler systems and by implementing work hour controls.

4.2.5.6 Historical and Cultural Resources

NS will complete cultural and historic resource documentation (Historic American Building Survey/Historic American Engineering Record Level II) for the Pivot Bridge before initiating any construction or removal activities at that site.

If previously unknown archaeological remains are found during salvage activities, NS would cease work in the area and immediately contact and coordinate activities with the Ohio SHPO.

4.2.5.7 Hazardous Waste Sites

NS would observe all applicable Federal, state, and local regulations regarding handling and disposal of any waste materials, including hazardous waste, encountered or generated during removal operations. NS would also dispose of all materials that could be reused in accordance with state and local solid waste management regulations. If any contamination was encountered or if a spill occurred during removal operations, NS would follow appropriate response and remediation procedures outlined in its Emergency Response Plan. NS would transport all hazardous materials generated by removal activities in compliance with the U.S. Department of Transportation Hazardous Materials Regulations (49 CFR Parts 171-174 and 177-179).

4.2.5.8 Transportation

NS would implement appropriate measures to minimize disruption of and provide for the continued safety of river traffic during removal.

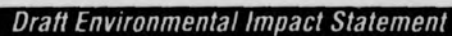
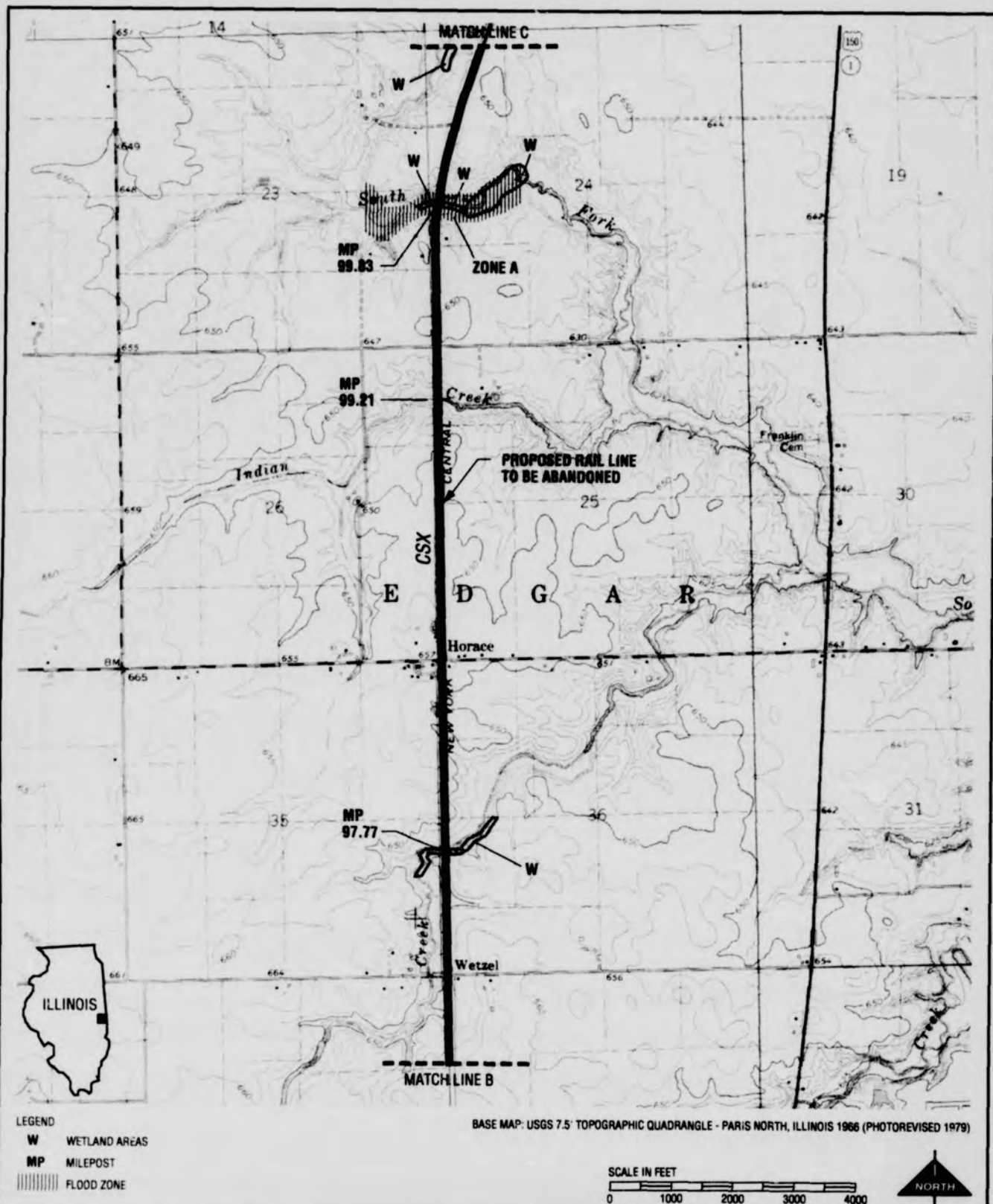


FIGURE 1a
PARIS-DANVILLE, EDGAR/VERMILION COUNTIES, ILLINOIS
CSX ABANDONMENT



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FIGURE 1c
PARIS-DANVILLE, EDGAR/VERMILION COUNTIES, ILLINOIS
CSX ABANDONMENT

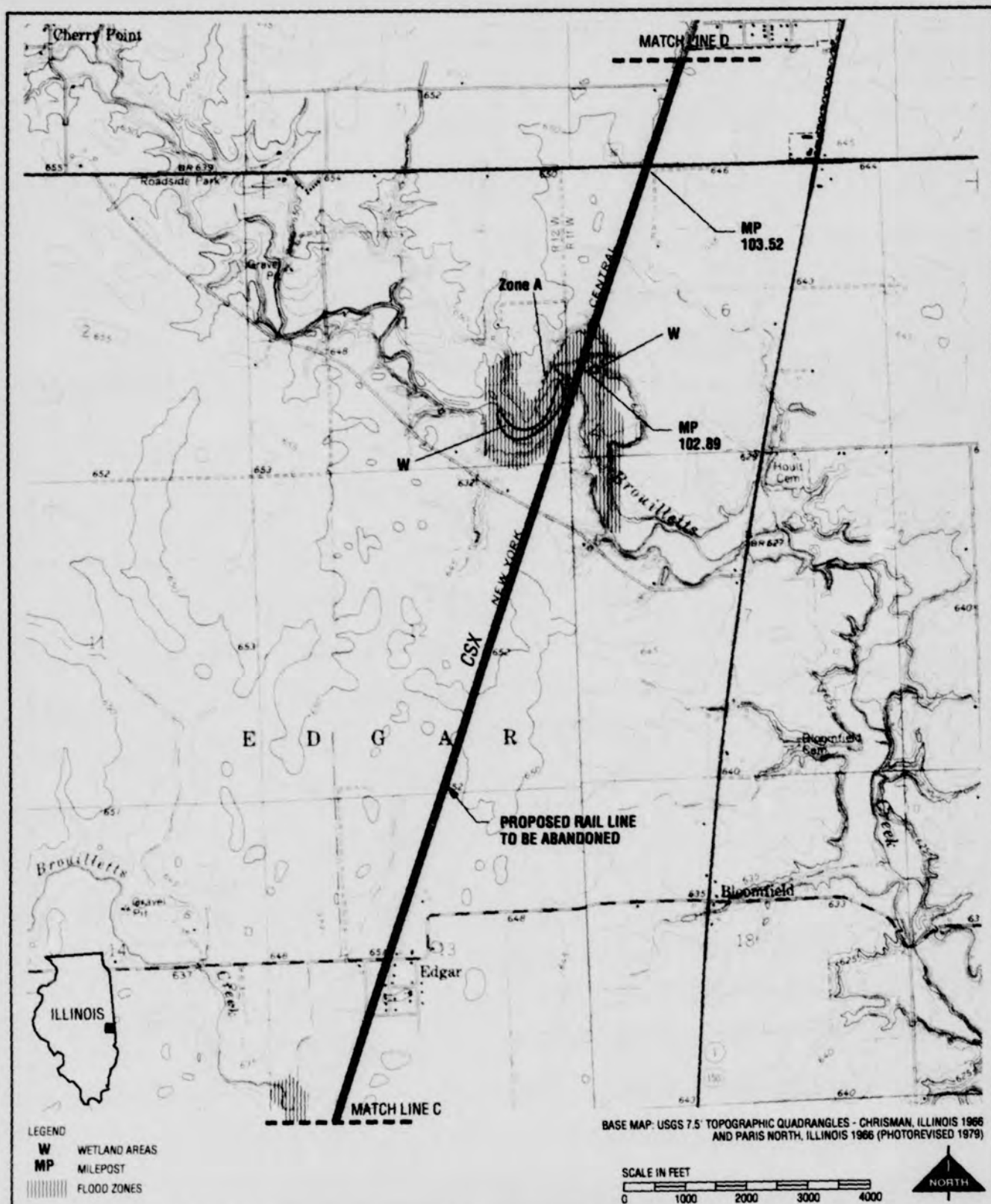
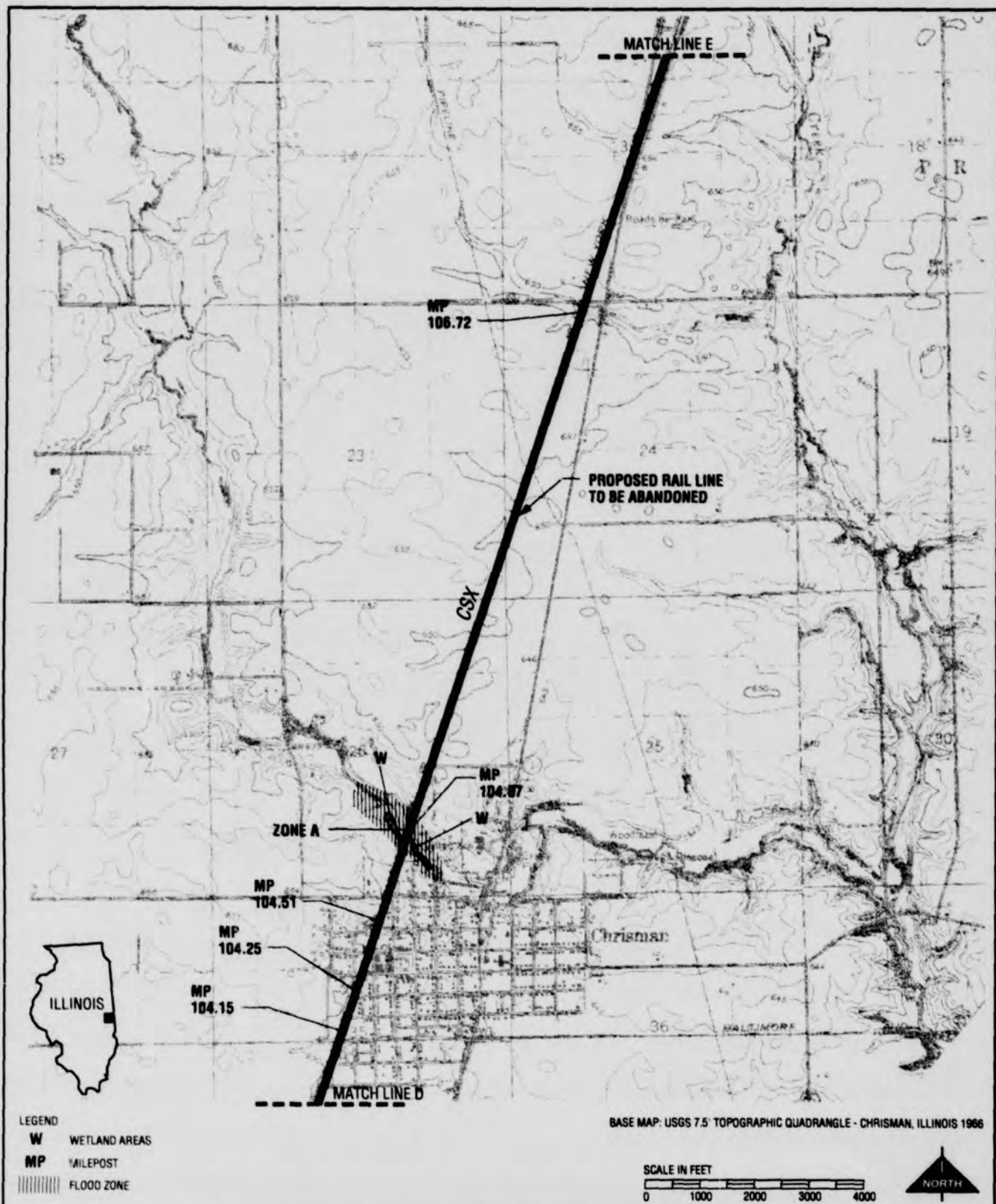


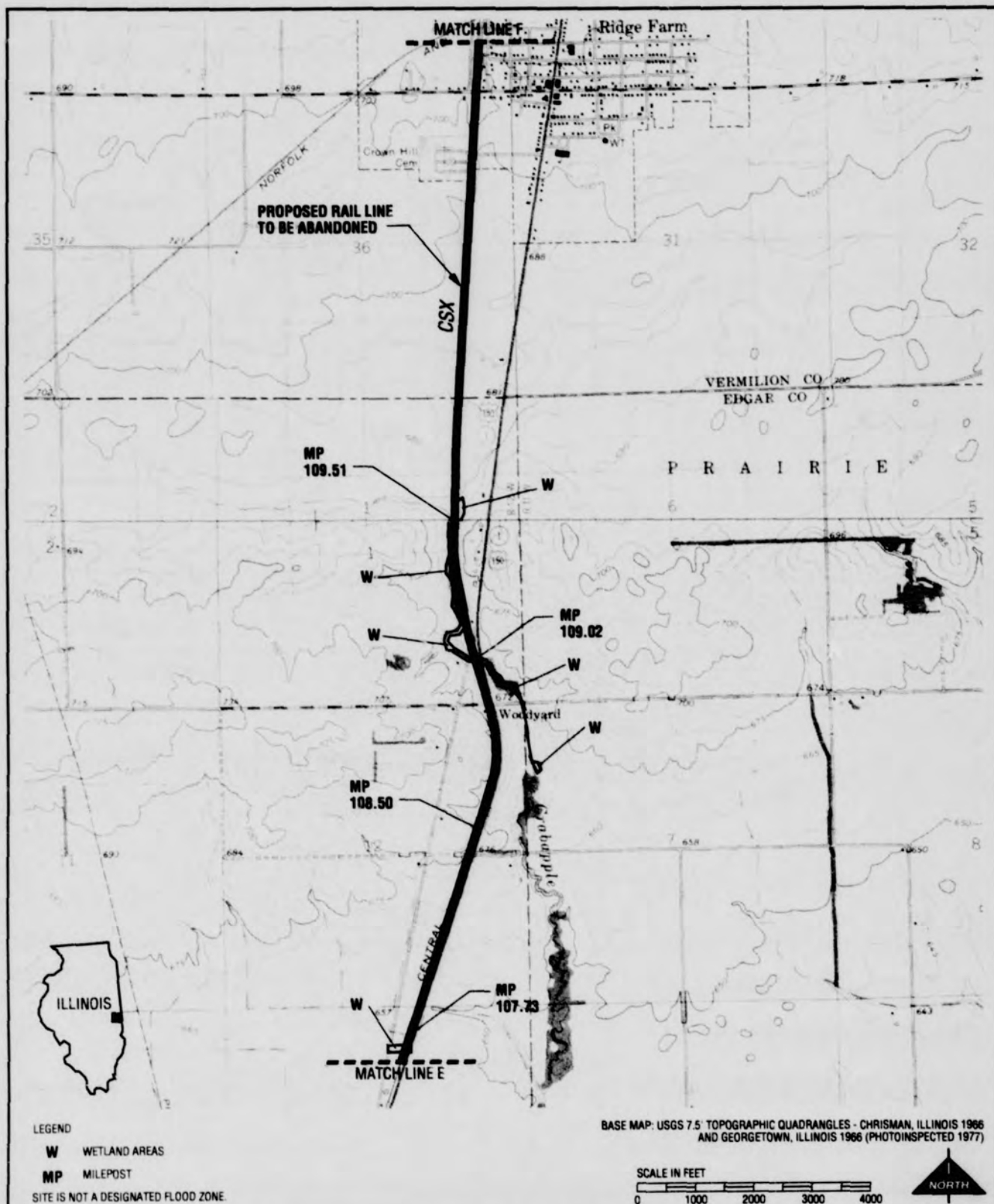
FIGURE 1d
PARIS-DANVILLE, EDGAR/VERMILION COUNTIES, ILLINOIS
CSX ABANDONMENT



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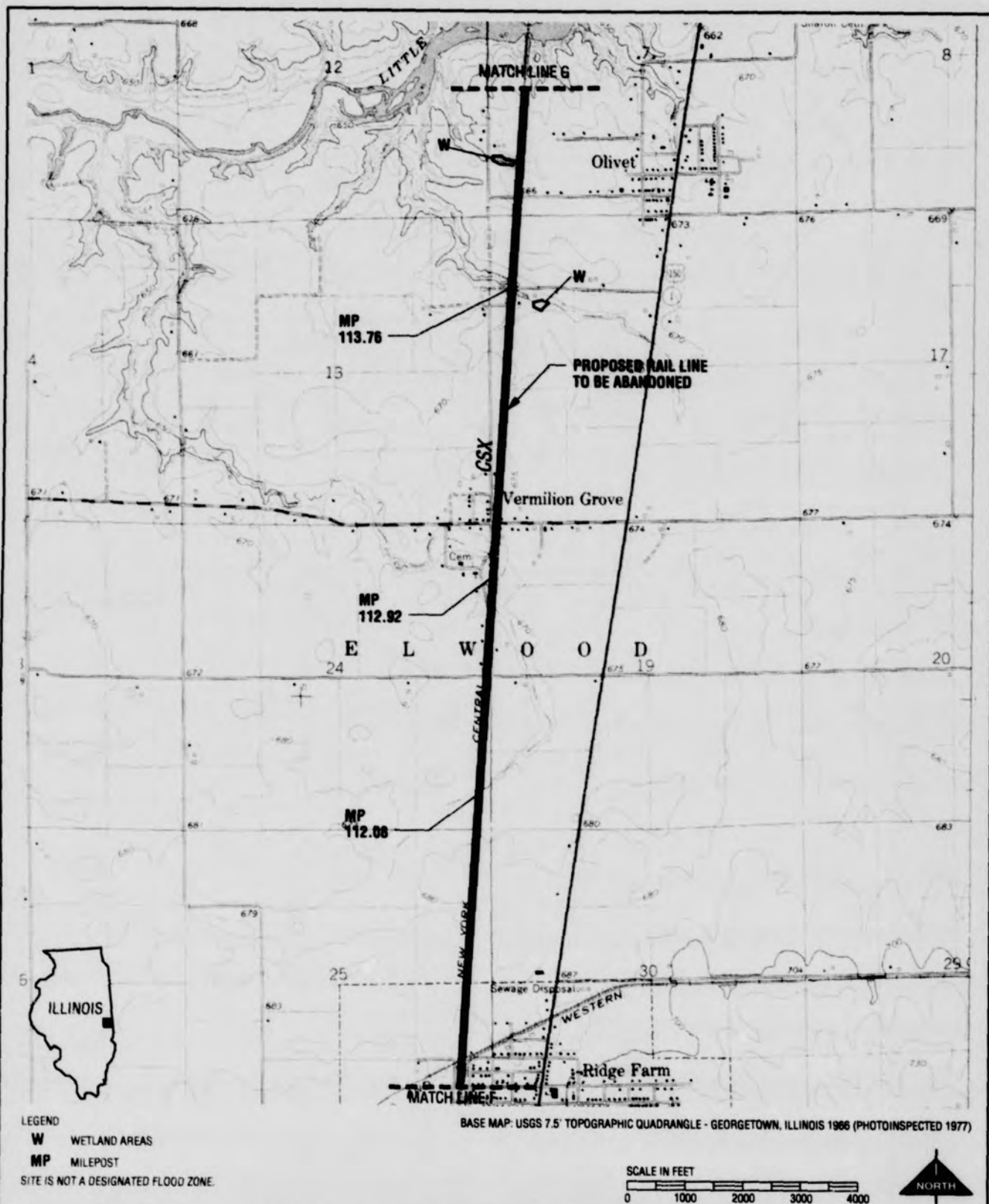
FIGURE 1e
PARIS-DANVILLE, EDGAR/VERMILION COUNTIES, ILLINOIS
CSX ABANDONMENT



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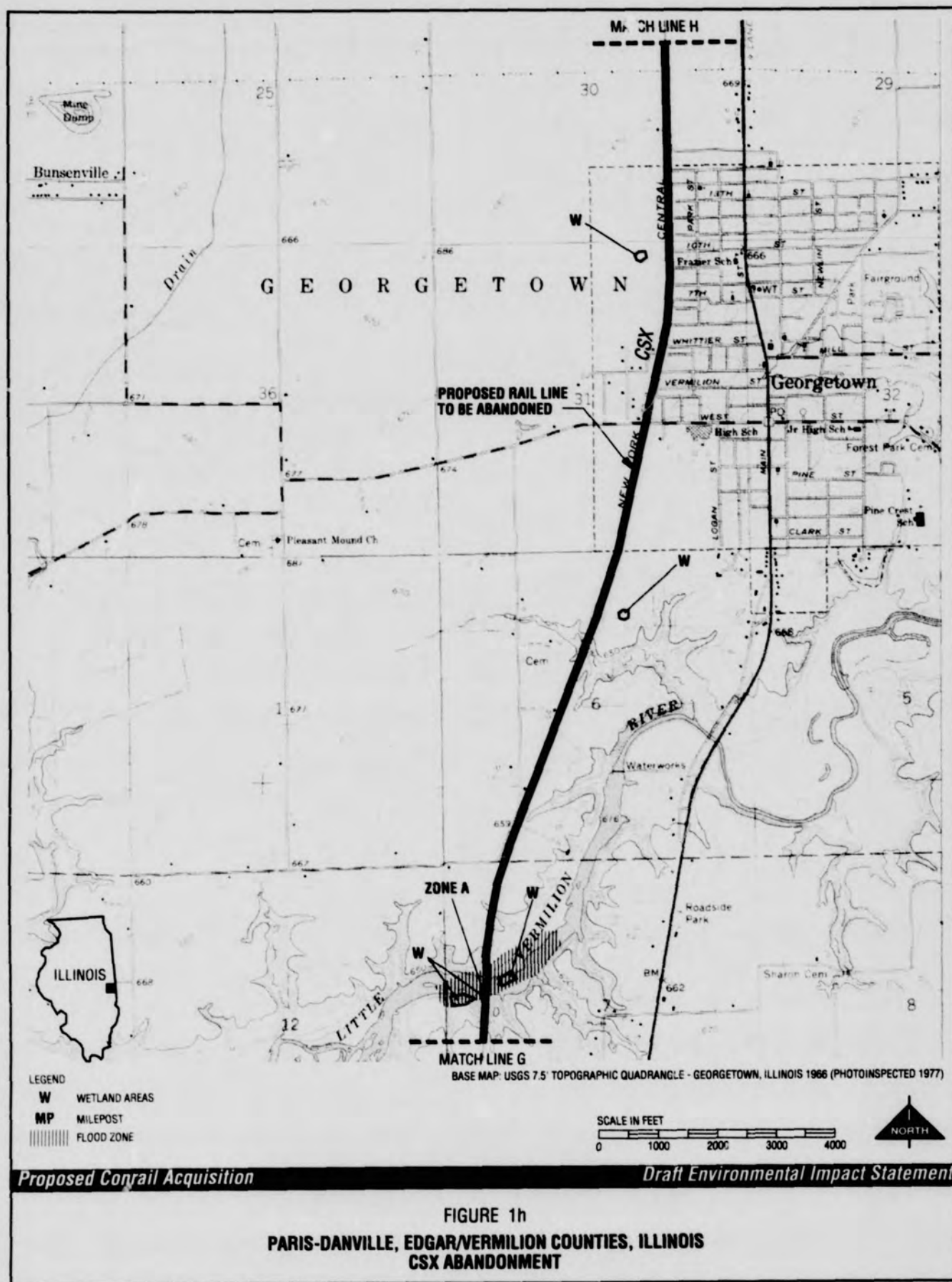
FIGURE 11
PARIS-DANVILLE, EDGAR/VERMILION COUNTIES, ILLINOIS
CSX ABANDONMENT

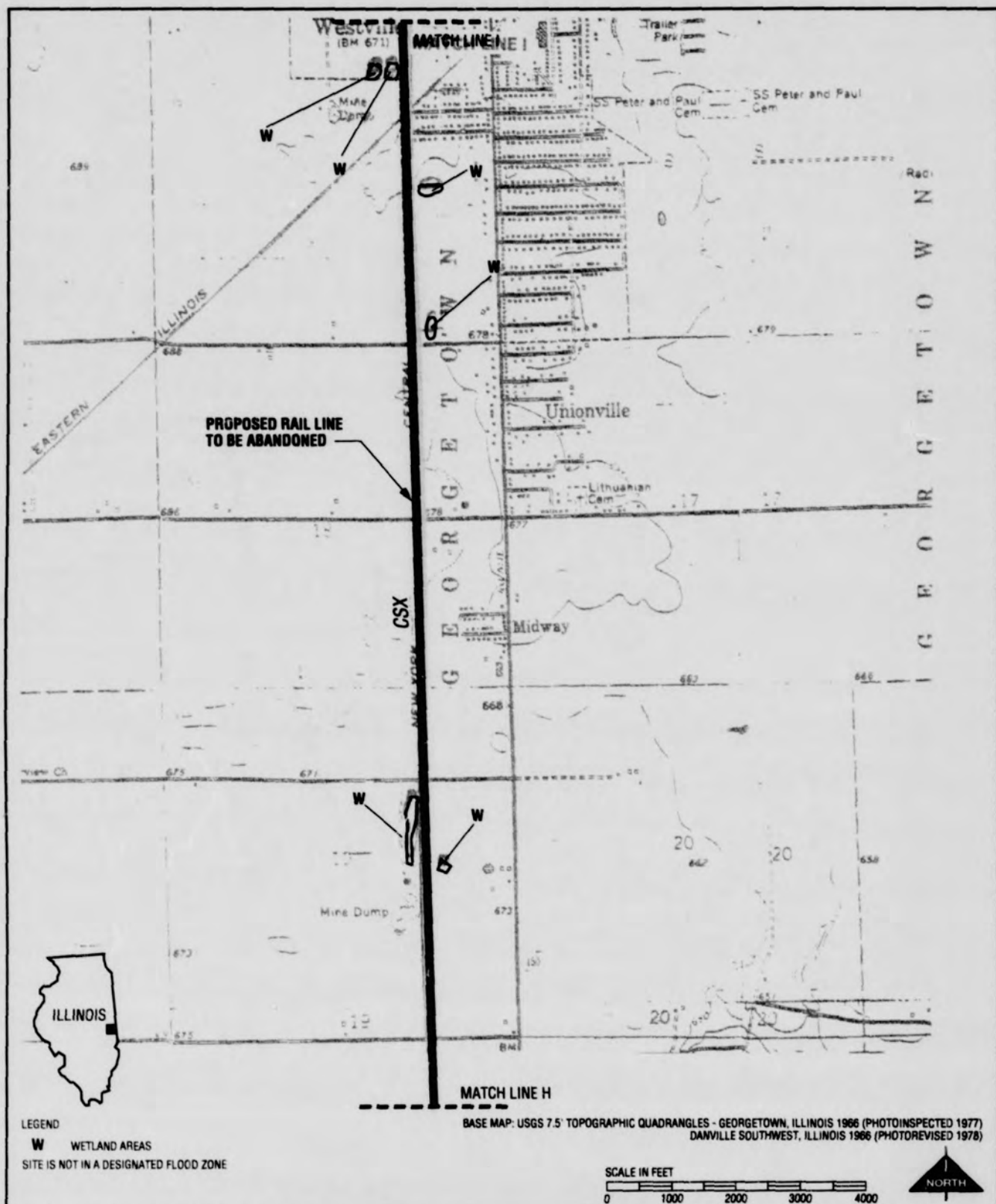


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FIGURE 1g
PARIS-DANVILLE, EDGAR/VERMILION COUNTIES, ILLINOIS
CSX ABANDONMENT

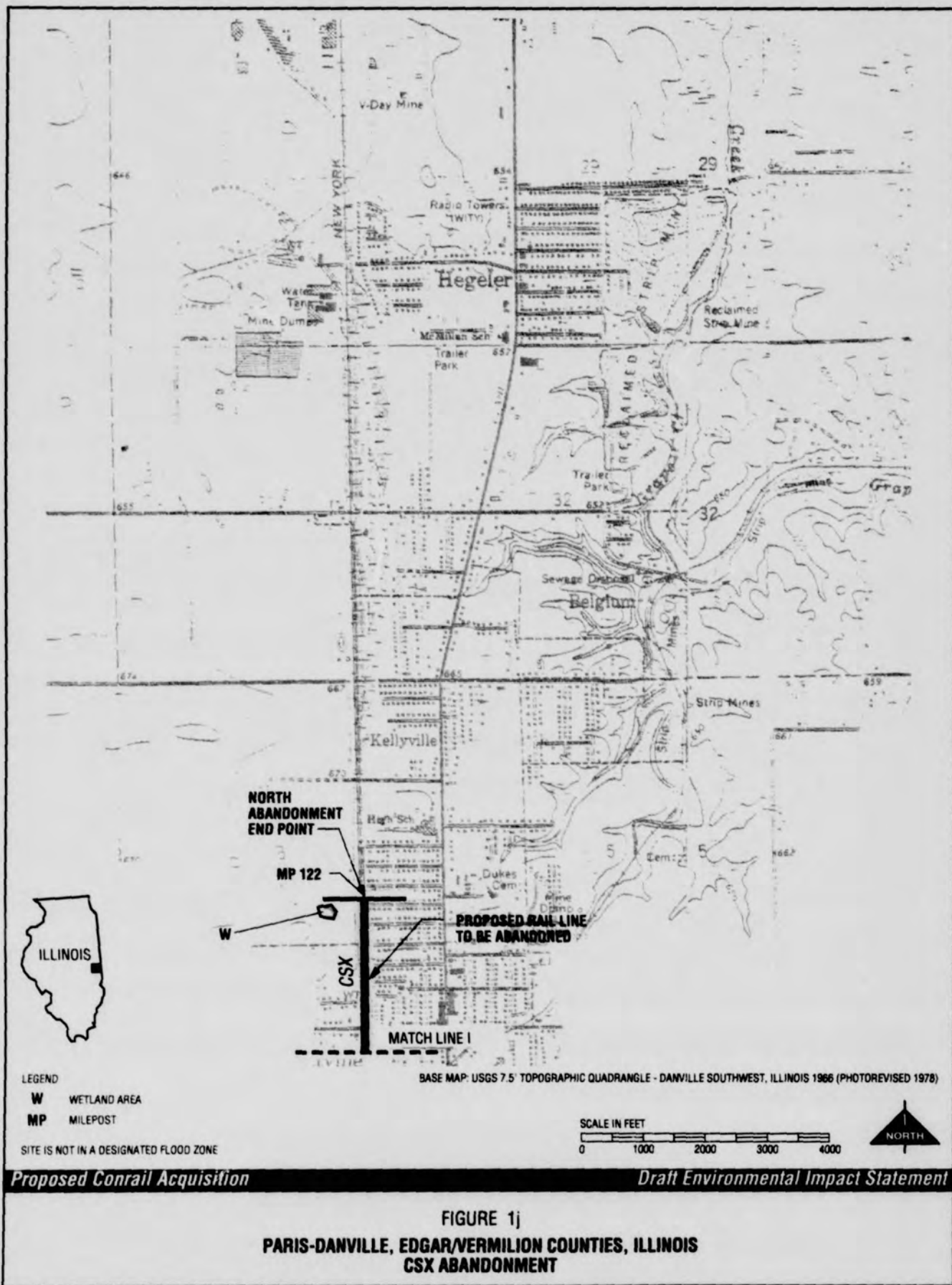


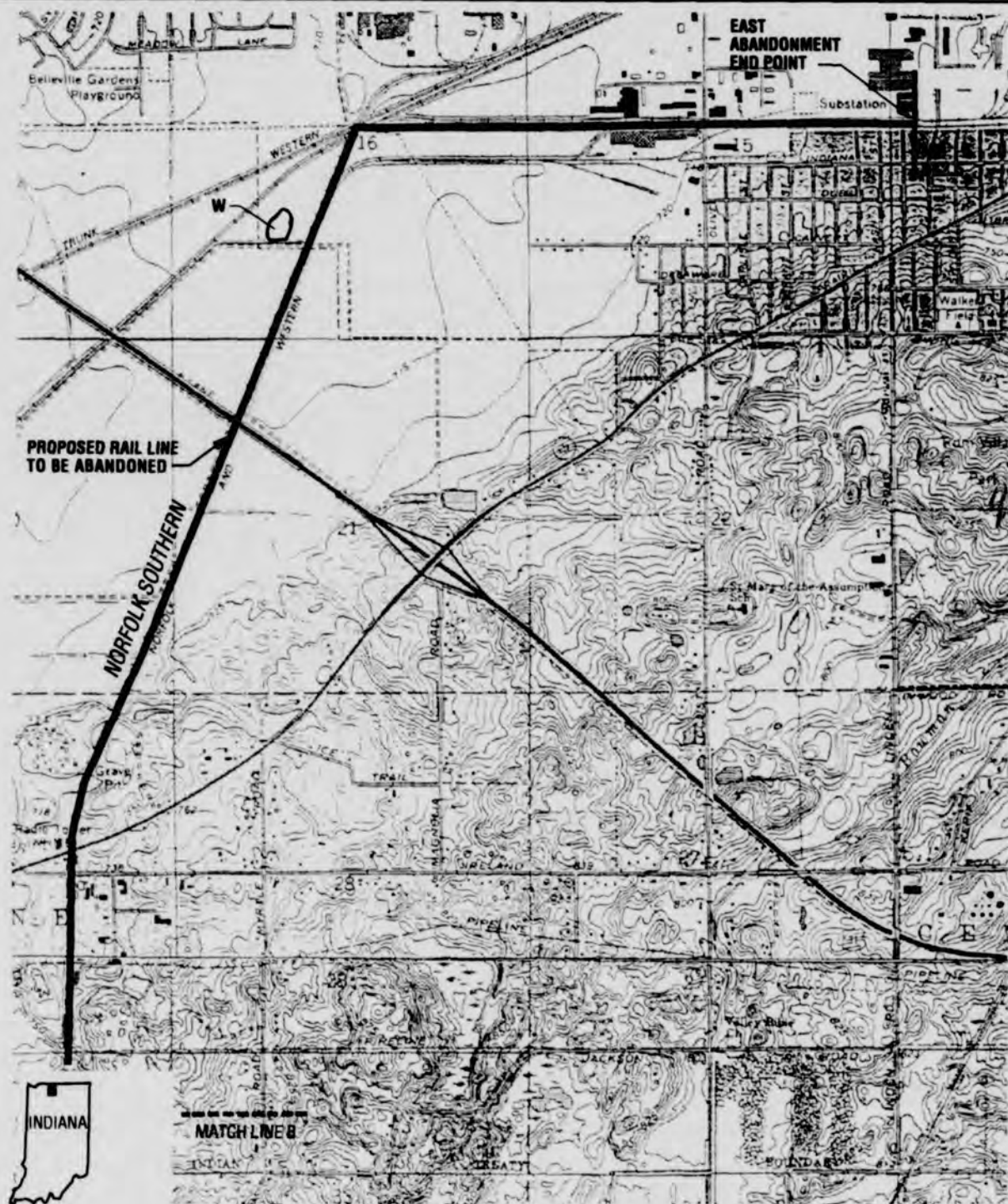


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FIGURE 1i
PARIS-DANVILLE, EDGAR/VERMILION COUNTIES, ILLINOIS
CSX ABANDONMENT





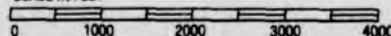
LEGEND

- W** WETLAND AREA
- MP** MILEPOST

SITE IS NOT A DESIGNATED FLOOD ZONE

BASE MAP: USGS 7.5' TOPOGRAPHIC QUADRANGLE - LAKEVILLE, INDIANA

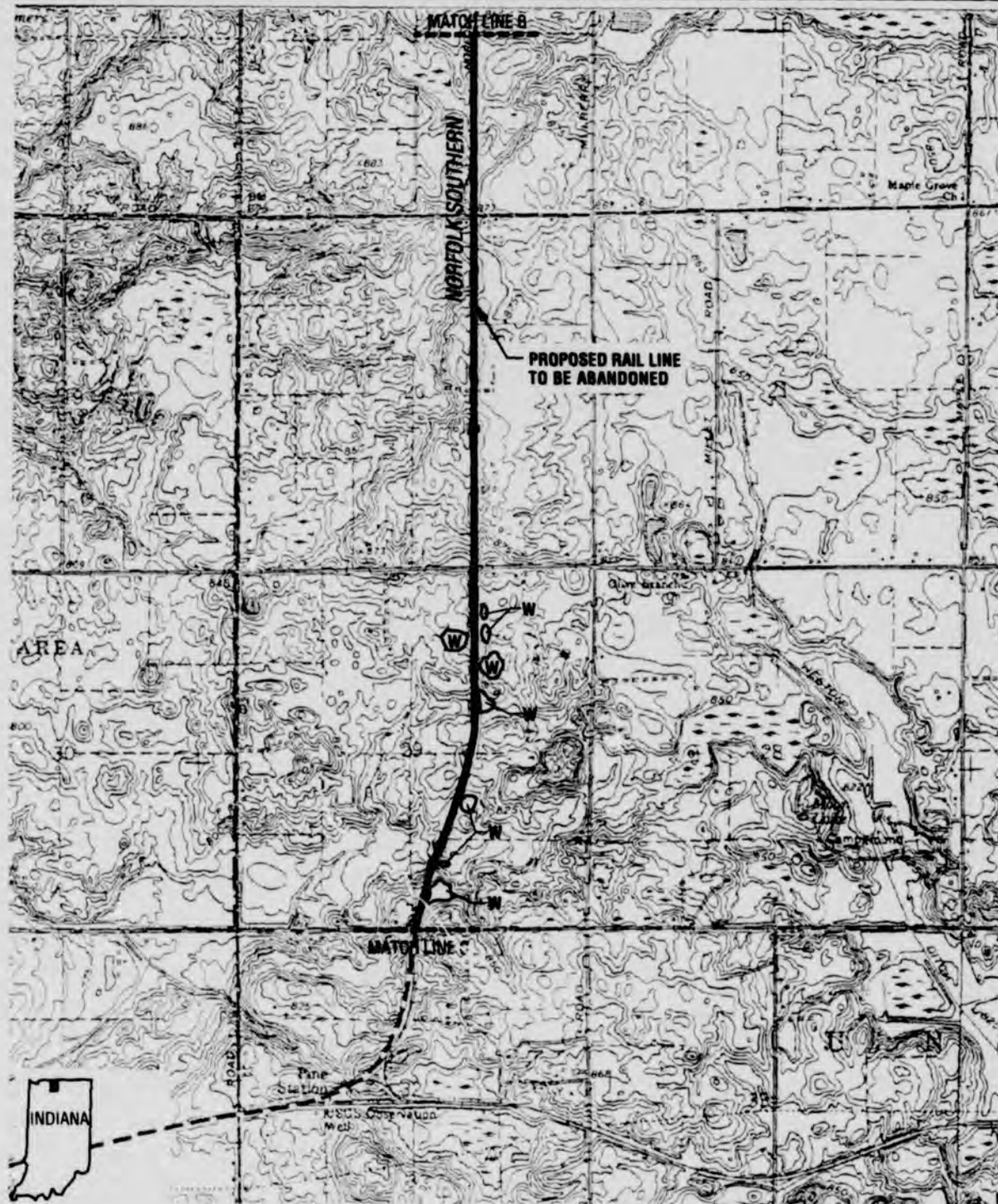
SCALE IN FEET



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FIGURE 2a
SOUTH BEND TO DILLON JUNCTION, LA PORTE AND ST. JOSEPH COUNTIES, INDIANA
NORFOLK SOUTHERN ABANDONMENT



LEGEND

W WETLAND AREAS

AREA IS NOT A DESIGNATED FLOOD ZONE

BASE MAP: USGS 7.5 TOPOGRAPHIC QUADRANGLE - LAKEVILLE, INDIANA

SCALE IN FEET

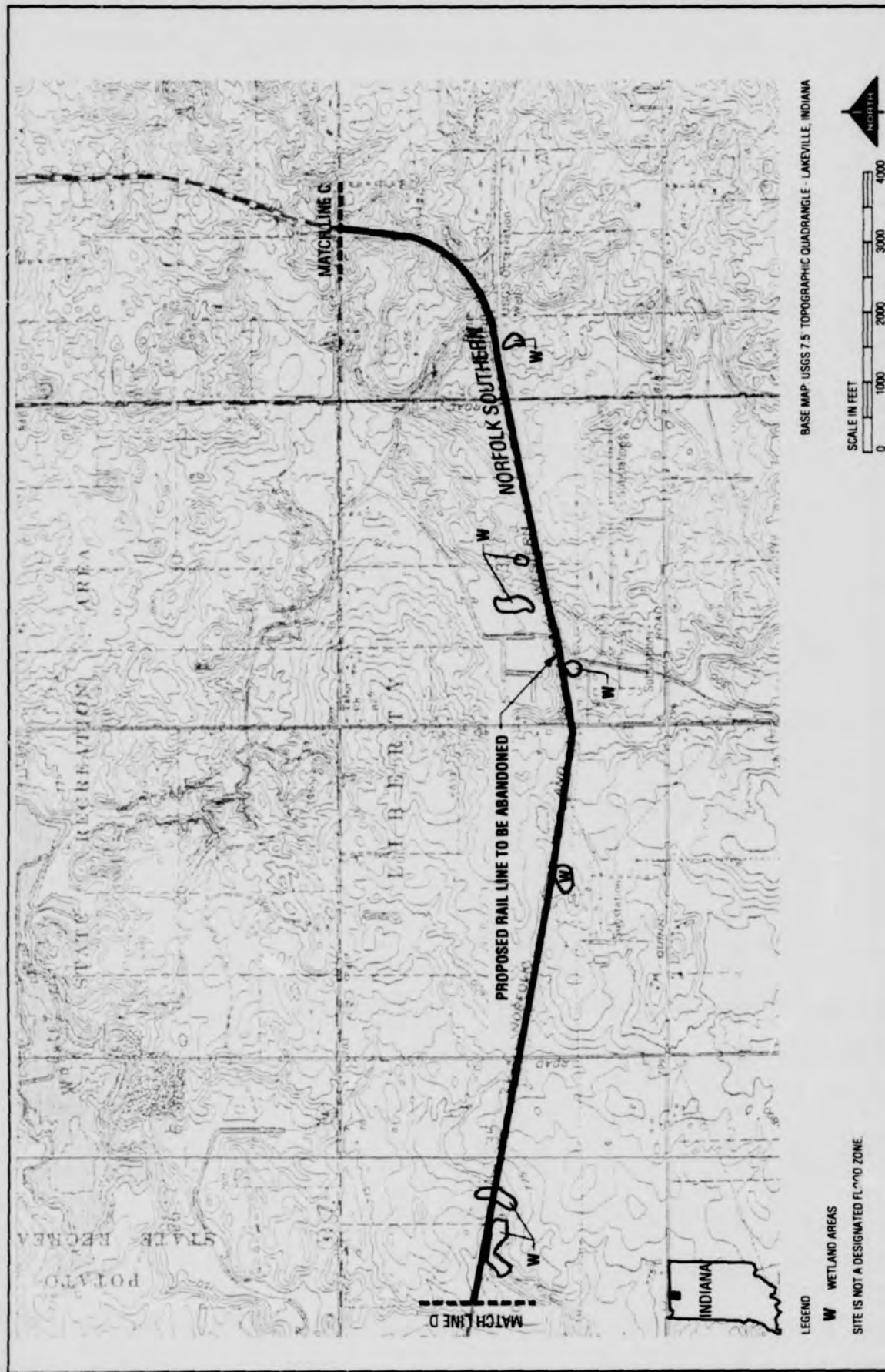
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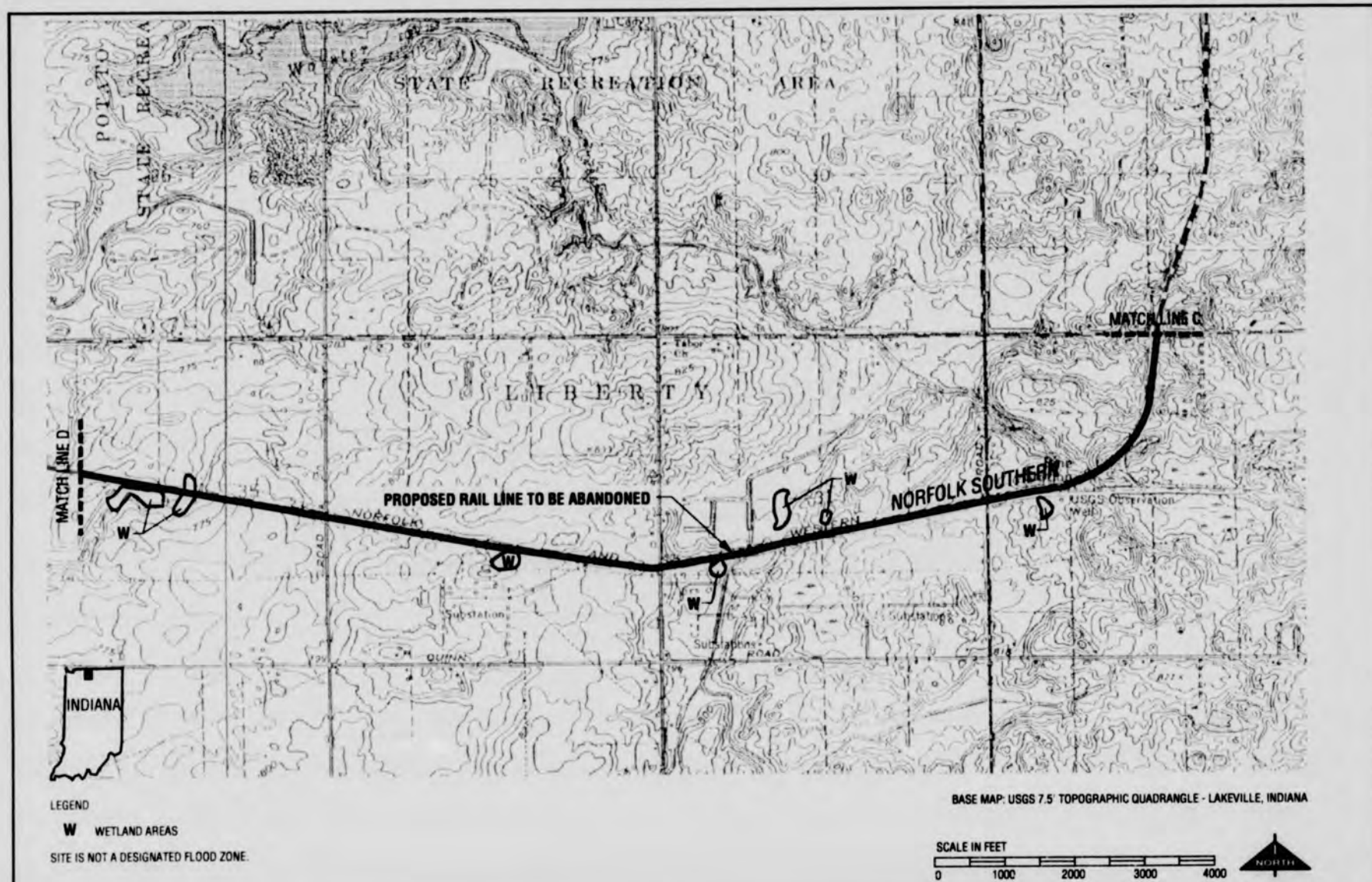
FIGURE 2c
SOUTH BEND TO DILLON JUNCTION, LA PORTE AND ST. JOSEPH COUNTIES, INDIANA
NORFOLK SOUTHERN ABANDONMENT



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FIGURE 2d
SOUTH BEND TO DILLON JUNCTION, LA PORTE AND ST. JOSEPH COUNTIES, INDIANA
NORFOLK SOUTHERN ABANDONMENT

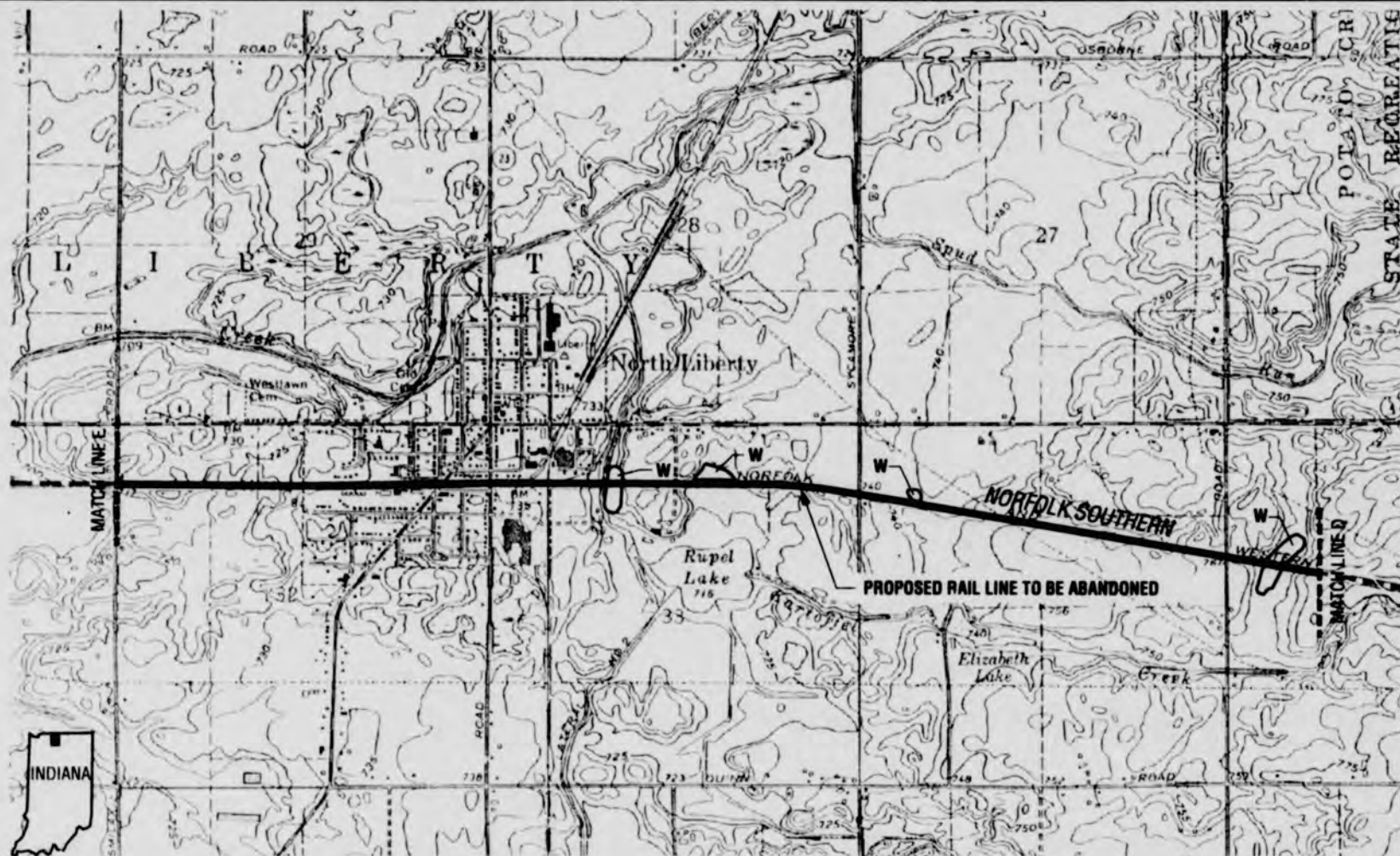
Proposed Conrail Acquisition



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FIGURE 2d
SOUTH BEND TO DILLON JUNCTION, LA PORTE AND ST. JOSEPH COUNTIES, INDIANA
NORFOLK SOUTHERN ABANDONMENT



LEGEND

W WETLAND AREAS

SITE IS NOT A DESIGNATED FLOOD ZONE.

BASE MAP: USGS 7.5' TOPOGRAPHIC QUADRANGLE - NORTH LIBERTY, INDIANA 1974 (PHOTOREVISED 1980)

SCALE IN FEET

0 1000 2000 3000 4000



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FIGURE 2e

**SOUTH BEND TO DILLON JUNCTION, LA PORTE AND ST. JOSEPH COUNTIES, INDIANA
NORFOLK SOUTHERN ABANDONMENT**

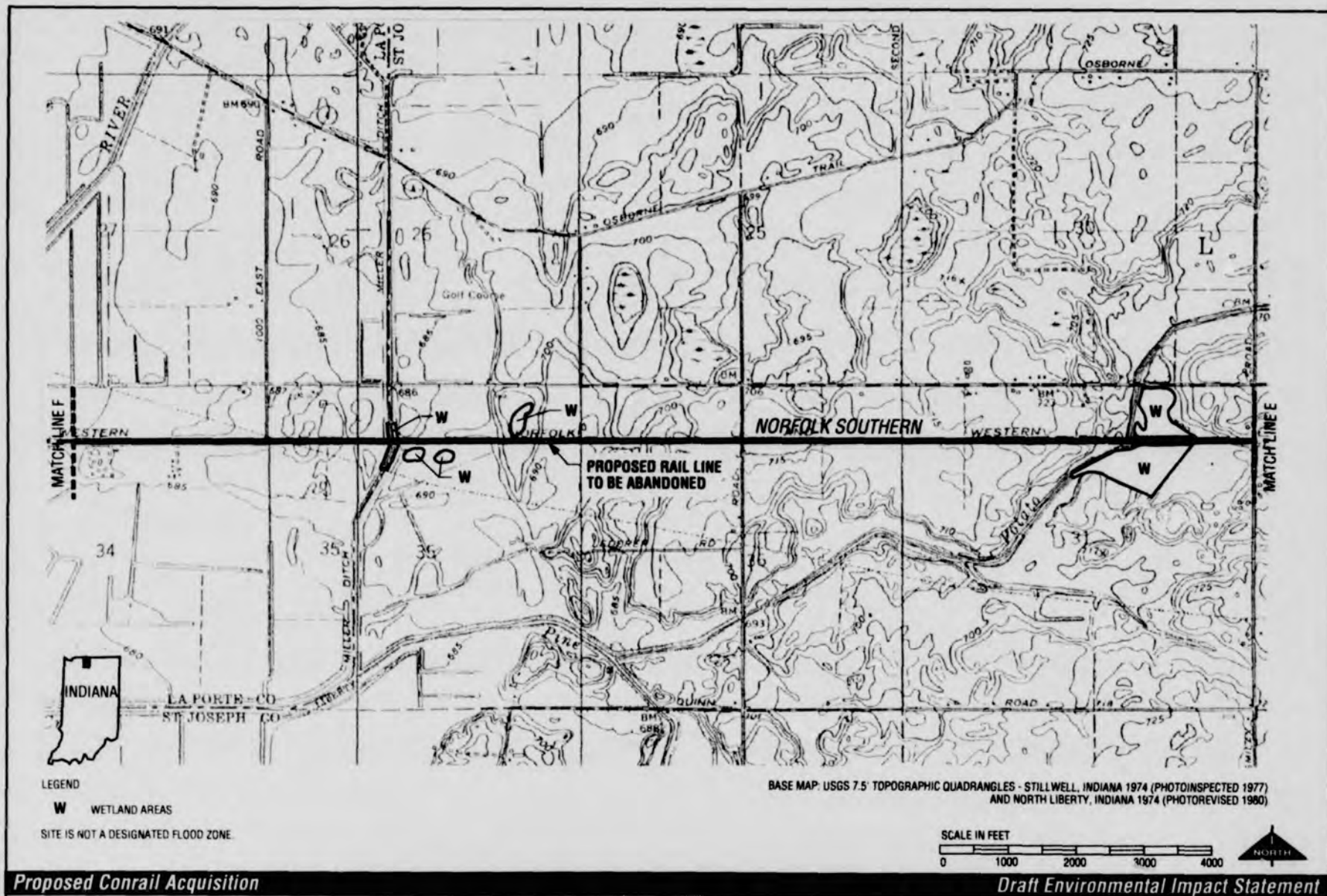
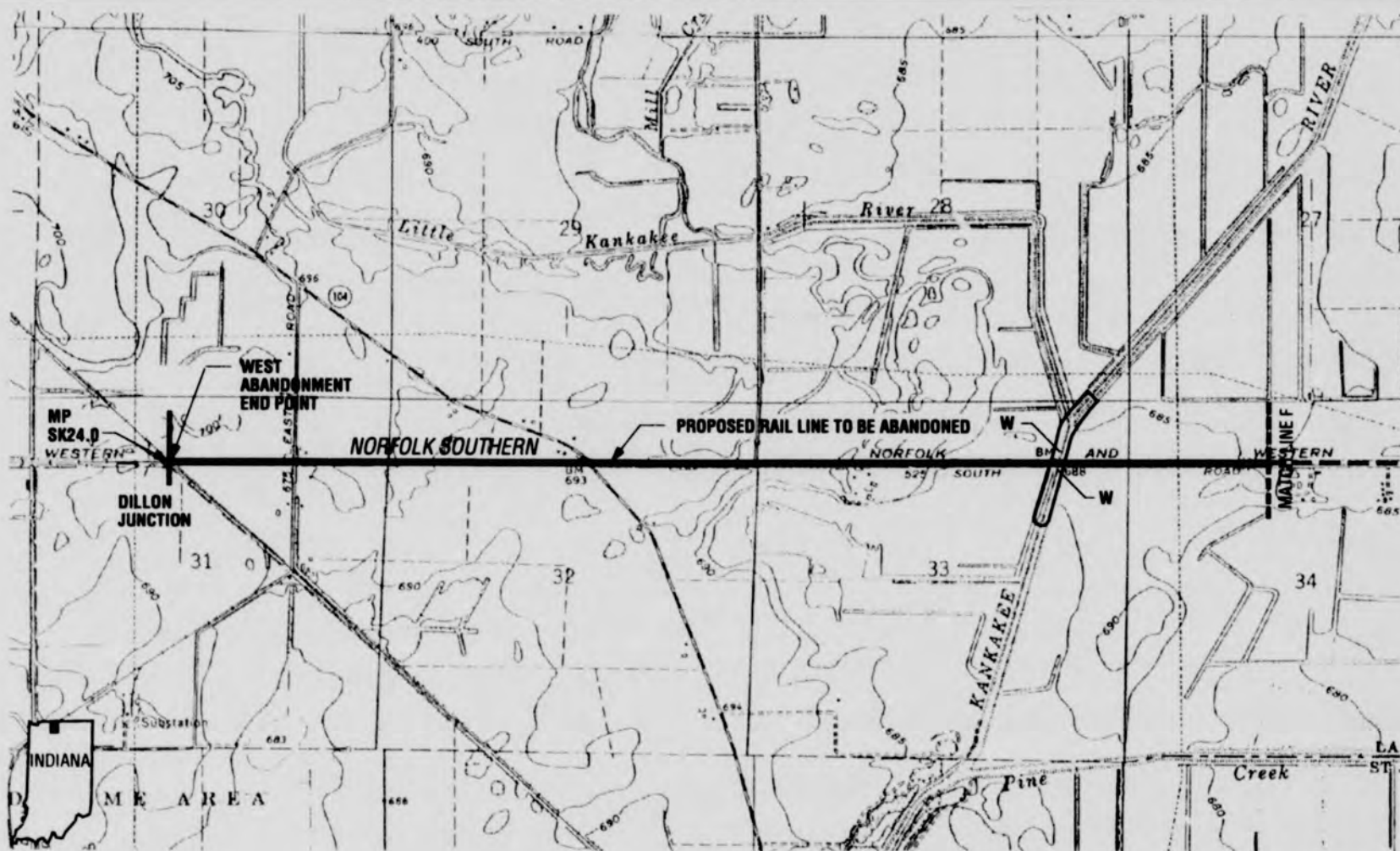


FIGURE 21

SOUTH BEND TO DILLON JUNCTION, LA PORTE AND ST. JOSEPH COUNTIES, INDIANA

NORFOLK SOUTHERN ABANDONMENT



LEGEND

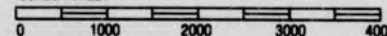
W WETLAND AREA

MP MILEPOST

SITE IS NOT A DESIGNATED FLOOD ZONE.

BASE MAP: USGS 7.5' TOPOGRAPHIC QUADRANGLE - STILLWELL, INDIANA 1974 (PHOTOINSPECTED 1977)

SCALE IN FEET

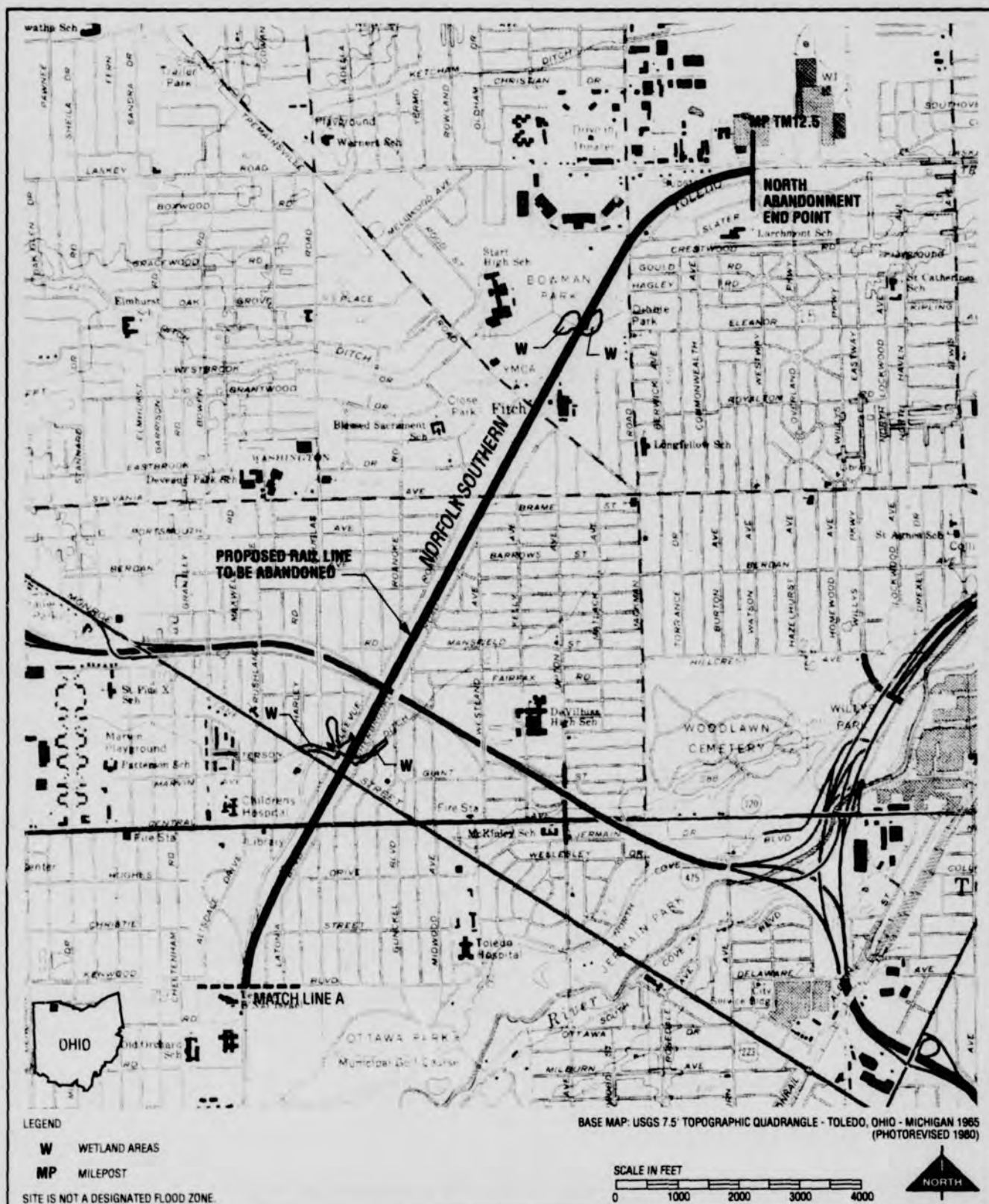


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FIGURE 2g

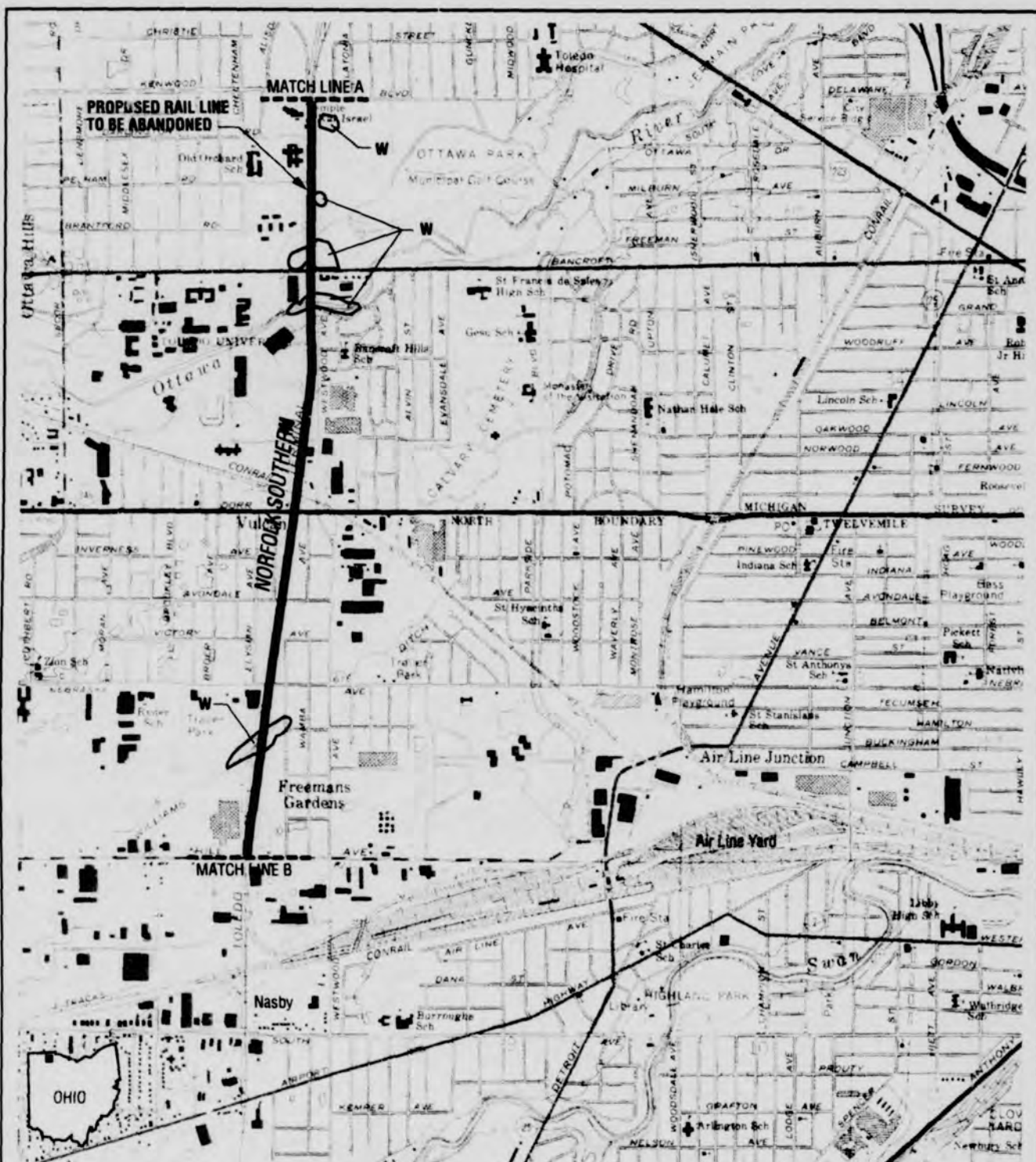
**SOUTH BEND TO DILLON JUNCTION, LA PORTE AND ST. JOSEPH COUNTIES, INDIANA
NORFOLK SOUTHERN ABANDONMENT**



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Draft Environmental Impact Statement

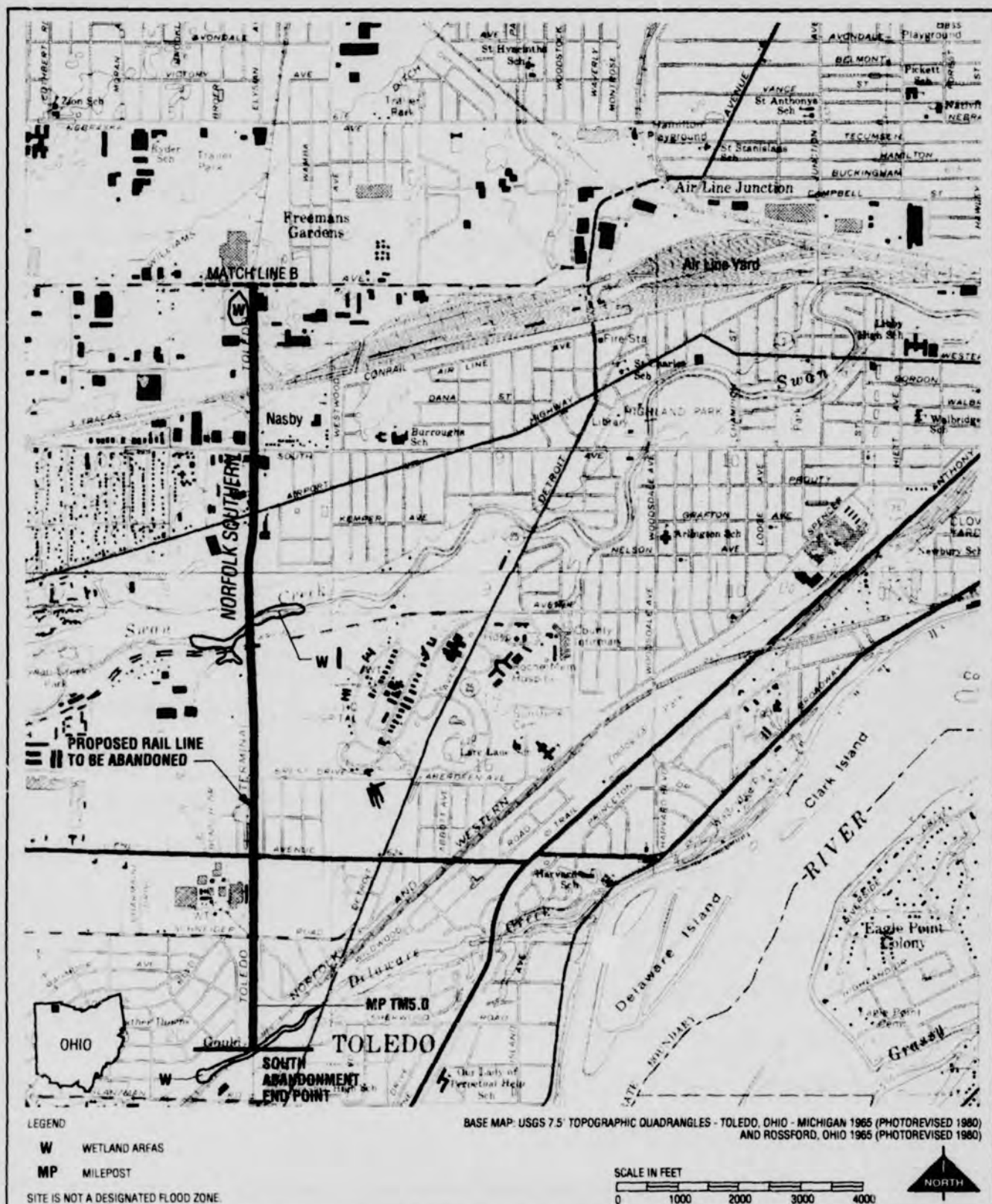
FIGURE 3a
TOLEDO TO MAUMEE, LUCAS COUNTY, OHIO
NORFOLK SOUTHERN ABANDONMENT



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FIGURE 3b
TOLEDO TO MAUMEE, LUCAS COUNTY, OHIO
NORFOLK SOUTHERN ABANDONMENT



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FIGURE 3c
TOLEDO TO MAUMEE, LUCAS COUNTY, OHIO
NORFOLK SOUTHERN ABANDONMENT

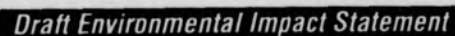


FIGURE 4
PIVOT BRIDGE, TOLEDO, LUCAS COUNTY, OHIO
NORFOLK SOUTHERN ABANDONMENT

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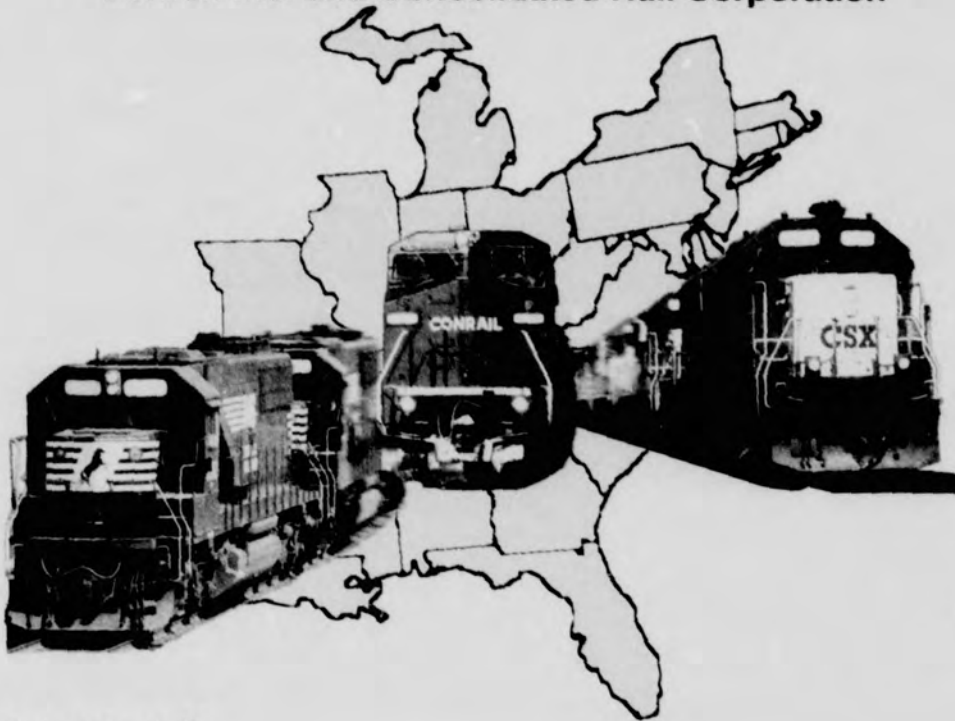
DRAFT ENVIRONMENTAL IMPACT STATEMENT

Finance Docket No. 33388

"PROPOSED CONRAIL ACQUISITION"

**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**



Volume 5B

Appendices L-O

prepared by:

**Surface Transportation Board
Section of Environmental Analysis**

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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

GUIDE TO THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

This Draft Environmental Impact Statement (Draft EIS) evaluates the potential environmental effects that could result from the proposed Acquisition of Conrail Inc. and Consolidated Rail Corporation (Conrail) by CSX Corporation and CSX Transportation, Inc. (CSX) and Norfolk Southern Corporation and Norfolk Southern Railway Company (NS). The Surface Transportation Board's Section of Environmental Analysis (SEA) has prepared this document in accordance with the requirements of National Environmental Policy Act (NEPA), as amended (42 U.S.C. 4321), Council on Environmental Quality (CEQ) implementing NEPA, the Board's environmental rules (49 CFR Part 1105) and other applicable environmental statutes and regulations.

The Draft Environmental Impact Statement includes the following:

An **Executive Summary** which provides an overview and summary of the Draft EIS including and proposed mitigation.

Volume 1: Chapters 1 through 4

- Chapter 1 discusses the purpose and need for the project and sets forth the jurisdiction of the Surface Transportation Board (Board) and reviewing agencies. It also presents the parties to the proposed Acquisition, SEA's environmental review process and the agency coordination and public participation process.
- Chapter 2 describes the three railroads' existing network, the proposed Acquisition, alternatives considered, and related actions.
- Chapter 3 contains a description of the analysis methods and potential mitigation strategies.
- Chapter 4 presents system-wide and regional settings, potential effects of the proposed action, and measures to mitigate adverse effects. It also summarizes the No-Action alternative and discusses cumulative effects; the relationship between short-term uses of the environment and enhancement of long-term productivity; and irreversible and irretrievable commitments of resources.

Volume 2 (A through C): Safety Integration Plans

These volumes (2A through 2C) consist of the Applicants' Safety Integration Plans, Board Decision requiring these plans, and U.S. Department of Transportation comments on rail safety.

Volume 3: State Setting, Impacts, and Proposed Mitigation

- These two volumes (3A and 3B) consist of a series of sections which discuss the setting, impacts, and proposed mitigation by state. The potential impacts of individual segments, intermodal facilities, rail yards, new constructions, abandonments, and other types of action are part of this discussion.
- Volume 3A contains the states Alabama through Missouri.
- Volume 3B contains the states New Jersey through Washington, D.C.

Volume 4: Chapter 6 through 8 and References

- Chapter 6 describes SEA's agency coordination and public outreach efforts including the scoping process and document distribution.
- Chapter 7 presents SEA's preliminary mitigation recommendations to the Board.
- Chapter 8 contains a list of document preparers.

Volume 5: Appendices

- These three volumes (5A through 5C) contain the methods, extensive tables, and other pertinent data by discipline as well as public outreach and agency coordination documents and verified statements.
- Volume 5A contains the technical appendices.
- Volume 5B contains the public and agency correspondence, public outreach materials, and responses from other railroads.
- Volume 5C contains verified statements, relevant Board Decisions, Federal regulations, site visit summaries, and other pertinent information.

Volume 6: Proposed Abandonments

This volume provides detailed analysis and mitigation of the potential environmental impacts associated with the proposed abandonment of line segments and related salvage activities.

To assist the reader in the review of this document, a Glossary and List of Acronyms are included in front of each volume.

LIST OF ACRONYMS AND ABBREVIATIONS

ACHP	Advisory Council on Historic Preservation
ADT	Average Daily Traffic
AQCR(s)	Air Quality Control Region(s)
BIA	Bureau of Indian Affairs
BMPs	Best Management Practices
BN	Burlington Northern & Santa Fe Railroad Company
CAAA	Clean Air Act and Amendments
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CFR	Code of Federal Regulations
CN	Canadian National
CO	Carbon Monoxide
COE	United States Army Corps of Engineers
CSX	CSX Transportation, Inc.

CTC	Centralized Traffic Control
CWA	Clean Water Act
CZMA	Coastal Zone Management Act
db	Decibel
dBA	Decibels (of sound) A range
DOT	United States Department of Transportation
EA	Environmental Assessment
EPA	Environmental Protection Agency
ERNS	Emergency Response Notification System
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Maps
FMEA	Failure Mode and Effects Analysis

FRA	Federal Railroad Administration
HC	Hydrocarbons (in air)
IC	Illinois Central
ICC	Interstate Commerce Commission (former licensing agency for the proposed Acquisition; Acquisition approval authority now with the Surface Transportation Board)
ISTEA	Intermodal Surface Transportation Efficiency Act
L_{dn}	Day-night equivalent sound level
L_{max}	Maximum sound level during train passby, dBA
LIRR	Long Island Rail Road
LOS	Level of Service
LUST	Leaking Underground Storage Tank
MARC	Maryland Rail Commuter
MNR	Metro North Railroad
MOU	Memorandum of Understanding

MP	Mile Post
MPH	Miles per Hour
NAAQS	National Ambient Air Quality Standards
NEC	Northeast Corridor
NEPA	National Environmental Policy Act of 1969
NHPA	National Historic Preservation Act of 1966
NJT	New Jersey Transit
NO₂	Nitrogen dioxide
NO_x	Nitrogen oxides
NOAA	National Oceanic and Atmospheric Administration
NMFS	National Marine Fisheries Service
NPDES	National Pollution Discharge Elimination System
NPL	National Priorities List
NPS	National Park Service

NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NS	Norfolk Southern Railway Company
NWI	National Wetlands Inventory
O₃	Ozone
OSHA	Occupational Safety and Health Administration
OTR	Ozone Transport Region
Pb	Lead
PDEA	Preliminary Draft Environmental Assessment
PM₁₀	Particulate Matter (under 10 microns in diameter)
PSD	Prevention of Significant Deterioration
RCRA	Resource Conservation and Recovery Act
RCRIS	Resource Conservation and Recovery Information System
ROW	Right-of-Way

SEA	Section of Environmental Analysis
SEPTA	Southeast Pennsylvania Transit Authority
SCS	Soil Conservation Service (currently named Natural Resources Conservation Service, Division of United States Department of Agriculture)
SEL	Source sound exposure level at 100 feet, dBA
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SO₂	Sulfur dioxide
SO_x	Sulfur oxides
SPL	State Priority List
STATSGO	State Soil Geographic Database
STB	Surface Transportation Board
SWLF	State Inventory of Solid Waste Facilities
TRAA	Terminal Railroad Association of St. Louis

TSD	Treatment, Storage, or Disposal Sites
TSP	Total Suspended Particulates (particulate matter)
UP/SP	Union Pacific and Southern Pacific Railroad
USC	United States Code
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VISTA	VISTA Environmental Information, Inc.
VOC	Volatile organic compounds
VRE	Virginia Rail Express

GLOSSARY

at-grade roadway crossing	The location where a local street or highway crosses railroad tracks at the same level or elevation.
attainment area	An area that meets National Ambient Air Quality Standards (NAAQS) specified under the Clean Air Act.
A-weighted Sound Level (dBA)	The most commonly used measure of noise, expressed in "A-weighted" decibels (dBA), is a single-number measure of sound severity that accounts for the various frequency components in a way that corresponds to human hearing.
ballast	Top surface of rail bed, usually composed of aggregate (i.e., small rocks and gravel).
Best Management Practices (BMPs)	Techniques recognized as very effective in providing environmental protection.
Board	Surface Transportation Board, the licensing agency for the proposed Conrail Acquisition.
borrow material	Earthen material used to fill depressions to create a level right-of-way.
branch line	A secondary line of railroad usually handling light volumes of traffic.
bulk train	Also known as a unit train. A complete train consisting of a single non-breakable commodity (such as coal, grain, semi-finished steel, sulfur, potash, or orange juice) with a single point of origin and destination.
consist	The make-up of a train, usually referring to the number of cars.
construction footprint	The area at a construction site subject to both permanent and temporary disturbances by equipment and personnel.
Class I Railroad	Railroads that exceed annual gross revenues of \$250 million, in 1991 dollars. The amount is indexed annually to reflect inflation. For 1996, the annual gross revenue was \$255 million.

Criteria of Effect	The Advisory Council on Historic Preservation's (ACHP) Criteria of Effect and Adverse Effect (35 CFR Part 800.9) provide the basis for determining potential effects on historic properties.
criteria pollutant	Any of six air emissions (lead, carbon dioxide, sulfur dioxide, nitrogen dioxide, ozone and particulate mater) regulated under the Clean Air Act, for which areas must meet national air quality standards.
cultural resource	Any prehistoric or historic district, site, building, structure, or object that warrants consideration for inclusion in the National Register of Historic Places (NRHP). For the purposes of this document, the term applies to any resource more than 50 years of age for which SEA gathered information to evaluate its significance.
Day-Night Sound (L_{dn})	One of the most widely accepted measures of cumulative noise exposure in residential areas. The Day-Night Sound Level (L_{dn}) is the A-weighted sound level, averaged over a 24-hour period, but with levels observed during the nighttime hours between 10 p.m. and 7 a.m., increased by 10 dBA to account for increased sensitivity at night.
dBA	Adjusted decibel level. A sound measurement that adjusts noise by filtering out certain frequencies to make it analogous to that perceived by the human ear. It applies what is known as an "A-weighting" scale to acoustical measurements.
decibel (dB)	A logarithmic scale that compresses the range of sound pressures audible to the human ear over a range from 0 to 140, where 0 decibels represents sound pressure corresponding to the threshold of human hearing, and 140 decibels corresponds to a sound pressure at which pain occurs. Sound pressure levels that people hear are measured in decibels, much like distances are measured in feet or yards.
deciduous	Any plant whose leaves are shed or fall off during certain seasons; usually used in reference to tree types.

dray	A local move of a trailer, truck, or container.
emergent species	An aquatic plant with vegetative growth mostly above the water.
endangered species	A species of plant or animal that is in danger of extinction throughout all or a significant portion of its range and is protected by state and/or federal laws.
failure mode and effects analysis (FMEA)	This analysis is a method of analyzing the causes and consequences of potential spills of stored and transported hazardous materials. This procedure helps reduce the risk of such spills by eliminating known causes.
fill	The term used by the United States Army Corps of Engineers that refers to the placement of suitable materials (e.g., soils, aggregates, concrete structures, etc.) within water resources under Corps jurisdiction.
flat yard	A system of relatively level tracks within defined limits for making up trains, storing cars, and other purposes which requires a locomotive to move cars (switch cars) from one track to another.
Flood Insurance Rate Maps	Maps available from the Federal Emergency Management Agency that delineate the land surface area of 100-year and 500-year flooding events.
floodplain	The lowlands adjoining inland and coastal waters and relatively flat areas and flood prone areas of offshore islands, including, at a minimum, that area inundated by a one percent (also known as a 100-year or Zone A floodplain) or greater chance of flood in any given year.
frog	A track structure used where two running rails intersect that permits wheels and wheel flanges on either rail to cross the other rail.
habitat	The place(s) where plant or animal species generally occur(s) including specific vegetation types, geologic features, and hydrologic features. The continued survival of that species depends upon the intrinsic resources of the habitat. Wildlife habitats are often further defined as places where species derive sustenance (foraging habitat) and reproduce (breeding habitat).

haulage right	The limited right of one railroad to operate trains over the designated lines of another railroad.
hazardous materials	Any material that poses a threat to human health and/or the environment. Typical hazardous substances are toxic, corrosive, ignitable, explosive, or chemically reactive.
highway/rail at-grade crossing	The location where a local street or highway crosses railroad tracks at the same level or elevation.
historic property	Any prehistoric or historic district, site, building, structure, or object that warrants consideration for inclusion in the National Register of Historic Places (NRHP). The term "eligible for inclusion in the NRHP" includes both properties formally determined as such by the Secretary of the Interior and all other properties that meet NRHP listing criteria.
hump yard	A railroad classification yard in which the classification of cars is accomplished by pushing them over a summit, known as a "hump," beyond which they run by gravity.
interlocking	An arrangement of switch, lock, and signal appliances interconnected so that their movements succeed each other in a predetermined order, enabling a moving train to switch onto adjacent rails. It may be operated manually or automatically.
intermodal facility	A site or hub consisting of tracks, lifting equipment, paved areas, and a control point for the transfer (receiving, loading, unloading, and dispatching) of intermodal trailers and containers between rail and highway or rail and marine modes of transportation.
intermodal train	A train consisting or partially consisting of highway trailers and containers or marine containers being transported for the rail portion of a multimodal movement on a time-sensitive schedule; also referred to as a piggyback, TOFC (Trailer on Flat Car), COFC (Container on Flat Car), and double stacks (for containers only).

key routes	As defined by the Association of American Railroads (AAR), a key route is a track that carries an annual volume of 10,000 car loads or intermodal tank loads of any hazardous material. AAR has developed voluntary industry key route maintenance and equipment guidelines designed to address safety concerns in the rail transport of hazardous materials. For analysis purposes, SEA has used the term "major key route" to identify routes where the volume of hazardous materials carried on a route would double and exceed a volume of 20,000 carloads as a result of the proposed Conrail Acquisition.
key train	The Association of American Railroads (AAR) defines a key train as any train handling five or more carloads of poison inhalation hazard (PIH) materials or a combination of 20 or more carloads containing hazardous materials. Under AAR voluntary industry guidelines, railroads impose operating restrictions on key trains to ensure safe rail transport of these materials. These restrictions include maximum speeds, and meeting and passing procedures.
L_{dn}	Nighttime noise level (L_n) adjusted to account for the perception that a noise level at night is more bothersome than the same noise level would be during the day.
Level of Service (LOS)	Level of Service (rating A through F). A measure of the functionality of a highway or intersection that factors in vehicle delay, intersection capacity and effects to the street/highway network.
lift	A lift is defined as an intermodal trailer or container lifted onto or off of a rail car. For calculations, lifts are used to determine the number of trucks using intermodal facilities.
locomotive, road	One or more locomotives (or engines) designed to move trains between yards or other designated points.
locomotive, switching	A locomotive (or engine) used to switch cars in a yard, between industries, or in other areas where cars are sorted, spotted (placed at a shipper's facility), pulled (removed from a shipper's facility), and moved within a local area.

main line	The principle line or lines of a railway.
merchandise train	A train consisting of single and/or multiple car shipments of various commodities.
mitigation	Actions to prevent or lessen negative effects.
mobile source	A term used in reference to air quality meaning a source of air emissions that are not in a fixed location, such as a locomotive or automobile.
National Register	A listing of historic places maintained by the Secretary of the Interior.
National Wetlands Inventory	An inventory of wetland types in the United States compiled by the U.S. Fish and Wildlife Service.
noise	Any undesired sound or unwanted sound.
nonattainment	An area that does not meet standards specified under the Clean Air Act.
Non-point source discharge	Pollution not associated with a specific, fixed outfall location (e.g., sewer pipe), such as runoff from a construction site.
palustrine wetland	Non-tidal wetland dominated by trees, shrubs or persistent emergent vegetation. Includes wetlands traditionally classified as marshes, swamps, or bogs.
passby	The passing of a train past a specific reference point.
pick up	To add one or more cars to a train from an intermediate (non-yard) track designated for the storage of cars.
precursor	A term used in reference to air quality, meaning an initial ingredient contributing to a subsequent air quality pollutant.
prime farmland	Land defined by the Natural Resource Conservation Service (NRCS) as having the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops.
point source	A distinct stationary source of air or water pollution such as a factory or sewer pipes.

rail spur	A track that diverges from a main line, also known as a spur track or rail siding, which typically serves one or more industries.
rail yard	A location where rail cars are switched and stored.
railbanking	A set-aside of abandoned rail corridor for recreational and/or transportation uses, including reuse for rail.
receptor/receiver	A land use or facility where sensitivity to noise or vibration is considered.
right-of-way	The strip of land for which an entity (e.g., a railroad) has a property right to build, operate, and maintain a linear structure, such as a road, railroad or pipeline.
riparian	Relating to, living, or located on, or having access to, the bank of a natural water course, sometimes also a lake or tidewater.
riprap	A loose pile or layer of broken stones erected in water or on soft ground as a guard against erosion.
riverine wetland	All wetlands and deepwater habitats contained within a channel, either naturally or artificially created.
route miles	Distance calculated along a railroad's main and branch lines.
ruderal	An introduced plant community dominated by weed species, typically adapted to disturbed areas.
scrub-shrub	Areas dominated by woody vegetation less than 6 meters (20 feet) tall, which includes shrubs and young trees.
set out	To remove one or more cars from a train at an intermediate (non-yard) location such as a siding, interchange track, spur track, or other track designated for the storage of cars.
Section 106	Refers to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended through 1992 (16 U.S.C. 470). Section 106 requires a Federal agency head performing a Federal undertaking to take into account the undertaking's effects on historic properties.

sound	A physical disturbance in a medium (e.g., air) that is capable of being detected by the human ear.
Sound Exposure Level (SEL)	A quantitative measure of the noise exposure produced by a given noise event. The sound exposure level (SEL) is equivalent in magnitude to a reference signal with a duration of one second. The SEL accounts for both the magnitude and duration of the noise event and can be used to calculate the contribution of specific events to the overall noise environment. The SEL is representative of the total sound energy produced by the event at an observation point; it indicates the constant sound level with one second duration that corresponds to the same total sound energy as the given event.
take or taking	Refers to a removal of property, an acquisition of right-of-way, or a loss and/or degradation of species' habitat.
threatened	A species that is likely to become an endangered species within the foreseeable future throughout all or part of its range, and is protected by state and/or federal law.
trackage rights	The right or combination of rights of one railroad to operate over the designated trackage of another railroad including, in some cases, the right to operate trains over the designated trackage; the right to interchange with all carriers at all junctions; the right to build connections or additional tracks in order to access other shippers or carriers.
turnout	A track arrangement consisting of a switch and frog with connecting and operating parts, extending from the point of the switch to the frog, which enables engines and cars to pass from one track to another.
unit train	A train consisting of cars carrying a single commodity, e.g., a coal train (see also bulk train).
water resources	An all inclusive term that refers to many types of permanent and seasonally wet/dry surface water features including springs, creeks, streams, rivers, ponds, lakes, wetlands, canals, harbors, bays, sloughs, mudflats, and sewage-treatment and industrial waste ponds.

wetland	As defined by 40 CFR Part 230.3, wetlands are "those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions." Wetlands generally include swamps, marshes, bogs, and similar areas.
wye track	A principal track and two connecting tracks arranged like the letter "Y" on which locomotives, cars and trains may be turned.
yard truck	Any truck that has delivery into a rail yard.

APPENDIX L
SEA Sample Consultation Letter and Recipients

APPENDIX L

SEA Sample Consultation Letter and Recipients

On July 3, 1997, SEA mailed scoping packets to over 500 Federal, state, and local agencies, announcing the Notice of Intent to Prepare an Environmental Impact Statement (EIS) and soliciting comments on the draft EIS scope.

On October 1, 1997, SEA distributed the final scope of the EIS to those Federal, state, and local agencies who received the initial scoping packets, parties who submitted environmental comments on the proposed scope, and parties who requested a copy of the final scope.



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

July 3, 1997

FIELD(4) FIELD(6) FIELD(7) FIELD(5)
FIELD(8)
FIELD(2)
FIELD(3)
FIELD(13)
FIELD(14)
FIELD(15), FIELD(16) FIELD(17)

Re: Notice of Intent to Prepare an Environmental Impact Statement (EIS) and Request for Comments on Proposed EIS Scope in STB 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*.

Dear FIELD(4) FIELD(5):

The purpose of this letter is twofold: first, to inform you of the Notice of Intent to Prepare an Environmental Impact Statement (EIS) and the Request for Comments on the Proposed EIS Scope (Notice) that has been issued in the above-mentioned proceeding and, second, to request written comments on the proposed EIS scope that is part of the Notice. A copy of the Notice is enclosed.

Specifically, on June 23, 1997, CSX Corporation, and CSX Transportation, Inc. (CSX), Norfolk Southern Corporation, and Norfolk Southern Railway Company (NS), and Conrail Inc. and Consolidated Rail Corporation (Conrail) filed a consolidation application with the Surface Transportation Board (Board) under 49 U.S.C. 11323-25. NS, CSX, and Conrail (collectively, the Railroads) are jointly seeking authority for NS and CSX to acquire control of Conrail, and for the subsequent division of Conrail's assets. The proposed transaction involves over 44,000 miles of rail lines and related facilities covering a large part of the eastern United States.

To evaluate and consider the potential environmental impacts that may result from the proposed transaction, the Board's Section of Environmental Analysis (SEA) will prepare an Environmental Impact Statement. The Board has determined that an EIS is warranted due to the nature and scope of environmental issues that may arise. As part of their application to the Board, the Railroads submitted an Environmental Report (ER). Recently, you should have received from the Railroads a copy of the ER, which describes the physical and operational changes that would be associated with the proposed transaction and discusses the potential environmental impacts of those changes.

On July 1, 1997, SEA issued its Notice of Intent to Prepare an Environmental Impact Statement and Request for Comments on Proposed EIS Scope. The Notice should be published in

the *Federal Register* on July 7, 1997. The Notice provides an overview of the proposed transaction. It explains that the Board has adopted a 350-day procedural schedule for the proposed transaction, and sets out SEA's projected schedule for completion of the EIS within the 350-day schedule. In addition, the Notice preliminarily identifies the scope of the environmental issues that SEA will address in the EIS.

To assist in the environmental review process required by the National Environmental Policy Act (NEPA), SEA is soliciting information and written comments from you and all other interested parties on the proposed scope of the issues to be addressed in the EIS and any other environmental concerns you may have. In your comments, please address those areas of environmental concern that pertain to your jurisdiction.¹

Please review the Notice for more detailed information on the environmental review process and how to file comments on the draft scope or raise any other environmental concerns. As explained in the Notice, written comments on the draft scope must be received no later than August 6, 1997. Written comments should include a signed original and 10 copies, addressed to:

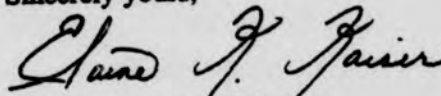
Office of the Secretary
Case Control Unit
STB Finance Docket No. 33388
Surface Transportation Board
1925 K Street, N.W.
Washington, D.C. 20423-0001

Attention: Elaine K. Kaiser, Chief
Section of Environmental Analysis
Environmental Filing

Your agency may be contacted by other government agencies and/or other interested parties seeking information or instructions related to the environmental issues and environmental review process for the proposed transaction. Therefore, I want to let you know that further information can be obtained by contacting SEA's toll free Environmental Hotline at (888) 869-1997. SEA has established the Hotline to assist the public in understanding and participating in our environmental review process in this case.

Thank you for your time and assistance. I look forward to receiving your comments.

Sincerely yours,



Elaine K. Kaiser, Chief
Section of Environmental Analysis

Enclosure

¹ The Railroads may have already contacted you while they were preparing the ER. Any comments you have already provided have been reviewed and considered by SEA in preparing the draft scope. We encourage you to now provide SEA with any additional comments you may have regarding that document.

28015

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB 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.

AGENCY: Surface Transportation Board

ACTION: Notice of Intent to Prepare an Environmental Impact Statement (EIS) and

Request for Comments on Proposed EIS Scope.

SUMMARY: On June 23, 1997, CSX Corporation and CSX Transportation, Inc. (CSX), Norfolk Southern Corporation, and Norfolk Southern Railway Company (NS), and Conrail Inc. and Consolidated Rail Corporation (Conrail) filed an application (primary application) with the Surface Transportation Board (Board) under 49 U.S.C. 11323-25. NS, CSX, and Conrail are jointly seeking authority for NS and CSX to acquire control of Conrail and for the subsequent division of Conrail's assets. The proposed transaction involves over 44,000 miles of rail lines and related facilities covering a large portion of the eastern United States. To evaluate and consider the potential environmental impacts that may result from the proposed transaction, the Board's Section of Environmental Analysis (SEA) will prepare an environmental impact statement (EIS). The Board has determined that an EIS is warranted due to the nature and scope of environmental issues (e.g., intercity passenger service and commuter rail service) that may arise. As part of their primary application to the Board, CSX, NS, and Conrail (collectively, Applicants), have filed a detailed operating plan and prepared an Environmental Report (ER). The ER describes the physical and operational changes that would be associated with the proposed transaction and discusses the potential environmental impacts of those changes.

Dates: Written comments on the draft scope are due August 6, 1997.

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

Attention: Elaine K. Kaiser
Chief, Section of Environmental Analysis
Environmental Filing

For Further Information Contact: Mr. Michael Dalton, SEA Project Manager, Conrail Control Transaction, (202) 565-1530; or Ms. Dana White, SEA Environmental Specialist, at (202) 565-1552. (TDD for the hearing impaired: (202) 565-1695).

SUPPLEMENTARY INFORMATION

Background: The proposed transaction would result in certain existing Conrail facilities and operations being assigned individually to either CSX or NS through operating agreements or other mechanisms, and certain other existing Conrail facilities and operations being shared by, and operated for the benefit of, both CSX and NS. The result would be an expanded CSX rail system, an expanded NS rail system, and certain areas of joint ownership and operations. CSX and NS would continue to compete with each other in the provision of rail freight services and would expand their competition to areas in which Conrail is currently the only major rail carrier. Each of the two railroads would utilize its existing lines, would operate certain Conrail lines independent of the other, and would jointly operate certain Conrail lines.

Applicants anticipate that the proposed transaction would provide for benefits that include: reduced energy usage, enhanced safety, reduced highway congestion, reduced system-wide air pollutant emissions, expanded competition, and a more efficient rail transportation system. The proposed transaction, also referred to as the proposed action, is detailed in the primary application and in the operating plan and ER that accompanied it. The proposed transaction includes changes in railroad operations such as increases and decreases in train traffic, changes in activity at rail yards and intermodal facilities, and rail line abandonment and construction projects.

Applicants served the ER concurrently on appropriate federal, state, and local agencies. Federal agencies included: U.S. Army Corps of Engineers, U.S. Department of Agriculture (Forest Service and Natural Resources Conservation Service), U.S. Department of Interior (Bureau of Indian Affairs, Bureau of Land Management, National Park Service, Office of Environmental Project Review, Fish and Wildlife Service), U.S. Department of Transportation (Federal Railroad Administration, Federal Highway Administration, Federal Transit Administration, U.S. Coast Guard), and U.S. Environmental Protection Agency (EPA). State agencies included clearinghouses, state departments of transportation, public service commissions, and historic preservation offices, in the States of AL, CT, DE, FL, GA, IL, IN, KY, LA, MA, MD, MI, MS, MO, NJ, NY, NC, OH, PA, RI, SC, TN, VA, WV, and the District of Columbia. Applicants also served the ER on cities with populations of over 50,000, as well as counties and regional planning organizations that could be affected.

Environmental Review Process and Alternatives: The Board's environmental staff, SEA, is soliciting information and comments on the scope of environmental issues to be addressed in the EIS for the proposed transaction. The National Environmental Policy Act (NEPA) process is intended to assist the Board and the public in identifying and assessing the potential environmental consequences of a proposed action before a decision on that proposed action is made. The first stage of the EIS process is scoping. Scoping is an open process for determining the scope of environmental issues to be addressed in the EIS and their potential for significance.

Existing rail operations are the baseline from which the potential environmental impacts of the proposed transaction will be evaluated. Under the NEPA process, SEA will evaluate only the potential environmental impacts of operational and physical changes that are directly related to the proposed transaction. SEA will not consider environmental impacts relating to existing rail operations and existing railroad facilities.¹ In making its decision in this proceeding, the Board will consider the EIS, the public comments, and the environmental analysis and recommendations, including any environmental mitigation proposed by SEA. Alternatives to be considered in the EIS are (1) approval of the transaction as proposed; (2) disapproval of the proposed transaction in whole (No-Action alternative); or (3) approval of the proposed transaction with conditions, including environmental mitigation conditions.² Other parties may file "inconsistent or responsive" applications requesting modifications to the proposed transaction, such as requests for trackage rights or the acquisition of particular rail lines. Potential environmental impacts and rail system changes proposed in the inconsistent and responsive applications will be evaluated in the EIS.

Related Activities: NS and CSX requested, and the Board allowed, the proposed construction of seven small rail line connections (Seven Connections) totaling approximately 4 miles, to be filed and reviewed separately from the primary application. This separate environmental review process will address only the potential environmental impacts of the physical construction of these Seven Connections and Applicants' proposed operations over these lines. The operational implications of the transaction as a whole, including proposed operations over these Seven Connections, if authorized, will be examined in the context of the EIS that is being prepared for the proposed transaction.³

¹ In merger and control cases, the Board's practice consistently has been to mitigate only those environmental impacts that result directly from the transaction. The Board, like its predecessor, the Interstate Commerce Commission, has not imposed mitigation to remedy preexisting conditions such as those that might make the quality of life in a particular community better, but are not a direct result of the merger (i.e., congestion associated with the existing rail line traffic, or the traffic of other railroads).

² The Board has broad authority to impose conditions in railroad control transactions under 49 U.S.C. 11324 (c). However, the Board's power to impose conditions is not limitless. To survive judicial review, the record must support the imposition of the condition at issue. Moreover, there must be a sufficient nexus between the condition imposed and the transaction before the agency, and the condition imposed must be reasonable. See *United States v. Chesapeake & O. Ry.*, 426 U.S. 500, 514-15 (1976); *Consolidated Rail Corp. v. ICC*, 29 F.3d 706, 714 (D.C. Cir. 1994).

³ Board Decision No. 9 in this proceeding, issued June 12, 1997, granted Applicants' petition for waiver related to the Seven Connections and explained what the environmental review process for those projects would be. Specifically, SEA intends to prepare a separate Environmental Assessment for each of these small construction projects. However, if SEA determines that any one of the construction proposals could potentially cause, or contribute to, significant environmental impacts then the

Filing Environmental Comments: SEA encourages broad participation in the EIS process during scoping and review of the Draft EIS (DEIS). Interested agencies and persons are invited to participate in the scoping phase by reviewing the draft scope of the EIS. Due to the broad geographic scope of the proposed transaction, SEA does not plan to conduct public scoping meetings. Written comments on the draft scope of the EIS may be submitted to the Board within the 30-day comment period, as described below, no later than August 6, 1997. It is not necessary to be a Party of Record (as detailed below) to file comments on the draft scope of the EIS and participate in the environmental review process. You need only submit a signed original and 10 copies of your comments to:

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

To ensure proper handling of your comments, you must mark your submission:

Attention: Elaine K. Kaiser
Chief, Section of Environmental Analysis
Environmental Filing

By following this procedure, your comments will be placed in the formal Public Record for this case. In addition, SEA will add your name to its mailing list for distribution of the final scope of the EIS, the DEIS, and Final EIS (FEIS). However, as stated in Board Decision No. 6⁴ in this case, copies of Board decisions, orders, and notices will be served only on persons designated as Parties of Record, Members of Congress, and Governors on the official service list. All other interested persons who wish to receive copies of Board decisions, orders, and notices served in this proceeding are encouraged to make advance arrangements with the Board's copy contractor, DC News & Data, Inc., at (202) 289-4357.

Parties of Record: If you wish to become a Party of Record (POR) in this case, you must comply with the more rigorous filing and service requirements explained in Decision No. 6. Specifically, you must notify the Board by August 7, 1997, or 45 days after the primary application was filed, of

project will be incorporated into the EIS for the overall proposed transaction, and will not be separately considered. Also, no rail operations can begin over these Seven Connections until completion of the EIS process, and issuance of a further decision.

⁴ Board Decision No. 6 was issued May 30, 1997, and published at 62 FR 29387-29391.

your intent to participate actively in this proceeding by submitting to the Office of the Secretary, at the above address, an original plus 25 copies of a Notice of Intent to Participate accompanied by a certificate of service. The Notice must demonstrate compliance with the service requirements set forth in the section of Decision No. 6 entitled ADDRESSES. Thereafter, each POR will receive a copy of the official service list that contains the names and addresses of all PORs, upon whom all subsequent filings must be served.

For Additional Information: Contact Mr. Michael Dalton, SEA Project Manager, Conrail Control Transaction, (202) 565-1530; or Ms. Dana White, SEA Environmental Specialist, at (202) 565-1552 (TDD for the hearing impaired: (202) 565-1695). Summary information about the proposed transaction and draft scope of the EIS can be found at the following Internet web site: <http://www.conrailmerger.com>. Requests for summary information on the control transaction and EIS scope can be made through SEA's toll-free Environmental Hotline at (888) 869-1997.

ENVIRONMENTAL REVIEW SCHEDULE

The Board has adopted a 350-day procedural schedule for the proposed transaction proceeding,⁵ and has determined that preparation of an EIS is warranted in this case. The 350-day schedule will permit SEA to undertake an EIS that fully considers the environmental consequences of this proposed action. Below is a discussion of how SEA plans to conduct the environmental review process in this case.

On June 23, 1997, Applicants filed an ER containing the information specified in the Board's environmental rules at 49 CFR 1105.7(e), as part of the primary application. The ER was concurrently served on the agencies listed in the Board's environmental rules at 49 CFR 1105.7(b), and other appropriate entities. The ER describes the physical and operational changes in the rail systems and facilities anticipated as a result of the proposed transaction. In the ER, Applicants also discuss the potential environmental impacts that would be associated with the anticipated changes.

The next step in the environmental review process is scoping. Based on the Council on Environmental Quality's (CEQ) regulations, the Board's environmental rules at 49 CFR 1105, the ER, and all other information available to date, SEA has prepared this draft scope of the EIS. Written public comments on the draft scope of the EIS are invited, and are due August 6, 1997. After SEA considers all comments submitted by the comment deadline, SEA will prepare a final scope of the EIS. SEA intends to issue the final scope of the EIS in September 1997. This final scope of the EIS will be distributed to all PORs, commenters, and appropriate agencies.

Based on SEA's independent environmental analysis, review of all information available to date, and consultations with appropriate agencies, SEA then will prepare a DEIS. The DEIS will address relevant environmental concerns, as described in the final scope of the EIS, and recommend

⁵ See Decision No. 6. This schedule is based on the filing date (F) of the primary application, which was June 23, 1997.

appropriate environmental mitigation. In addition, the DEIS will address environmental impacts associated with any inconsistent or responsive applications or settlement agreements.⁶ SEA intends to serve the DEIS in November 1997, approximately 5 months after the primary application was filed in this proceeding. SEA will serve the DEIS on all Parties of Record to this proceeding, commenters who comply with the above-mentioned filing procedures, and appropriate federal, state, and local government agencies. Also, EPA will publish a notice of the availability of the DEIS in the *Federal Register*. The DEIS will have a comment period of 45 days, as required by CEQ regulations at 40 CFR 1506.10(c).

After considering comments on the DEIS, SEA will issue a FEIS. The FEIS will address comments to the DEIS and will include SEA's final recommendations, including appropriate environmental mitigation. SEA will serve the FEIS in late March or early April, prior to the Board's voting conference, which currently is scheduled to be held April 14, 1998. At the voting conference, the Board will announce whether it will grant the application, deny the application, or grant it with appropriate conditions, including environmental mitigation conditions. The Board intends to serve a written decision in this case by June 8, 1998. In that decision, the Board will address both environmental and transportation issues and impose any conditions found to be appropriate.

Parties that wish to file an administrative appeal of the Board's written decision (including any environmental conditions that might be imposed) may do so within 20 days from the service date of the Board's decision, as provided in the Board's rules. Any interested party will have approximately 2 months to consider the FEIS prior to commencement of the aforementioned period for filing administrative appeals. The schedule will provide adequate time to pursue administrative review of the Board's June 1998 decision after it is issued. Any administrative appeals will be addressed in a subsequent decision. This process is consistent with CEQ rules (40 CFR 1506.10 (b)).

⁶ Under the procedural schedule previously established for this proceeding (Decision No. 6), inconsistent and responsive applicants must provide a description of the proposed inconsistent or responsive application by day F + 60. Inconsistent and responsive applicants must file Responsive Environmental Reports or verified statements by day F + 100, indicating that there are no potentially significant environmental impacts. They must file inconsistent and responsive applications by day F + 120. SEA anticipates that the issues addressed in the final scope of the EIS will be similar to issues that may be raised in any subsequent filing of inconsistent or responsive applications.

Projected Schedule⁷

- Preliminary Environmental Report⁸ submitted to SEA. (F-30)⁹ May 16, 1997
- Primary Application and Environmental Report filed. (F) June 23, 1997
- Notice of Intent to Prepare an Environmental Impact Statement and Environmental Impact Statement Scoping Notice issued. (*Federal Register* Notice). July 7, 1997
- Comments on the Draft Scope of the Environmental Impact Statement due (end of 30-day comment period). August 6, 1997
- Descriptions of Inconsistent and Responsive Applications filed. (F + 60). August 22, 1997
- Last day to file Preliminary Draft Environmental Assessments for the Seven Separate Construction Projects referenced in Decision No. 9. September 5, 1997
- Final Scope of the Environmental Impact Statement issued. September, 1997
- Responsive Environmental Reports and Verified Environmental Statements due. (F + 100). October 1, 1997
- Inconsistent and Responsive Applications due. (F + 120). October 21, 1997
- Draft Environmental Impact Statement served. November, 1997
- Draft Environmental Impact Statement comments due (end of 45-day comment period). January, 1998
- Final Environmental Impact Statement served. Late March or Early April, 1998
- Oral Argument. April 9, 1998
- Voting Conference. April 14, 1998
- Final Decision served. June 8, 1998
- Administrative Appeals Filing Deadline June 29, 1998

⁷ Actual dates may vary slightly. These are the dates that will apply if the Board accepts the primary application as filed on June 23, 1997.

⁸ The Preliminary Environmental Report contained preliminary, descriptive information on the proposed transaction.

⁹ "F" is the filing date of the primary application. The Board established the time periods related to the filing date in the procedural schedule set out in Decision No. 6 in this proceeding.

Draft Scope of the EIS:**Proposed Action and Definition of Alternatives:**

The proposed action is Applicants' proposed acquisition and control, jointly or individually, of Conrail's rail lines and facilities, as explained in the primary application's operating plan and ER. The proposed transaction includes changes in railroad operations such as increases and decreases in train traffic on rail lines, changes in activity at rail yards and intermodal facilities, and rail line abandonment and construction projects.

Reasonable or feasible alternatives that will be evaluated in the EIS are (1) the proposed action, (2) the no-action alternative, and (3) the proposed action with conditions, including environmental mitigation conditions. Proposed modifications to the proposed transaction as requested by other parties in their inconsistent or responsive applications will also be addressed in the EIS.

Environmental Impact Analysis

Analysis in the EIS will address proposed activities and their potential environmental impacts, as appropriate. The scope of the analysis will include the following types of activities:

1. Anticipated changes in level of operations on rail lines (e.g., an increase in average trains per day) for those rail line segments which meet or exceed the Board's thresholds for environmental review in 49 CFR 1105.7.
In cases where the Board's environmental rules do not provide a threshold, the EIS generally will use increases of eight (8) trains per day or more as the threshold for addressing environmental impacts. Where appropriate, available system-wide data will be used.
2. Proposed rail line abandonments.
3. Proposed changes in activity at rail yards and intermodal facilities to the extent such changes may exceed the Board's thresholds for environmental analysis in 49 CFR 1105.7.
4. Proposed requests for trackage rights or rail line acquisitions that may be included in inconsistent and responsive applications.
5. Proposed physical construction of rail line segments other than the Seven Connections discussed above and in Decision No. 9.¹⁰ Subsequent references

¹⁰ As noted in Decision No. 9, in reviewing the Seven Connections separately, the Board will consider the regulatory and environmental aspects of these proposed constructions and Applicants' proposed operations over these lines together in the context of whether to authorize each individual physical construction project. The operational implications of the proposed transaction as a whole, including operations

to construction projects in this scoping document do not include these Seven Connections. Alternatives to construction could include feasible alternate alignments that may be environmentally preferable.

Impact Categories

The EIS will address potential impacts on the environment that will include the areas of safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, socioeconomic effects directly related to physical changes in the environment, environmental justice, and cultural and historic resources, as described below.

1. Safety.

The EIS will:

- A. Address rail highway grade crossing safety factors, as appropriate.
- B. Consider increased probability of train accidents, derailments, and other incidents, as appropriate.
- C. Address potential effects of increased freight traffic on commuter and intercity passenger service operations.
- D. Discuss the potential environmental impacts of the proposed transaction on public health and safety with respect to the transportation of hazardous materials, including:
 - (1) Changes in the types of hazardous materials and quantities transported or re-routed;
 - (2) Nature of the hazardous materials being transported;
 - (3) Applicants' safety practices and protocols;
 - (4) Applicants' safety record (to the extent available) on derailments, accidents and hazardous materials spills;
 - (5) Any existing contingency plans to address accidental spills;
 - (6) Probability of increased spills given railroad safety statistics and applicable Federal Railroad Administration requirements; and
 - (7) Location and types of hazardous substances at hazardous waste sites or hazardous materials spills on the right-of-way of any proposed construction or rail line abandonment site.

over the 4 or so miles embraced in the Seven Connections will be examined in the context of the EIS for the overall control transaction.

2. Transportation System.

The EIS will:

- A. Describe system-wide effects of the proposed operational changes, constructions, and rail line abandonments and evaluate potential environmental impacts on commuter rail service and interstate passenger service.
- B. Discuss potential diversions of freight traffic from trucks to rail and from rail to trucks, as appropriate.
- C. Address, as appropriate, vehicular delays at rail crossings and intermodal facilities due to increases in rail related operations. A range of typical rail operations and traffic conditions will be defined for purposes of evaluating the impacts of potential vehicular delays. Transportation impacts at grade crossings will be evaluated for those crossings having average daily vehicle trips of 5,000 or more.¹¹

3. Land Use.

The EIS will:

- A. Describe whether the proposed rail line construction and abandonment activities are consistent with existing land use plans.
- B. Describe environmental impacts associated with the proposed construction of new rail lines or expansion of facilities as to acres of prime farmland potentially removed from production.
- C. Discuss consistency of proposed rail line construction and abandonment activities with applicable coastal zone requirements.

4. Energy.

The EIS will:

¹¹ Crossings with average daily vehicle trips of fewer than 5,000 vehicles per day typically do not experience serious delays.

- A. Describe the potential environmental impact of the proposed transaction on transportation of energy resources and recyclable commodities to the extent such information is available.
- B. Discuss the overall increase or decrease in energy efficiency (fuel use) from truck-to-rail diversions, based on estimates of such diversions subject to the Board's thresholds in 49 CFR 1105.7 (e)(4)(iv), for diversions of 1,000 rail carloads per year, or fifty (50) rail carloads per mile per year for any line segment.
- C. Discuss estimated changes in energy efficiency of rail-to-truck diversions that exceed the Board's environmental thresholds in 49 CFR 1105.7 (e)(4)(iv).

5. **Air Quality.**

The EIS will:

- A. Evaluate air emissions increases that exceed the Board's environmental thresholds in 49 CFR 1105.7(e)(5)(i), in an air quality attainment or maintenance area as designated under the Clean Air Act as it existed on the date the primary application was filed.¹² The thresholds are as follows:
 - (1) A 100 percent increase in rail traffic or an increase of eight (8) trains a day on any segment of rail line affected by the proposal; or
 - (2) An increase in rail yard activity of at least 100 percent or more; or
 - (3) An increase in truck traffic of more than ten (10) percent of the average daily traffic or fifty (50) vehicles a day.
- B. Evaluate emissions increases, if the proposed transaction affects a Class I or non-attainment area as designated under the Clean Air Act as of the date the application was filed. Thresholds for Class I and non-attainment areas are as follows:
 - (1) An increase in rail traffic of at least fifty (50) percent or an increase of three (3) trains a day or more; or
 - (2) An increase in rail yard activity of at least twenty (20) percent; or

¹² Air quality attainment areas are areas which comply with national ambient air quality standards for particulate matter, sulfur dioxide, nitrogen oxides, ozone, carbon monoxide, and lead. Non-attainment areas are areas which do not comply with one or more ambient air quality standards. Maintenance areas are areas which were non-attainment in the past but have air quality which complies with standards at present. These areas are designated by EPA.

- (3) An increase in truck traffic of more than ten (10) percent of the average daily traffic or fifty (50) vehicles a day.
- C. Discuss the net increase in emissions from increased railroad operations associated with the proposed transaction.
- D. Evaluate potential air quality benefits of system-wide emission reductions that would result from projected truck-to-rail diversions. Net increases, less any estimated reductions due to truck-to-rail diversions, will be compared to the entire emission inventory for affected non-attainment areas. This discussion will be based on emission inventory data provided by the appropriate state agency.
- E. Identify the following information for the anticipated transportation of ozone depleting materials (such as nitrogen oxide and freon):
- (1) Materials and quantity;
 - (2) Applicants' safety practices;
 - (3) Applicants' safety record (to the extent available) on derailments, accidents, and spills;
 - (4) Contingency plans to address accidental spills; and
 - (5) Likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.
- F. Discuss potential air emissions increases from vehicle delays at rail crossings where the rail crossing is projected to experience an increase in rail traffic over the thresholds described above in Section 5A for attainment and maintenance areas and in Section 5B for Class I and non-attainment areas, and which have an average daily vehicle traffic level above 5,000. Such increases will be factored into the net emissions estimates for the affected area.

The EIS will not:

Address ambient impacts of net increases or decreases of emissions related to rail operations changes, traffic delay analysis, and truck to rail diversions, due to the infeasibility of incorporating such analysis into local and regional air quality impacts analyses, emissions databases, and air quality modeling protocols for a project that involves over 44,000 miles of rail lines and related facilities covering a large portion of the eastern half of the United States. Given the broad geographical scope of the proposed transaction, it is not feasible to do in any reasonable amount of time the thousands of modeling analyses that would be required to assess such impacts.

6. Noise.

The EIS will:

- A. Describe potential noise impacts of the proposed transaction for those areas that exceed the Board's environmental thresholds identified in Section 5A of the Air Quality discussion.
- B. Identify whether the proposed transaction will cause:
 - (1) An incremental increase in noise levels of three decibels L_{dn} or more; or
 - (2) An increase to a noise level of 65 decibels L_{dn} or greater. If so, an estimate of the number of sensitive receptors (e.g., schools, libraries, hospitals, residences) within such areas will be made based on census data or other available information. Such receptors will be estimated for the area that may increase to 65 decibels L_{dn} due to proposed transaction-related activities.

7. Biological Resources.

The EIS will:

- A. Discuss potential environmental impacts from proposed rail line construction and abandonment projects on federal endangered or threatened species or designated critical habitats.
- B. Discuss the effects of proposed rail line construction and abandonment projects on wildlife sanctuaries or refuges, and national or state parks or forests.

8. Water Resources.

The EIS will:

- A. Discuss whether potential impacts from proposed rail line construction and abandonment projects may be inconsistent with applicable federal or state water quality standards.
- B. Discuss whether permits may be required under Sections 404 or 402 of the Clean Water Act (33 U.S.C. 1344) for any proposed rail line construction and abandonment projects and whether any such projects have the potential to encroach upon any designated wetlands or 100-year floodplains.

9. Socioeconomic Issues.

The EIS will address socioeconomic issues shown to be directly related to changes in the physical environment as a result of the proposed transaction.

10. Environmental Justice.

The EIS will:

- (1) Report on the demographics in the immediate vicinity of any area where major activity such as an abandonment or construction is proposed;
- (2) Evaluate whether such activities potentially have a disproportionately high and adverse health effect or environmental impact on any minority or low-income group.

11. Cultural and Historic Resources.

The EIS will address potential impacts from proposed rail line construction and abandonment projects on cultural and historic resources that are on, or immediately adjacent to, a railroad right-of-way.

Issued: July 1, 1997.

By the Board, Elaine K. Kaiser, Chief, Section of Environmental Analysis.

Vernon A. Williams
Secretary

Conrail Acquisition Environmental Document
Surface Transportation Board - Section of Environmental Analysis

Scoping Packet and Fact Sheet Distribution Summary

Scoping Packet

I. Agencies and Organizations

Scoping packets were distributed to the following Federal, state, regional, and local agencies:

Federal Agencies

- Advisory Council on Historic Preservation
- Federal Communications Commission
- U.S. Army Corps of Engineers
 - Headquarters
 - District Offices
- U.S. Department of Agriculture
 - Forest Service
 - Natural Resources Conservation Service
- U.S. Department of Commerce
 - National Oceanic and Atmospheric Administration
 - National Geodetic Survey
 - National Marine Fisheries Service
- U.S. Department of the Interior
 - Bureau of Indian Affairs
 - Bureau of Land Management
 - National Park Service
 - Office of Environmental Project Review
 - U.S. Fish and Wildlife Service
- U.S. Department of Transportation
 - Secretary's Office
 - Federal Railroad Administration
 - Federal Transit Administration
 - Federal Highway Administration
 - U.S. Coast Guard
- U.S. Environmental Protection Agency
 - Office of Federal Activities
 - Regions 1-7

Regional Agencies

- Port Authorities (including inland)
- Planning Organizations - each area in each county affected
- Commuter Rail Transit Agencies

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State Agencies (and the District of Columbia)

Coastal Zone Management offices
Departments of Transportation
Departments of Environmental Protection
State Historic Preservation Offices
State Public Service/Utility Commissions
State Clearinghouses

County/Local Governments

(All counties were contacted which have Conrail, CSX or Norfolk Southern rail lines. Incorporated cities and towns were contacted if identified in the Preliminary Environmental Report as having affected rail yards, intermodal facilities, abandonments, and/or construction sites.)

County Executive or Lead County Commissioner
City Manager or Mayor

Railroads

Amtrak

Freight Railroads - Class I

Canadian Pacific
BC Rail Ltd.
Illinois Central Railroad
Canadian National-Grand Trunk Western RR
CP Rail System - Soo Line
Kansas City Southern Railway
Union Pacific Railroad
Consolidated Rail Corporation
Canadian National
Burlington Northern SanteFe
CSX Transportation, Inc.
Norfolk Southern

Organizations

American Public Transit Association
American Trucking Association
Association of American Railroads
American Shortline Railroad Association
American Railway and Airway Supervisors Association
National Railway Historical Society

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National Association of Railroad and Environmental Testing
National Trust for Historic Preservation
The Nature Conservancy
National Rails To Trails Conservancy
Sierra Club

Unions

Brotherhood of Locomotive Engineers
Brotherhood of Boilermakers and Blacksmiths
Brotherhood of Railway Carmen
Brotherhood of Maintenance of Way Employees
Brotherhood of Railroad Signalmen
International Association of Machinists and Aerospace Workers
International Brotherhood of Firemen and Oilers
International Brotherhood of Electrical Workers
International Brotherhood of Locomotive Engineers
International Longshoremen's Union
International Association of Bridge, Structural & Ornamental Iron Workers
Hotel and Restaurant Employees International
Railroad and Shipyard Workers
Transportation Communications Union
United Transportation Union
AFL-CIO

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Agency Scoping Distribution List

Entity Type	No.
Applicant	3
Citizens' Group	1
Environmental Organization	5
Federal Agencies	136
Local Elected - County/City Level	637
Local Government - County/City Level	580
Native Americans	1
Rail Unions	20
Railroads	11
Regional Agencies	335
Special Interest Groups	15
State Agencies	156
TOTAL LISTING	1900

Contact List: AGENCY CONSULTATION
Ordered by: STATE, ENTITY TYPE, ENTITY NAME

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County Commissioner, Chairman
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The Honorable Loretta Spencer
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