

STB

FD

33388

9-8-97

K

CITIES

**BERKS COUNTY  
PLANNING COMMISSION**

(610) 478-6300  
FAX: (610) 478-6316

Philip D. Rowe, Jr., Chair  
Harry S. Nelson, Vice-Chair  
Craig J. Lutz, Secretary  
Joseph E. DeSantis  
Ronald M. Ewing  
Lloyd W. Hopkins, Jr.  
Robert B. Ludgate, Jr.  
Terry M. Maenza  
Joseph E. Williams

Glenn R. Knoblauch, Executive Director  
Heidi B. Masano, Solicitor

**ENVIRONMENTAL  
DOCUMENT**

Berks County Services Center  
633 Court Street, 14th Floor  
Reading, PA 19601-3591



September 2, 1997

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

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

Re: Finance Docket No. 33388

Dear Ms. Kaiser:

The Berks County Planning Commission is in receipt of the Environmental Report and Supplemental Environmental Report prepared for the proposed Conrail merger with CSX and NS.

Included throughout these documents are references to Berks County, Pennsylvania as a Moderate Non-Attainment Area for ozone. Please be advised that, as published in the May 7, 1997 Federal Register and effective June 6, 1997, the Environmental Protection Agency has redesignated Berks County as an Attainment/Maintenance Area for ozone.

This should be included in the final documents.

Sincerely,

A handwritten signature in dark ink, appearing to read "Glenn R. Knoblauch".

Glenn R. Knoblauch  
Executive Director

**BERKS COUNTY PLANNING COMMISSION**

GRK/prk



# THE PRINCE GEORGE'S COUNTY GOVERNMENT



## OFFICE OF THE COUNTY EXECUTIVE

Wayne K. Curry  
County Executive

CENTRAL ADMINISTRATIVE UNIT

REC'D: 9/11/97 8:15:48 AM  
DOCUMENT #                     

August 26, 1997

Ms. Elaine K. Kaiser, Chief  
Section of Environmental Analysis  
Office of the Secretary  
Surface Transportation Board  
1925 K Street, N.W.  
Washington, D.C. 20423-0001

ENVIRONMENTAL  
DOCUMENT



Dear Ms. Kaiser:

Thank you for offering us the opportunity to review the draft scope of work for the Environmental Impact Statement (EIS) for the proposed buyout of Conrail. Please note that in January 1997 we reviewed an EIS outline that was prepared by the consultant (Burns & McDonnell), who at that time was preparing this report for the Norfolk Southern's proposed acquisition of Conrail and submitted comments.

We were pleased to see that the proposed scope of work, as presented, appears to address our concerns regarding the possible impacts increased freight traffic might have on adjacent land use and future commuter rail service. We are concerned that the MARC commuter rail service continue to be able to operate the current level of service and be afforded options to expand in the future. Prince George's County would be opposed to any changes that would have an adverse social, economic or transportation impact on its residents.

Again, thank you for the opportunity to review and comment on the scope of work for the EIS. We do desire to be kept abreast of the study's progress, and such information should be transmitted to Ms. Betty Hager Francis, Director, Department of Public Works and Transportation (DPW&T), 9400 Peppercorn Place, Suite 300, Largo, Maryland 20774. She will be pleased to review it and assist as necessary.

Sincerely,

Wayne K. Curry  
County Executive

cc: P. Michael Errico, Deputy Chief Administrative Officer  
Betty Hager Francis, Director, DPW&T

14741 Governor Oden Bowie Drive, Upper Marlboro, Maryland 20772  
(301) 952-4131  
TDD (301) 925-5167

STB

FD

33388

9-4-97

K

PUBLIC



# ENVIRONMENTAL DOCUMENT

August 26, 1997

29016 Millard Drive  
Bay Village, Ohio 44140  
Phone: (440) 835-3095

Director,  
Federal Service Transportation Board  
Section of Environmental Analysis  
1925 K Street NE  
Washington, D. C. 20423



Dear Director:

Re: FD-3338, request of Norfolk and Southern  
and CSX Transportation to purchase Conrail  
Corporation and triple fast freight traffic  
through the western suburbs of Cleveland,  
Ohio

The suburbs most adversely effected consist of an almost continuous band of heavily-populated residential housing of over 15 miles, including Lakewood, Rocky River, Bay Village, the northern edge of Westlake, Avon-Avon Lake, and other parts of Lorain County near Lake Erie. We residents of that area strongly oppose the sale and the proposal of the prospective buyers to raise the number of fast freight trains from 13 daily to 38 and are supported by our mayors, city councils, and Congressmen.

The western suburban line referred to runs generally parallel to Lake Erie through the northern end of Cuyahoga and Lorain Counties west of Cleveland. In Lakewood, crowded residential areas abut the line to its north, and the line is crossed by 27 residential streets. To the south of the line are the police and fire departments, the high school, the only local hospital, the commercial and shopping areas, the offices of doctors and dentists, and many other public and private schools. Only on the extreme eastern and western ends of the city are there overpasses or underpasses.

Rocky River is in a similar situation, and the railway line blocks the many residential citizens north of the line from the same emergency and commercial facilities, but also from entrances onto I-90, the expressway to downtown Cleveland.

Both Lakewood and Rocky River cannot dispatch police, fire, and emergency medical crews north to the residents if the rail line is blocked except by time-consuming re-routing. School buses also move north and south regularly over the rail lines.

The rail line, which was changed from two sets of track to just one well over a year ago, is the dividing line between Bay Village to the north and Westlake to the south. Unlike Lakewood, Bay Village has only six ways to cross the tracks, all main roads, but only one can by-pass the line. This is an over pass near the border with Rocky River. This also is the only way to reach I-90 if the crossings are blocked by train traffic. The other two I-90 exit-entrance roads are in the center and close to the western end of Bay Village, the latter being the most direct route to the nearest hospital. The entire length of the line through Bay Village abuts the backyards of residences, most with yards only fifty to seventy-five feet deep.

Directly west of Bay Village are Avon-Avon Lake and Sheffield, Lorain County. All have all undergone an immense house and apartment-building boom in the past ten years. Many of these residences are cut off by tracks from expressways, hospitals, main shopping areas, and schools.

Currently, about thirteen freight trains per twenty-four hour period travel the line through the above suburbs. They generally tie up each crossing for ten to fifteen minutes per run. The runs are staggered so they take place about every  $1\frac{1}{2}$  to 2 hours. The proposal is to increase the runs to 38 per twenty-four hours. This would triple the traffic and reduce the interval between trains to only about thirty minutes. With tie-up time per run, this would leave a gap during which a crossing was not blocked to only 15-20 minutes!

The freight trains running along the line now travel faster than they should in a clustered residential area, but the runs between mid-night and dawn are much worse, true high speed runs at speeds that should only be used in rural areas. To triple this traffic would almost make it imperative that the railroad maintain these high speeds all day and all night.

I personally do not believe even one high speed freight should travel through a residential area like this, for it is only a question of time before there is a derailment or some other calamity. If a train left the tracks in Lakewood, most of Rocky River, Bay Village, or the Avon-Avon Lake area, the engine and cars would end up not just in people's backyards but would plow into their houses. Any kind of toxic spill accident would also have devastating effects. Even collisions with vehicles, pedestrians, and children riding on bikes would increase drastically, for in some areas, especially in Lakewood, there have been a number of tragedies like this in recent years.

The other safety problem, of course, is in getting people who are ill or injured, especially with life threatening conditions, from their homes north of the tracks to hospital emergency rooms as quickly as possible. All of these lie south of the tracks. Not only are hundreds of ambulance runs involved each year but thousands of trips by personal car.

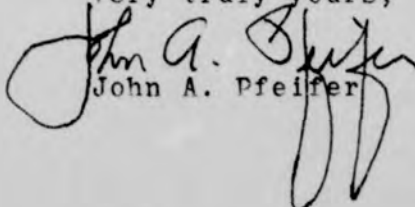
These days there also are many times in which it is necessary for police and/or fire services from various communities to assist in a police or fire problem of a particularly grave nature. The increased traffic on the rails would greatly reduce the speed of this kind of service.

The environmental considerations are great, too. Air pollution and dirt already is a serious problem, but this would increase by much more than three times if the proposal of the railroad is successful. In Bay Village, the intense vibrations of the passing trains as well as the noise level make it impossible for people to enjoy their backyards and even listen to television inside their homes. Much costly foundation repair work has been done lately, and much of it I attribute to the heavy vibrations over the years. Needless to say, this would become a monumental problem if the traffic drastically increases, and the value of these properties would plummet.

A very satisfactory proposal for the use of the rail line has been made by the Cleveland Regional Transit Authority (RTA) and the suburbs concerned: remove all freight traffic from the line and use it for commuter rail traffic via light, electrically-powered cars which would be few in number per run. This would remove the air pollution problem, greatly reduce any dirt and vibration problems, and most of all, virtually eliminate the chance for a real calamity from a derailment or other accident. It also would greatly reduce the auto emission problems and congestion along I-90 into and out of downtown Cleveland. It would relieve the parking problems in the downtown area and be a much more economical means of travel for workers.

We would like to add our voice to a request that hearings on the railroad acquisition proposal and the proposed use of the rail line be held in the very near future and at a location central to the western suburbs concerned. This will give those of us who are going to be directly effected a chance to tell you in person what the facts are.

Very truly yours,

  
John A. Pfeiffer

# ENVIRONMENTAL DOCUMENT

28610 Knickerbocker Road  
Bay Village, OH 44140  
August 29, 1997



Federal Surface Transportation Board  
Section of Environment Analysis  
1925 K. Street NW  
Washington, DC 20423

Gentlemen:

This letter is to register my strong opposition to an increase in railroad traffic through our Cleveland suburbs of Lakewood, Rocky River and Bay Village.

Since I am a resident of Knickerbocker Road in Bay Village, which is located just north of the railroad tracks, I am particularly concerned with this issue.

I fear that my property value will decrease, there will be far more noise and dirt from the increased traffic, there will be many safety concerns and many more undesirable issues.

Please do all that you can to discourage this increase.  
Thank you.

Sincerely,

*Eloise W. Neeson*  
Eloise W. Neeson

STB

FD

33388

9-4-97

K

GOV





MARYLAND Office of Planning

Parris N. Glendening  
Governor

Ronald M. Kreitner  
Director

August 28, 1997



ENVIRONMENTAL  
DOCUMENT

Ms. Elaine K. Kaiser  
Chief, Section of Environmental  
Case Control Unit  
Surface Transportation Board  
1925 K Street, N.W.  
Washington, DC 20423-0001

**REVIEW AND RECOMMENDATION**

**State Application Identifier:** MD970812-0825  
**Description:** Operational Impacts Rail Line Segments, Rail Yards and Intermodal Facilities  
**Applicant:** Dames & Moore Group Company  
**Location:** Nationwide  
**Approving Authority:** Surface Transportation Board  
**Subject:** Summary of Request for Comments on Environmental Concerns

Dear Ms. Kaiser:

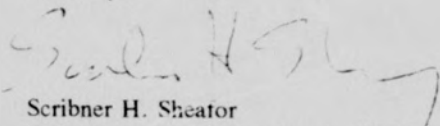
In accordance with Presidential Executive Order 12372 and Code of Maryland Regulation 14.24.04, the State Clearinghouse has coordinated the intergovernmental review of the referenced project. This letter constitutes the State process review and based on comments received to date.

Review comments were requested from the Maryland Departments of Budget and Management-Capital, Business and Economic Development, Environment, Housing and Community Development including the Maryland Historical Trust, Natural Resources, Transportation; Maryland Energy Administration; Anne Arundel, Baltimore, Frederick, Howard Cecil, Montgomery, Prince George's and Washington Counties; Baltimore City; Baltimore Metropolitan Council, Maryland National Capital Parks and Planning Commission - Prince George's County, Tri-County Council for Western Maryland and Wilmington Area Planning Council. As of this date the Maryland Departments of Business and Economic Development, Environment, Housing and Community Development including the Maryland Historical Trust; Anne Arundel, Frederick, Howard, Cecil, Prince George's; Maryland National Capital Parks and Planning Commission-Prince George's County, Tri-County Council of Western Maryland and the Wilmington Area Planning Council have not submitted comments.

The Maryland Departments of Budget and Management, and Natural Resources; the Maryland Energy Administration, and Washington County found the project to be consistent with their plans, programs, and objectives. Comments from the Maryland Department of Transportation; the Baltimore Metropolitan Council, Baltimore City, Baltimore and Montgomery counties are enclosed with this letter.

The State Application Identifier Number must be placed on any correspondence pertaining to this project. If you have any questions about the comments contained in this letter or how to proceed, please contact the State Clearinghouse at (410) 767-4490.

Sincerely,



Scribner H. Sheator  
Chief, Planning Assistance and Review Unit

SHS:LG:da

Enclosures

cc: Charles Richardson - DBMC  
Sue Hartman - DHCD\MT Ray  
Frederick Hoover - MEA  
Al Svhela - BLCO  
Alfred Wein - CECL  
Rodney Shoop - WSHG  
Michael Wagoner - TCCWMD

Jim Gatto - DBED  
Dintaman - DNR  
Robert Caffrey - ANAR  
James Shaw - FRDR  
Scott Reilly - MTGM  
Jack Anderson - BMC  
Alexander G. Taft - WILMAPCO

Steve Bieber - MDE  
Henry Kay - MDOT  
Gloria Griffin - BCIT  
Joe Rutter - HOWD  
Beverly Warfield - PGEO  
Fern Piret - MNCPPC-PG

State of Maryland Clearinghouse Review  
State Identifier Number MD970812-0825

Response to the Railroad Control Application, Finance Docket No. 33388, *CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railroad Company-Control and Operating Leases Agreements-Conrail, Inc. And Consolidated Rail Corporation*

Comments from the MARYLAND OFFICE OF PLANNING

This Office notes that according to the Environment Report (ER), the Surface Transportation Board is to issue a Draft Environmental Impact Statement (DEIS) for the Acquisition of control to Conrail by CSX and NS. The public will have further opportunity to comment on environmental impacts in response to the DEIS. Since this ER does not include information on socio-economic impacts resulting from the proposed Acquisition, it is important that such information be provided in the DEIS.

Impacts concerning Maryland, economic impacts to the Port of Baltimore and other areas in the State resulting from operational changes of rail line segments and yards should be addressed in the DEIS. It appears that the proposal in Hagerstown would improve train movements to destinations outside Maryland. It is not clear how such an improvement would benefit the economy of Hagerstown. It seems that the direct connection between Conrail and NS tracks would reduce yard operations in Hagerstown. Operational changes in Hagerstown should be addressed.

Based on the information provided in the ER, increases in freight traffic on the MARC lines (Camden and Brunswick) in the Baltimore and Washington, D.C. areas would not effect current frequencies of the MARC train operations. It is not clear whether the freight traffic increases would affect the MARC train schedules. Furthermore, the increases in freight traffic would reduce the ability to accomodate potential commuter service expansion. Information on such impacts should be included. Any negative impacts on the commuter train operations will be the concerns for Maryland.

Comments from MONTGOMERY COUNTY:

Environmental Impacts

For the reasons outlined below, the environmental impact study for this proposal is seriously deficient in the lack of consideration for the nearly 50% increase in gross ton miles of freight traffic that is projected along the CSX Metropolitan Branch within Montgomery County (report page 10-14) as a result of this merger. This will have significant impact on environmental and safety aspects that are not addressed in this report.



In the immediate area near Washington, D.C., CSX's "mainline" to the west is referred to as the Metropolitan Branch, extending 43 miles between Washington Union Station and Point of Rocks, MD. This line carries Amtrak and MARC commuter rail passenger trains as well as freights. Of this total distance, 30 miles (not 37.7 as on page 10-14) are located within Montgomery County. Of greater significance is that for 10 miles, CSX shares a common corridor with rapid rail transit service (Metrorail "red line") operated by WMATA. There are 310 to 450 daily WMATA train movements in the two segments of this common corridor (Twinbrook to Shady Grove and Union Station to Georgetown Junction, respectively). In addition to this heavy exposure in common corridor, the MARC service of single level coaches will soon be upgraded with bi-level passenger coaches. In consideration of accidents in these common corridor segments over the last 10 years (1996 MARC/Amtrak accident while passing a stopped freight, and three CSX freight derailments in the mid-1980's which tore up Metrorail trackage), the environmental report does not address the significant additional accident risk and exposure that a 48% increase in CSX gross ton miles on the Metropolitan Branch will generate, or measures that CSX should take to control such risks.

#### Impacts on Commuter Rail Operations

With specific regard to MARC rail passenger service, the report is silent on the extent to which the increase in freight movements may adversely impact MARC service reliability, frequency, or span of service hours. Any significant restriction in MARC service, in order to accommodate increased freight operations, would result in diversion of many of the 5,000 daily commuter rail riders back to auto commuting, and would reduce MARC's ability to attract new riders in the high-growth Frederick-Washington corridor. These effects would result in a commensurate degradation in air quality due to emissions from increased auto commuting.

### Safety Aspects

In the segment dealing with at-grade road crossings (page 10-26) the report fails to include the CSX at-grade crossing of Randolph Road in Montgomery County, where 37,000 vehicles per day cross the CSX tracks at grade. This is far above the threshold level of 5,000 noted in the report, and is the highest among all CSX grade crossings in our County. The report does not address what responsibilities CSX might have to ameliorate the increased accident risk that a freight volume increase would cause at this high-volume crossing, nor the effect on longer/more frequent vehicle delays.

In the interest of technical accuracy, it should be noted that page 10-16 incorrectly includes the Washington-Point of Rocks rail segment as being in Prince George's County.

### Air Quality Analysis

The air quality analysis of the proposed consolidation of the CSX and Conrail activities in Maryland is insufficient and the conclusions stated in the text are unsupported by the tables in Section 10.0. A formal environmental impact statement is needed that fully addresses this subject. The reasons for these conclusions follow.

The principal concern is the effect of the consolidation on ozone precursor emissions, namely NOx and volatile organics (VOCs). The relevant planning area is the Washington Ozone Nonattainment Area. This is a multistate, multicounty region consisting of the counties of Montgomery, Prince George's, Frederick, Calvert, Charles, Fairfax, Arlington, Loudoun, Prince William, and Stafford and the cities of Alexandria and the District of Columbia. NOx emissions reductions in this area are vital for the attainment of the current ozone ambient air quality standard. The impact analysis of the proposed consolidation indicates a gross increase of approximately 1.8 tons per day of NOx in the Maryland portion of the ozone nonattainment area due to increased rail activities. (The breakdown is: in Montgomery - .73 tpd; in Prince George's - .69 tpd, and in Frederick - .36 tpd.) These figures do not include emission increases in the Virginia or District of Columbia portions of the Washington nonattainment area.

Even without considering the Virginia or D.C. contributions, these are significant NOx increases. The NOx increase in the Maryland portion of the nonattainment area is equivalent to an increase of 35,000 cars per day, or an approximate 3% increase in the passenger automotive emission rate in those counties. If local and state governments had to offset such emissions increases by implementing TCMs (transportation control measures, such as improving road intersections), they would have to find and finance on the order of eighteen such projects. (Local TCMs usually decreases NOx emissions by about 0.1 tpd.) So, the function equivalent of a 1.8 tpd NOx increase is substantial.

The preceding comments are based on the assessment that is presented of the incremental direct emissions increases associated with the proposed consolidation. The assessment does not present an analysis of the indirect effects of additional freight traffic moving through the national capitol area. For instance, one of the major at grade rail-highway intersections is the rail crossing at Randolph Road just east of Rockville Pike. The additional automobile emissions that will occur from idling cars waiting to proceed both east and west bound on Randolph Road is unconsidered, even though there are 37,000 cars per day that traverse this rail crossing.

The air quality analysis says that decreased truck emissions in the I-95 and east-west rail corridors will more than offset the above increases. For instance, on page 10-15 the document states,

"... significant systemwide offsetting benefits to air quality would result from truck-to-rail diversions and traffic decreases on certain rail lines. Systemwide, the decreases in emissions from truck-to-rail diversions would outweigh the increased emissions from increased rail activity."

Yet, the document contains no tables, calculations, or other information that supports these assertions. We have no basis for accepting these claims. The implied underlying economic assumption [that the freight market is fixed and that if freight gains, trucking necessarily falls off] is entirely presumptive. Basically, there should be a formal environmental impact statement for this proposed action, and this EIS should explicitly demonstrate that trucking in the I-95 corridor will be reduced and that such reductions will generate NOx offsets. Lastly, such analysis should avoid double counting, by not claiming NOx reductions from the trucking industry already accounted for by new federal emission regulations and by Maryland's ozone state implementation plans.

Another indirect effect not analyzed in this document is that the rail consolidation may have a powerful adverse effect on commuter rail service in the metropolitan Washington area (both Maryland's MARC and Virginia's VRE services). The air quality effects of loss or reductions in passenger service is completely unmentioned in the air quality analysis section. Increased freight loads on the lines shown in Figure 2.15-1, for instance, could reduce MARC service and service reliability on both the Brunswick and Penn lines that traverse the Washington Nonattainment Area.

The direct benefit of the current service in Maryland is that some 5,000 people a day use it to commute to jobs, principally in the District of Columbia, thus reducing auto NOx emissions by approximately 5 tpd. Indirectly, the effect of an increased automobile loading on our transportation grid will lead to more congestion and in increased emission rates from currently driven vehicles. Maintenance of passenger rail service is important to this region's attainment of the ozone health standard. The EIS for this project should directly address the relationship between the loss of commuter rail service in the Washington area and increased NOx emission rates.

Our overall conclusion is that the air quality assessment of the proposed rail consolidation is incomplete. The proposed direct NOx emissions increases are substantial and we could find no basis for the idea that they would be offset by a decrease in trucking industry emissions. The indirect impact on regional air quality from this consolidation are of a comparable magnitude and are completely unaddressed in this document. A complete environmental impact analysis is needed.

#### Comments from the BALTIMORE METROPOLITAN COUNCIL.

Although the report is a comprehensive outline of important environmental issues, there are however, issues of importance to the Baltimore Metropolitan Council (BMC) that I would request the report seek to address.

Designated as a "severe" nonattainment area for ground-level ozone, the Baltimore region is subject to strenuous compliance requirements and rigid timetables to meet National Ambient Air Quality Standards (NAAQS). The direct correlation between travel behavior and congestion to air pollution requires that the region's long-range transportation plan support the goals of Maryland's air quality plans.

Maryland's commuter rail service, MARC, has successfully been employed to confront the air pollution conditions that plague the region. MARC operates along CSX tracks between Camden Station in Baltimore and Union in Washington and between Union Station and Martinsburg, West Virginia. MARC also operates over Amtrak tracks between Perryville, in Cecil County, and Union Station. All three commuter lines account for 79 daily trains and serve 10,000 daily riders.

Any transaction results that reduce current service or hinder future enhancements could impact area ridership and associated emission output and, thus, are of concern to BMC. Therefore, BMC requests the report include the following analyses as they relate to the Baltimore region's air quality and commuter rail service:

- Transportation System.** The system-wide effects of the proposed operational changes, constructions, and environmental impacts on MARC commuter rail service.
- Air Quality.** The estimate of the net increases in the Baltimore region's emissions from increased railroad operations associated with the proposed transaction.
- Air Quality.** The evaluation of potential air quality benefits of system-wide emission reductions that would result from projected truck-to-rail diversions.
- Air Quality.** The identification of the anticipated transportation of ozone-depleting materials.



#### Comments from BALTIMORE COUNTY:

The County Department of Environmental Protection and Resource Management notes that the report, "...does not address surface or ground water quality issues, hazardous waste, nor brownfield issues. Rail yards are identified by the U.S. Environmental Protective Agency as Brownfield sites..."

#### Comments from BALTIMORE CITY:

The Planning Department endorses the rail merger and the findings of the Facility Impacts study. The study finds that, while the rail facilities might increase air emissions due to increased volumes of traffic, there will be a net improvement to air quality due to diversion of truck traffic to rail. The Planning Department agrees with this assessment, provided that the State of Maryland and CSX work out an agreement related to commuter train use of CSX trackage. It should be pointed out that there would be detrimental air quality impacts if the merger has a negative impact on the commuter rail capacities.

#### Comments from the DEPARTMENT OF TRANSPORTATION:

The Maryland Department of Transportation has completed the State Clearinghouse review regarding the CSX NS Conrail purchase and offers the following comments:

Page 10-4 states generally that the diversion of freight from trucks to rail would result in reduced air emissions systemwide. The Environmental Report however provides a county by county analysis of the increase/decrease in locomotive induced emissions resulting from the merger. This same level of detail is needed for truck emission changes in order for the state to determine the emission effects to the counties and air quality nonattainment regions as well as the EPA required SIP numbers.

Analysis also needs to be made of the impacts of the increase freight rail traffic on the existing and future rail commuter operations. We must be assured that commuter rail operations will not be adversely affected in Maryland.

These questions need to be addressed in the Environmental Impact Statement which will be prepared under direction of the Surface Transportation Board.

STB

FD

33388

9-3-97

K

CITIES

# NEFCO

**NORTHEAST OHIO FOUR COUNTY REGIONAL PLANNING & DEVELOPMENT ORGANIZATION**

969 Copley Road, Akron, Ohio 44320-2992

(330) 836-5731 • Fax (330) 836-7703

*Christopher Smeiles, Chairman*

*Joseph Hadley, Jr., Executive Director*

August 28, 1997



Elaine K. Kaiser  
Chief, Section of Environmental Analysis  
Surface Transportation Board  
Office of the Secretary  
Case Control Unit  
Finance Docket No. 33388  
Surface Transportation Board  
1925 K Street NW  
Washington, DC 20423-0001

## ENVIRONMENTAL DOCUMENT

**SUBJECT:** Intergovernmental Review of Environmental Report for CSX and Norfolk Southern  
Proposed Acquisition of Conrail

**Regional Application Identification (RAI) Number:** OH970630-0898-RAIL-SUM

The Northeast Ohio Four County Regional Planning and Development Organization (NEFCO) has reviewed the project notification information for the above referenced project and is issuing a recommendation. A clearance recommendation, with the request that a response be provided, was passed by the NEFCO General Policy Board. This recommendation was issued by the NEFCO Areawide Clearinghouse based on comments received by METRO RTA and the Akron Metropolitan Area Transportation Study. It is my understanding that METRO RTA responded directly to you.

The commenting agency would like to ensure that regional efforts to preserve a commuter rail line are not undermined by the rail restructuring process.

For clarification you may contact the reviewer listed on the enclosed comment.

Sincerely,

Sylvia R. Chinn-Levy  
Intergovernmental Review Coordinator

SRC:rlm

PROJECT TITLE: Environmental Report for CSX and Norfolk Southern Proposed Acquisition of Conrail

APPLICANT: Surface Transportation Board

FEDERAL FUNDING SOURCE: N/A

RAI NUMBER: OH970630-0898-RAIL-SUM

PROPOSED FUNDING

PROGRAM: New

FEDERAL: \$N/A

APPLICANT: \$N/A

STATE: \$N/A

LOCAL: \$N/A

OTHER: \$N/A

TOTAL: \$N/A

NO 1 2 5

NEFCO

PROJECT DESCRIPTION: The Environmental Report on the CSX-Norfolk Southern allocation of Conrail lines does not analyze area rail lines. However activities proposed for Ohio could indirectly affect the area and the STB seeks comments on economic, cultural and other potential impacts besides environmental.

Please check the appropriate comment and provide supporting information. Comments may be attached or printed at the bottom of this page.

☐ No Comment

☒ Clearance of this project should be granted SEE ATTACHED COMMENTS

☐ Clearance of this project should not be delayed, but applicant should answer the reviewer's question concerns

☐ Clearance of this project should only be granted on the condition that the applicant use the recommendations in the enclosed comments

☐ Clearance of this project should be delayed, until the applicant has satisfactorily addressed the concerns stated in the enclosed comments

Signature J. Frisch

Agency AMATS

Date 8-12-97

Please Return To:  
Sylvia Chinn-Levy, IGR Coordinator  
NEFCO  
969 Cepley Road  
Akron, OH 44320-2992

Thank you for your participation in this valuable review and comment process.

Mr. Tom Frisch  
AMATS  
146 S. High St. Room 806  
Akron, OH 44308  
(330)375-2436



AMATS Comment on NEFCO IGR #OH970630-0898 RAIL-SUM  
Environmental Report on CSX-Norfolk Southern  
allocation of Conrail lines

The AMATS Staff has reviewed several portions of Volumes 6A, 6B and 6C of the CSX-Norfolk Southern (NS) Environmental Report. This report documents the expected environmental impacts of the CSX-NS takeover of Conrail. The following changes directly affect the AMATS area:

1. Norfolk-Southern will become owner of the Conrail line that extends from Pittsburgh through Cleveland via Ravenna, Hudson and Macedonia. Daily average volume on this line is expected to increase by 1.4 trains per day or 4.9 percent.
2. CSX will retain ownership of its present Pittsburgh-Chicago mainline via Youngstown, Ravenna, Kent, Cuyahoga Falls, Akron, Barberton and Sterling. Daily average volume on this line is expected to increase by 1.3 trains per day or 3.8 percent.

This increased freight train activity may negatively impact development of the proposed Canton-Akron-Cleveland commuter rail service that would use portions of these two routes. Continued separate ownership of the two lines through Ravenna makes it unlikely that either railroad will support construction of the "Ravenna Connection" that is needed to permit operation of Pittsburgh-Cleveland rail passenger service via Youngstown, Ravenna, Hudson and Macedonia.

Mr. Tom Fristch  
AMATS  
146 S. High St. Room 806  
Akron, OH 44308  
(330)375-2436

**Intergovernmental Review  
Resolution Number: FY1998-005**

**RESOLUTION OF THE  
NEFCO BOARD**

**WHEREAS**, NEFCO has been designated by the Governor of the State of Ohio as the Area Clearinghouse for Summit County, effective March 28, 1984, and has accepted the responsibility for the review of all applications for federal or state funding that originate in or affect the NEFCO Region which require Intergovernmental Review in accordance with Executive Order 12372; and

**WHEREAS**, it is the responsibility of the NEFCO Board to solicit review and comments from units of local government and interested parties through the Project Review Notification and Review System procedures which were formally adopted March 28, 1984; and

**WHEREAS**, the NEFCO Intergovernmental Review Committee has reviewed the following Statewide Project:

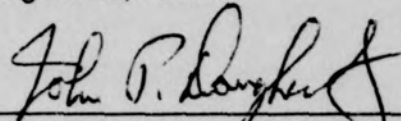
**Statewide Project**

1. Environmental Report for CSX and Norfolk Southern Proposed Acquisition of Conrail (OH970630-0898-RAIL-SUM)

**NOW, THEREFORE, BE IT RESOLVED**, by the NEFCO Board:

- I. NEFCO recommends that clearance of these projects should not be delayed, but applicant should answer the reviewer's questions or concerns.
- II. Be it further resolved that the Executive Director is hereby authorized to transmit a certified copy of this resolution, and any comments, to the applicants and to the funding agency as is appropriate.

Certified as action taken by the NEFCO  
General Policy Board at its meeting of  
August 20, 1997

  
\_\_\_\_\_  
John P. Dougherty, Secretary  
NEFCO General Policy Board

STB

FD

33388

9-2-97

K

CITIES

**WEINER LESNIAK**

*Attorneys at Law*

LINCOLN CENTRE  
299 CHERRY HILL ROAD  
POST OFFICE BOX 0438  
PARSIPPANY NEW JERSEY 07054-0438  
201-403-1100  
FACSIMILE 201-403-0010



August 26, 1997

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

**ENVIRONMENTAL  
DOCUMENT**

**ATTENTION: ELAINE K. KAISER, CHIEF,  
SECTION OF ENVIRONMENTAL ANALYSIS  
ENVIRONMENTAL FILING**

**Re: CSX/NS/Conrail Merger  
Our File No. 14144**

Dear Ms. Kaiser:

Please be advised that the undersigned is counsel to the Township of Woodbridge, Middlesex County, New Jersey. The Township is in receipt of your letter dated July 28, 1997 with respect to the above-referenced matter and I hereby request a copy of the scoping packet outlining the planned operational changes in the Township's area as well as a copy of the Environmental Report submitted by CSX Corporation, Norfolk Southern Corporation and Conrail, Inc. filed along with their joint application on June 23, 1997 as set forth in your letter. In addition, I would appreciate it if we can be supplied with the draft Environmental Impact Statement when it becomes available in November, 1997.

Thank you in advance for your cooperation in this regard.

Very truly yours,

WEINER LESNIAK

By: 

Brian M. Hak

BMH:sv

cc: James M. Davy, Business Administrator

cd 14144kai.bmh

STB

FD

33388

8-29-97

K

177  
FEDSARMY



DEPARTMENT OF THE ARMY  
DETROIT DISTRICT, CORPS OF ENGINEERS  
BOX 1027  
DETROIT, MICHIGAN 48231-1027

ENVIRONMENTAL  
DOCUMENT

August 25, 1997

IN REPLY REFER TO

Construction-Operations Division  
Regulatory Branch  
File No. 97-200-014-0E



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

CENTRAL ADMINISTRATIVE UNIT  
REC'D: 9/2/97  
DOCUMENT # 9/3/97 3:30.58 PM

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

Dear Ms. Kaiser:

This letter is in response to your July 3, 1997 letter requesting comments on the proposed Conrail acquisition.

The Detroit District Corps of Engineers has the responsibility of regulating activities in the waters and wetlands of Michigan and the northern third of Indiana. The Corps' jurisdiction in Michigan is unique in the fact that we have joint regulating responsibilities with the Michigan Department of Environmental Quality (MDEQ) along all the navigable waters and their adjacent wetlands. Work along these areas, therefore, requires prior authorization from both governmental agencies. The remaining inland waters and/or wetlands will require prior authorization from the MDEQ only. A Corps jurisdiction boundary map for the Detroit District is enclosed for your reference.

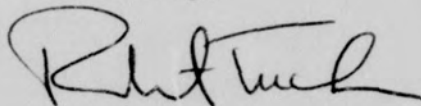
If you anticipate any work in a waterway and/or wetland in the northern third of Indiana, you are required to complete and submit the enclosed standard permit application prior to the initiation of any work. For work in a navigable waterway and/or their adjacent wetlands in Michigan, you must complete and submit the enclosed joint permit application for review. Plan view and cross-sectional view drawings, in 8 1/2" format, should accompany the applications, along with a clear description of all quantities, dimensions, and nature of material placement or soil movement. Be advised that a wetland delineation, in accordance with the Corps of Engineers 1987 Delineation Manual, must also be

completed for each proposed work site to determine if any wetlands are present. This information should be sent to the attention of Mary C. Miller, Project Manager.

The authority of the Corps of Engineers to regulate construction or other work in navigable waters of the United States is contained in Section 10 of the Rivers and Harbors Act, Section 404 of the Clean Water Act and regulations promulgated pursuant to these Acts. Please be advised that filling and grading work, mechanized landclearing, ditching or other excavation activity, and piling installation constitute or otherwise involve discharges of dredged and/or fill material under the Corps' regulatory authority.

If you have any questions, please contact Mary C. Miller at the above address or telephone (313) 226-2220. All correspondence should reference File Number: 97-200-014-0E.

Sincerely,

A handwritten signature in dark ink, appearing to read "R. Tucker", with a stylized, cursive script.

Robert Tucker  
Chief, Enforcement Section  
Regulatory Branch

Enclosures



# Corps Jurisdictional Boundaries



## **(A.) Marquette Field Office**

U.S. Army Corps of Engineers  
1030 Wright Street  
Marquette, MI 49855  
Phone: (906) 228-2833  
Fax: (906) 228-3738

## **(B.) Soo Field Office**

U.S. Army Corps of Engineers  
ATTN: Regulatory Branch  
St. Marys Falls Canal  
Sault Ste. Marie, MI 49783  
Phone: (906) 635-3461  
Fax: (906) 635-3474

## **(C.) Grand Haven Field Office**

U.S. Army Corps of Engineers  
ATTN: Regulatory Branch  
P.O. Box 629  
Grand Haven, MI 49417  
Phone: (616) 842-5510  
Fax: (616) 842-6141

## **(D.) Detroit District Office**

U.S. Army Corps of Engineers  
ATTN: Regulatory Branch  
P.O. Box 1027  
Detroit, MI 48231-1027  
Phone: (313) 226-2218  
Fax: (313) 226-6763

## **(E.) Saginaw Field Office**

U.S. Army Corps of Engineers  
ATTN: Regulatory Branch  
P.O. Box 428  
Essexville, MI 48732  
Phone: (517) 894-5451  
Fax: (517) 892-4523

## **(F.) South Bend Field Office**

U.S. Army Corps of Engineers  
6910 N. Main Street  
Box 52  
Granger, IN 46530  
Phone: (219) 277-6044  
Fax: (219) 277-6108



STB

FD

33388

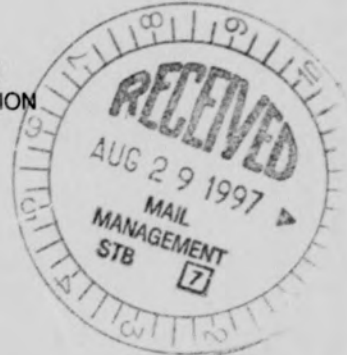
8-29-97

K

GOV



**TENNESSEE HISTORICAL COMMISSION**  
DEPARTMENT OF ENVIRONMENT AND CONSERVATION  
2941 LEBANON ROAD  
NASHVILLE, TN 37243-0442  
(615) 532-1550



**August 22, 1997**

## **ENVIRONMENTAL DOCUMENT**

**Ms. Elaine K. Kaiser**  
Surface Transportation Board  
1925 K. Street, NW  
Washington, DC 20423-0001

**RE: STB, DOCKET# 33388, UNINCORPORATED, MULTI COUNTY**

**Dear Ms. Kaiser:**

Pursuant to your request, this office has reviewed documentation relative to the above-referenced undertaking. Considering available information, we find that the project as currently proposed will not affect any cultural resources eligible for listing in the National Register of Historic Places.

Therefore, this office has no objection to the implementation of this project. Should project plans change, please contact this office to determine what additional steps, if any, compliance with Section 106 requires. You may direct questions and comments to Joe Garrison (615)532-1559. This office appreciates your cooperation.

**Sincerely,**

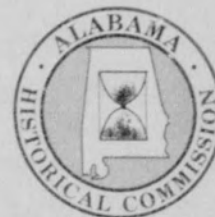
**Herbert L. Harper**  
Executive Director and  
Deputy State Historic  
Preservation Officer

**HLH/jyg**



STATE OF ALABAMA-  
**ALABAMA HISTORICAL COMMISSION**

468 South Perry Street  
MONTGOMERY, ALABAMA 36130-0900



F. LAWRENCE OAKS  
EXECUTIVE DIRECTOR

TELEPHONE NUMBER  
334-242-3184

August 20, 1997

**ENVIRONMENTAL  
DOCUMENT**



Elaine K. Kaiser  
Surface Transportation Board  
Washington, D.C. 20423

Re: AHC 97-0422  
Docket No. 33388  
Norfolk Southern/CSX Conrail Acquisition  
Multiple Counties, Alabama

Dear Ms. Kaiser:

Upon review of the additional information forwarded by your office, the Alabama Historical Commission has determined that the project activities will have no effect on historic resources in Alabama. Therefore, our office can concur with the proposed acquisition.

We appreciate your efforts on this project. Should you have any questions or comments, please contact Greg Rhinehart of our office.

Sincerely,

F. Lawrence Oaks  
State Historic Preservation Officer

FLO/GCR/JWP



STATE OF FLORIDA

## DEPARTMENT OF COMMUNITY AFFAIRS

LAWTON CHILES  
Governor

JAMES F. MURLEY  
Secretary

*"Helping Floridians create safe, vibrant, sustainable communities"*

### ENVIRONMENTAL DOCUMENT

August 21, 1997



Mr. Michael Dalton  
Surface Transportation Board  
Office of the Secretary  
Case Control Unit  
Washington, DC 20423-0001

RE: Surface Transportation Board - Notice of Intent  
to Prepare an Environmental Impact Statement and  
Request for Comments on Proposed EIS Scope in  
STB Finance Docket Number 33388 - CSX  
Corporation and CSX Transportation, Inc.,  
Norfolk Southern Corporation and Norfolk  
Southern Railway Company - Control and Operating  
Leases/Agreements - Conrail, Inc. and  
Consolidated Rail Corporation - Statewide  
SAI: FL9707090579C

Dear Mr. Michael Dalton:

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

The Department of State (DOS) indicates that the  
proposed Environmental Impact Statement will address  
potential impacts on historic resources from proposed rail  
line construction and abandonment projects. The DOS  
anticipates working with the applicant in providing  
information about historical resources and reviewing the  
EIS as it is produced. Please refer to the enclosed DOS  
comments.

#### FLORIDA KEYS

Area of Critical State Concern  
Field Office  
2796 Overseas Highway, Suite 212  
Marathon, Florida 33050-2227

#### GREEN SWAMP

Area of Critical State Concern  
Field Office  
135 East Summerlin  
Bartow, Florida 33830-4641

#### SOUTH FLORIDA

RECOVERY OFFICE  
P.O. Box 4022  
8600 N.W. 36th Street  
Miami, Florida 33159-4022

2555 SHUMARD OAK BOULEVARD • TALLAHASSEE, FLORIDA 32399-2100

Phone: 904.488.8466/Suncom 278.8466 FAX: 904.921.0781/Suncom 291.0781

Internet address: <http://www.state.fl.us/comaff/dca.html>

Mr. Michael Dalton  
August 21, 1997  
Page Two

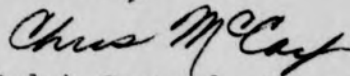
The Department of Transportation (DOT) indicates that the DOT's Rail Office has reviewed the proposed scope for the Environmental Impact Statement and believes that the scope is adequate as written. Please refer to the enclosed DOT comments.

The St. Johns River Water Management District (SJRWMD) indicates that analyses of new rail segments, as well as line abandonments, should be accompanied by detailed maps to facilitate review of potential impacts. The effects of rail line construction on existing or proposed greenways and wildlife corridors should be added to Section 7(B). Opportunities for new greenways should be assessed in planning abandonments. The SJRWMD also notes that detailed natural resource information that may be useful to the applicant in preparing the EIS is available at the various water management districts.

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

If you have any questions regarding this letter, please contact Ms. Keri Akers, Clearinghouse Coordinator, at (904) 922-5438.

Sincerely,



*for* Ralph Cantral, Executive Director  
Florida Coastal Management Program

RC/cc

Enclosures

cc: Terry Hess, Treasure Coast Regional Planning Council  
Linda Sloan, Withlacoochee Regional Planning Council  
Gustave Rappold, Northeast Florida Regional Planning Council  
Ron Tindall, South Florida Regional Planning Council  
John Meyer, Tampa Bay Regional Planning Council



COUNTY: State

DATE: 07/09/97

COMMENTS DUE-3 WKS: 07/24/97

Message:

CLEARANCE DUE DATE: 08/22/97

SAI#: FL9707090579C

STATE AGENCIES

WATER MANAGEMENT DISTRICTS

OPB POLICY UNITS

Community Affairs  
X Environmental Protection  
Game and Fresh Water Fish Comm  
OTED  
State  
Transportation

Northwest Florida WMD  
South Florida WMD  
Southwest Florida WMD  
St. Johns River WMD  
Suwannee River WMD

Environmental Policy/C & ED

**RECEIVED**  
AUG 13 1997

State of Florida Clearinghouse

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

— Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.

X Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.

— Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.

— Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

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

To: Florida State Clearinghouse  
Department of Community Affairs  
2555 Shumard Oak Boulevard  
Tallahassee, FL 32399-2100  
(850) 922-5438 (SC 292-5438)  
(904) 414-0479 (FAX)

EO. 12372/NEPA

Federal Consistency

☒ No Comment  
☐ Comments Attached  
☐ Not Applicable

☒ No Comment/Consistent  
☐ Consistent/Comments Attached  
☐ Inconsistent/Comments Attached  
☐ Not Applicable

From:

Division/Bureau: FDER/SEC/OIP

Reviewer: Jim Wood

Date: 8/12/97

COUNTY: State

DATE: 07/09/97

COMMENTS DJE-2 WKS: 07/24/97

Message:

CLEARANCE DUE DATE: 08/22/97

SAI#: FL9707090579C

STATE AGENCIES

WATER MANAGEMENT DISTRICTS

OPB POLICY UNITS

Community Affairs  
Environmental Protection  
X Game and Fresh Water Fish Comm  
OTED  
State  
Transportation

Northwest Florida WMD  
South Florida WMD  
Southwest Florida WMD  
St. Johns River WMD  
Suwannee River WMD

Environmental Policy/C & ED

RECEIVED BY GFC

JUL 15 1997

OFFICE OF  
ENVIRONMENTAL SERVICES

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

- Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.
- X Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.
- Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.
- Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

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

To: Florida State Clearinghouse  
Department of Community Affairs  
2555 Shumard Oak Boulevard  
Tallahassee, FL 32399-2100  
(850) 922-5438 (SC 292-5438)  
(904) 414-0479 (FAX)

EO. 12372/NEPA

Federal Consistency

- ☒ No Comment
- ☐ Comments Attached
- ☐ Not Applicable

- ☒ No Comment/Consistent
- ☐ Consistent/Comments Attached
- ☐ Inconsistent/Comments Attached
- ☐ Not Applicable

RECEIVED

JUL 16 1997

From: GFWFC

Division/Bureau: Environmental Services

Reviewer: Douglas B. Bailey

Date: 7-15-97

State of Florida Clearinghouse



LAWTON CHILES  
GOVERNOR

STATE OF FLORIDA

# Office of the Governor

THE CAPITOL  
TALLAHASSEE, FLORIDA 32399-0001

July 14, 1997

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

RECEIVED  
JUL 30 1997

State of Florida Clearinghouse

Re: SAI# FL9707090579C

Dear Ms. Akers;

The application filed by CSX and Norfolk Southern to acquire Conrail, Inc. and divide its routes and assets will, if approved and implemented, have a beneficial impact on the economy of Florida. This proposal will provide many Florida a more efficient rail network with quicker transit times that will permit a better flow of manufactured goods and raw material in an out of the State. In addition, some of our most critical industries will now enjoy direct access to new markets in the Northeast and Midwest.

Support for this project will further several state and local objectives and is entirely consistent under 15 CFR 930, Subpart F. If you have any questions please do not hesitate to contact me at 850-922-8743.

Sincerely,

Mary Helen Blakeslee  
Office of Tourism, Trade and  
Economic Development



COUNTY: State

DATE: 07/09/97

COMMENT: DUE-2 WKS: 07/24/97

Message:

CLEARANCE DUE DATE: 08/22/97

SAI#: FL9707090579C

STATE AGENCIES

WATER MANAGEMENT DISTRICTS

OPB POLICY UNITS

Community Affairs  
Environmental Protection  
Game and Fresh Water Fish Comm  
X OTED  
State  
Transportation

Northwest Florida WMD  
South Florida WMD  
Southwest Florida WMD  
St Johns River WMD  
Suwannee River WMD

Environmental Policy/C & ED

**RECEIVED**  
JUL 30 1997

State of Florida Clearinghouse

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

- Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.
- X Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.
- Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.
- Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

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

To: Florida State Clearinghouse  
Department of Community Affairs  
2555 Shumard Oak Boulevard  
Tallahassee, FL 32399-2100  
(850) 922-5438 (SC 292-5438)  
(904) 414-0479 (FAX)

EO. 12372/NEPA

Federal Consistency

- ☐ No Comment
- ☒ Comments Attached
- ☐ Not Applicable

- ☐ No Comment/Consistent
- ☒ Consistent/Comments Attached
- ☐ Inconsistent/Comments Attached
- ☐ Not Applicable

From:

Division/Bureau: OTTED

Reviewer: M. Blakely

Date: 7/28/97



FLORIDA DEPARTMENT OF STATE  
**Sandra B. Mortham**  
Secretary of State  
DIVISION OF HISTORICAL RESOURCES

**RECEIVED**  
JUL 28 1997

July 24, 1997

*State of Florida Clearinghouse*

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

Reply Refer To:  
Scott B. Edwards  
Historic Sites Specialist  
Project File No. 973395

RE: SAI# FL9707090579C  
Surface Transportation Board  
Notice of Intent to Prepare an Environmental Impact Statement and Proposed EIS Scope  
Finance Docket Number 33388

Dear Ms. Akers:

In accordance with our responsibilities under the National Environmental Policy Act, and implementing procedures for the National Historic Preservation Act as contained in 36 CFR Part 800 ("Protection of Historic Properties"), this agency has reviewed the referenced documents and note that the proposed EIS will address potential impacts on historic resources from proposed rail line construction and abandonment projects. We look forward to working with the STB (Surface Transportation Board) in providing information about historical resources and reviewing the EIS as it is produced.

Provided the environmental documents adequately identify and address historic resources, the proposed consolidation should be consistent with the historic preservation aspects of Florida's Coastal Management Program.

If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

George W. Percy, Director  
Division of Historical Resources  
and  
State Historic Preservation Officer

GWP/Ese

xc: Jasmin Raffington, FCMP-DCA

DIRECTOR'S OFFICE

R.A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399-0250 • (850) 488-1480  
FAX: (850) 488-3353 • WWW Address <http://www.dos.state.fl.us>

☐ ARCHAEOLOGICAL RESEARCH  
(850) 487-2299 • FAX: 414-2207

☒ HISTORIC PRESERVATION  
(850) 487-2333 • FAX: 922-0496

☐ HISTORICAL MUSEUMS  
(850) 488-1484 • FAX: 921-2503



MEMORANDUM

Date: August 1, 1997

To: State Clearinghouse

From: Robert G. Hebert, Jr.  
Administrator-Ports/Intermodal  
Florida Department of Transportation  
SC 278-5704 FAX SC 277-3403

**RECEIVED**  
AUG 04 1997

State of Florida Clearinghouse

Copies: FDOT ICAR Coordinator w/att., Florida Coastal Management  
Director (DCA), File

Subject: ICAR Federal Consistency Project Review Process  
Conrail Acquisition  
SAI# FL9707090579C

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

- X Does influence and impose a potential impact on existing state programs or objectives under Rail Office jurisdiction to the extent noted in the following comments:

The FDOT Rail Office has reviewed the proposed scope for the Environmental Impact Statement provided under this Surface Transportation Board action, and believes the scope is adequate as written. No comments are necessary.

- Does not influence or impose a potential impact on existing state programs or objectives under Rail Office jurisdiction at this time, and no comments or recommendations are required.

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

RGH/  
Attachment

INTERGOVERNMENTAL COORDINATION AND REVIEW  
ROUTING SHEETRECEIVED  
JUL 15 1997

DATE:

7/11/97

TO: Director for Planning and Programming, D1; Aage Schroder, D2; Marvin Stukey, D3; Joe Yesbeck, D4;  
Carolyn Ismart, D5; Gary Donn, D6; Don Skelton, D7 *Robert*

SAI#:

L19707090579C

Application Description:

Coxrail Acquisition

Date Response Due to the Clearinghouse:

7/24/97

Please review and comment regarding the attached application in accordance with Department Procedure 525-010-205. A letter of response to the Director of the Clearinghouse and this routing sheet should be completed and returned as directed in the procedure.

The following criteria, as appropriate to the project, should be used to evaluate the application and develop your comments:

- Florida Transportation Plan
- Adopted Work Program
- Transportation Improvement Plan (TIP)
- Right of Way Preservation and Advanced Acquisition
- Transit Development Program
- MPO Comprehensive Transportation Plan and 20 year Transportation Plan
- Florida Rail System Plan
- Florida Aviation System Plan
- Local Airport Master Plan
- Florida Seaport Mission Plan
- Environment Commitments
- Unified Planning Work Program
- Level of Service
- Access Management

If comments are warranted based on other criteria, they should be included.

*Rail*

Work Program Item Number: \_\_\_\_\_ (if applicable).

Return to: Sandra Whitmire

Central Office ICAR Coordinator - MS #28B  
Phone: (904) 488-8006 / SC 278-8006  
FAX: (904) 413-9107 / SC 293-9107



COUNTY: State

DATE: 07/09/97

COMMENTS DUE - 2 WKS: 07/24/97

Message:

CLEARANCE DUE DATE: 08/22/97

SAI#: FL9707090579C

STATE AGENCIES

WATER MANAGEMENT DISTRICTS

OPB POLICY UNITS

Community Affairs  
Environmental Protection  
Game and Fresh Water Fish Comm  
OTED  
State  
X Transportation

Northwest Florida WMD  
South Florida WMD  
Southwest Florida WMD  
St. Johns River WMD  
Suwannee River WMD

Environmental Policy/C & ED

**RECEIVED**  
AUG 04 1997  
State of Florida Clearinghouse

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

— Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.

X — Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.

— Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.

— Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

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

To: Florida State Clearinghouse  
Department of Community Affairs  
2555 Shumard Oak Boulevard  
Tallahassee, FL 32399-2100  
(850) 922-5438 (SC 292-5438)  
(904) 414-0479 (FAX)

EO. 12372/NEPA

Federal Consistency

☒ No Comment  
☐ Comments Attached  
☐ Not Applicable

☒ No Comment/Consistent  
☐ Consistent/Comments Attached  
☐ Inconsistent/Comments Attached  
☐ Not Applicable

From:

Division/Bureau:

Reviewer:

Date:

FDOT Rail Office

10/11/97

Administrative - Policy/Intervenor & AC



NORTHWEST FLORIDA WATER MANAGEMENT DISTRICT  
Project Review Form

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

RECEIVED  
JUL 15 1997

DATE: July 11, 1997

State of Florida Clearinghouse

SUBJECT: Project Review: Intergovernmental Coordination  
Title: **Surface Transportation Board-Notice of Intent to prepare EIS &  
Request for Comments on Proposed EIS Scope in STB Finance  
Docket #33388.**  
SAI #: FL9707090579C

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

ACTION

- ☒ No Comment.  
☐ Supports the project.  
☐ Objects to the project; explanation attached.  
☐ Has no objection to the project; explanation optional.  
☐ Cannot evaluate the project; explanation attached.  
☐ Project requires a permit from the District under \_\_\_\_\_

DEGREE OF REVIEW

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

SIGNED

*Maia Culbertson*  
*for*

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

COUNTY: State

DATE: 07/09/97

COMMENTS JUE-2 WKS: 07/24/97

CLEARANCE DUE DATE: 08/22/97

SAI#: FL9707090579C

Message:

STATE AGENCIES

Community Affairs  
Environmental Protection  
Game and Fresh Water Fish Comm  
OTED  
State  
Transportation

WATER MANAGEMENT DISTRICTS

X Northwest Florida WMD  
South Florida WMD  
Southwest Florida WMD  
St. Johns River WMD  
Suwannee River WMD

OPB POLICY UNITS

Environmental Policy/C & ED

RECEIVED  
JUL 15 1997

State of Florida Clearinghouse

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

— Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.

X Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.

— Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.

— Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

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

To: Florida State Clearinghouse  
Department of Community Affairs  
2555 Shumard Oak Boulevard  
Tallahassee, FL 32399-2100  
(850) 922-5438 (SC 292-5438)  
(904) 414-0479 (FAX)

EO. 12372/NEPA

☒ No Comment  
☐ Comments Attached  
☐ Not Applicable

Federal Consistency

☒ No Comment/Consistent  
☐ Consistent/Comments Attached  
☐ Inconsistent/Comments Attached  
☐ Not Applicable

From:

Division/Bureau: NFWFMD  
Resource Management Div.  
Reviewer: Duncan J. Cairns  
Date: 11 JULY 97



## WATER MANAGEMENT DISTRICT

July 30 1997

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

### POST OFFICE BOX 1429

TELEPHONE 904-329-4500  
TDD 904-329-4450  
FAX (Executive) 329-4125

618 E. South Street  
Orlando, Florida 32801  
407-897-4300  
TDD 407-897-5960

SUNCOM 904-860-4500  
TDD SUNCOM 860-4450  
(Legal) 329-4485

7775 Baymeadows Way  
Suite 102  
Jacksonville, Florida 32256  
904-730-6270  
TDD 904-448-7900

### PALATKA, FLORIDA 32178-1429

(Permitting) 329-4315 (Administration/Finance) 329-4508

#### SERVICE CENTERS

PERMITTING:  
305 East Drive  
Melbourne, Florida 32904  
407-984-4940  
TDD 407-722-5368

OPERATIONS:  
2133 N. Wocham Road  
Melbourne, Florida 32935-8109  
407-752-3100  
TDD 407-752-3102

RECEIVED  
AUG 08 1997

State of Florida Clearinghouse

Re: SAI #: FL9707090579C

**Name of Project:** Surface Transportation Board - Notice of Intent to prepare an EIS Request for Comments on Scope of EIS - STB Finance Docket No. 33388 - CSX Corp. and CSX Transportation, Inc., Norfolk Southern Corp. and Southern Railway Co. - Control and Operating Leases/Agreements - Conrail, Inc. and Consolidated Rail Corp. - Florida.

Dear Ms. Akers:

The staff of the St. Johns River Water Management District (SJRWMD) has reviewed the above referenced project and offers the following comments regarding the District's areas of responsibility which include water quality, water supply, flood protection, and natural systems.

The cover letter from the Surface Transportation Board (STB) states that an Environmental Report (ER) was completed and submitted to the State Clearinghouse. We did not receive a copy of the ER as part of our materials, and according to my telephone conversation with you, the ER was not submitted as part of the review materials. Therefore, these comments are based only on the descriptive materials (no maps) that we received.

Page 8, Numbers 1-5 - The scope of the environmental impact analysis indicates that analyses will be made on construction of new rail segments as well as line abandonments. The analyses of these and similar areas should be accompanied by detailed maps to facilitate review of potential impacts.

Page 13, Section 7(B) - The effects of rail line construction on existing or proposed greenways and wildlife corridors should be added to this section. In planning abandonments, opportunities for new greenways should be assessed.

This District and the other four water management districts have a wealth of detailed natural resource information available on geographic information system (GIS) maps and in technical reports. This material could be useful to the applicant in preparing the EIS, and is available at little or no charge.

William M. Segal, CHAIRMAN  
MAITLAND

Dan Roach, VICE CHAIRMAN  
FERNANDINA BEACH

James T. Swann, TREASURER  
COCOA

Otis Mason, SECRETARY  
ST. AUGUSTINE

Kathy Chinoy  
JACKSONVILLE

Griffin A. Greene  
VERO BEACH

James H. Williams  
OCALA

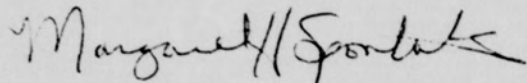
Patricia T. Harden  
SANFORD

Reid Hughes  
DAYTONA BEACH

No comments can be made on potential permitting required due to the general nature of the materials submitted.

If you have any questions about our comments, please contact me at (904) 329-4374.

Sincerely,

A handwritten signature in cursive script, reading "Margaret H. Spontak". The signature is written in dark ink and is positioned above the printed name.

Margaret H. Spontak, Director  
Division of Policy and Planning

REG/lis



COUNTY: State

DATE: 07/09/97

COMMENTS DUE - 2 WKS: 07/24/97

CLEARANCE DUE DATE: 08/22/97

SAI#: FL9707090579C

Message:

STATE AGENCIES

Community Affairs  
Environmental Protection  
Game and Fresh Water Fish Comm  
OTED  
State  
Transportation

WATER MANAGEMENT DISTRICTS

Northwest Florida WMD  
South Florida WMD  
Southwest Florida WMD  
X St. Johns River WMD  
Suwannee River WMD

OPB POLICY UNITS

Environmental Policy/C & ED

JUL 11 1997

RECEIVED  
AUG 08 1997

State of Florida Clearinghouse

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

— Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.

X — Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.

— Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.

— Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

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

To: Florida State Clearinghouse  
Department of Community Affairs  
2555 Shumard Oak Boulevard  
Tallahassee, FL 32399-2100  
(850) 922-5438 (SC 292-5438)  
(904) 414-0479 (FAX)

EO. 12372/NEPA

- ☐ No Comment  
☐ Comments Attached  
☐ Not Applicable

Federal Consistency

- ☐ No Comment/Consistent  
☒ Consistent/Comments Attached  
☐ Inconsistent/Comments Attached  
☐ Not Applicable

From:

Division/Bureau: Margaret H. Spontak

Reviewer: Policy & Planning

Date: 7-30-97



COUNTY: State

DATE: 07/09/97

COMMENTS DUE - 2 WKS: 07/24/97

CLEARANCE DUE DATE: 08/22/97

SAI#: FL9707090579C

Message:

STATE AGENCIES

Community Affairs  
Environmental Protection  
Game and Fresh Water Fish Comm  
OTED  
State  
Transportation

WATER MANAGEMENT DISTRICTS

Northwest Florida WMD  
South Florida WMD  
Southwest Florida WMD  
St. Johns River WMD  
X Suwannee River WMD

OPB POLICY UNITS

Environmental Policy/C & ED

**RECEIVED**  
JUL 31 1997

State of Florida Clearinghouse

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

— Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.

X Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.

— Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.

— Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

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

To: Florida State Clearinghouse  
Department of Community Affairs  
2555 Shumard Oak Boulevard  
Tallahassee, FL 32399-2100  
(850) 922-5438 (SC 292-5438)  
(904) 414-0479 (FAX)

EO. 12372/NEPA

Federal Consistency

☒ No Comment  
☐ Comments Attached  
☐ Not Applicable

☐ No Comment/Consistent  
☐ Consistent/Comments Attached  
☐ Inconsistent/Comments Attached  
☐ Not Applicable

From:

Division/Bureau: WATER RESOURCES

Reviewer: KIRK WEBSTER

Date: 7/30/97

COUNTY: State

DATE: 07/09/97

COMMENTS DUE-2 WKS: 07/24/97

Message:

CLEARANCE DUE DATE: 08/22/97

SAI#: FL9707090579C

STATE AGENCIES

Community Affairs  
Environmental Protection  
Game and Fresh Water Fish Comm  
OTED  
State  
Transportation

WATER MANAGEMENT DISTRICTS

Northwest Florida WMD  
South Florida WMD  
Southwest Florida WMD  
St. Johns River WMD  
Suwannee River WMD

OPB POLICY UNITS

X Environmental Policy/C & ED

RECEIVED  
JUL 24 1997

State of Florida Clearinghouse

RECEIVED

JUL 11 1997

OFFICE OF PLANNING  
& BUDGETING  
ENVIRONMENTAL POLICY UNIT

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

— Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.

X — Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.

— Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.

— Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

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

To: Florida State Clearinghouse  
Department of Community Affairs  
2555 Shumard Oak Boulevard  
Tallahassee, FL 32399-2100  
(850) 922-5438 (SC 292-5438)  
(904) 414-0479 (FAX)

EO. 12372/NEPA

Federal Consistency

- ☒ No Comment  
☐ Comments Attached  
☐ Not Applicable

- ☐ No Comment/Consistent  
☐ Consistent/Comments Attached  
☐ Inconsistent/Comments Attached  
☐ Not Applicable

From:

Division/Bureau:

Reviewer:

Date:

EOG. OPB - Env Policy  
M. Tanner  
7/22/97

LINDA S. SLOAN  
EXECUTIVE DIRECTOR

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

Telephone 352/732-1315  
Suncom 667-1315  
FAX 732-1319  
email: wrpc@atlantic.net  
July 31, 1997



## OFFICERS

NICK BRYANT  
CHAIRMAN

PAT NOVY  
VICE-CHAIRMAN

EUGENE A. POOLE  
SECRETARY

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

SUBJECT: *FL 97 070 90579 C*  
SAJ #: ~~FL 9707150598C~~  
Surface Transportation Board  
Notice of Intent  
STB Finance Docket #33388  
WRPC ICR #: ~~56 FS-97-HUD~~  
*58-F15-97-STB*

Dear Ms. Akers:

The staff of the Withlacoochee Regional Planning Council reviewed the above-referenced Notice of Intent for 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.

The Withlacoochee region is currently served by AMTRAK passenger train service, which operates on CSXT-owned tracks. Rail freight in the region is served by CSX Transportation, Florida Northern Railroad, and Florida Midland Railroad. Operation of these lines plays an important role in the economy of our region.

Information submitted on the Notice of Intent was insufficient to make a determination as to how this proposal may affect our region. Therefore, we have no comments on this program at this time. However, we would like to receive a copy of the Environmental Impact Statement when it becomes available.

Sincerely,

Linda S. Sloan, AICP  
Executive Director

LSS:vaw

Enc. (SCH Response Sheet)



## Northeast Florida Regional Planning Council

**Baker • Clay • Duval • Flagler • Nassau • Putnam • St. Johns**

9143 Philips Highway, Suite 350, Jacksonville, Florida 32256

(904)363-6350 FAX (904) 363-6356

Suncom 874-6350 Suncom FAX 874-6356

July 31, 1997

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

**RECEIVED**  
AUG 04 1997

Att.: Glenn Church

State of Florida Clearinghouse

SAI#: FL9707090579C

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

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

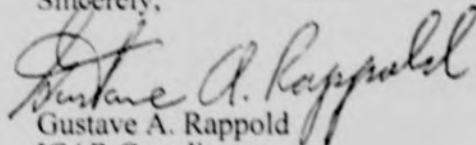
Based on the information contained in the Project Description and after a review of the Comprehensive Regional Policy Plan goals and policies the **staff** finds the proposal to be "consistent" with the following regional policy:

Regional Goal: 19.1.2. By 1995, a regional transportation system coordinated with related local, state, and federal agencies should be developed, which will provide for the safe, convenient and efficient movement of goods and promote integrated transportation by enhancing intermodal transfer facilities, such as airport, bus, truck, rail and waterfront facilities.

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

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

Sincerely,

  
Gustave A. Rappold  
ICAR Coordinator

Attachment





97 MC 39

# FLOIDA STATE CLEARINGHOUSE RPC INTERGOVERNMENTAL COORDINATION AND RESPONSE SHEET

SAI #: FL9707090579C

DATE: 07/09/97

COMMENTS DUE TO CLEARINGHOUSE: 08/08/97

AREA OF PROPOSED ACTIVITY: COUNTY: State

☐ FEDERAL ASSISTANCE ☒ DIRECT FEDERAL ACTIVITY ☐ FEDERAL LICENSE OR PERMIT ☐ OCS

## PROJECT DESCRIPTION

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

## ROUTING:

### RPC

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

**RECEIVED**

JUL 14 1997

N.E. FLORIDA  
REGIONAL PLANNING COUNCIL

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

COMMENTS DUE TO RPC: 07/30/97

**RECEIVED**

AUG 04 1997  
State of Florida Clearinghouse

NO COMMENTS: \_\_\_\_\_

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

NOTES:

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

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





RECEIVED  
AUG 04 1997

State of Florida Clearinghouse

August 1, 1997

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

Re: SFRPC #97-0727, SAI# FL970790579C Notice of Intent to prepare an Environmental Impact Statement and request for comments on the proposed EIS scope in Surface Transportation Board Finance Docket Number 33388, Statewide.

Dear Ms. Akers:

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

- The project, as proposed, is generally consistent with the goals and policies of the *Strategic Regional Policy Plan for South Florida* (SRPP), particularly those regarding land use and public facilities, regional transportation and economic development. Council staff believes the future productive use of the current CSX System in South Florida will further our goals for a more livable, sustainable, and competitive region. The Council requests the opportunity to receive the draft EIS for review and comment when it is completed as described in the Notice of July 3, 1997.
- When reviewing the Proposed EIS Scope (Notice), the following goals and policies of the SRPP should be considered.

#### STRATEGIC REGIONAL GOAL 2.1

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

#### Regional Policies

- 2.1.1 Encourage the establishment of a uniform 20-year planning horizon encompassing the period 1995-2015 for the future land use element in all local government comprehensive plans in the region for the next update of those plans. Further encourage related long-range plans for the region such as, education, transportation and water supply, to provide a policy framework consistent with the same 20-year period.

- 2.1.6 Direct future development and redevelopment first to areas served by existing infrastructure and to other locations that are suitable for development, as identified in their comprehensive plans. In particular, local governments should coordinate with state officials to identify public transportation corridors and to promote development along those corridors by implementing investment strategies for providing infrastructure and services, which are consistent with them.
- 2.1.11 Local governments should develop, adopt and incorporate mixed land use categories into the future land use element of comprehensive plans to assist in fostering more balanced and energy-efficient land use in the communities of the Region.

#### **STRATEGIC REGIONAL GOAL 2.2**

- 2.2 Revitalize deteriorating urban areas.

##### **Regional Policies**

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

#### **STRATEGIC REGIONAL GOAL 2.3**

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

##### **Regional Policies**

- 2.3.6 Local governments should consider providing for increased densities on their land use and zoning maps in those areas where excess capacity for public infrastructure exists, specifically where those densities will support regional public transportation plans and public transportation investments.
- 2.3.19 Permit new development only when and where adequate excess capacity exists, is programmed or where funding to expand that capacity is otherwise made available; considering new infill development or redevelopment approved Transportation Concurrency Exception Areas.
- 2.3.20 Encourage the clustering of places of employment in well-planned activity centers so as to elicit more efficient use of infrastructure and support services.

### STRATEGIC REGIONAL GOAL 3.1

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

#### Regional Policies

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

### STRATEGIC REGIONAL GOAL 3.2

#### Regional Policies

- 3.2 Develop a more efficient and sustainable allocation of the water resources of the region.
- 3.2.9 Require all inappropriate inputs into Natural Resources of Regional Significance to be eliminated through such means as; redirection of offending outfalls, suitable treatment improvements or retrofitting options.
- 3.2.10 The discharge of freshwater to Natural Resources of Regional Significance and suitable adjacent natural buffer areas shall be designed to imitate the natural discharges in quality and quantity as well as in spatial and temporal distribution.
- 3.2.11 Existing stormwater outfalls that do not meet or improve upon existing water quality or quantity criteria or standard, or cause negative impacts to Natural

Resources of Regional Significance or suitable adjacent natural buffer areas shall be modified to meet or exceed the existing water quality or quantity criteria or standard. The modification shall be the responsibility of the outfall operator, permittee or applicant.

### STRATEGIC REGIONAL GOAL 3.3

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

#### Regional Policies

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

### STRATEGIC REGIONAL GOAL 4.1

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

#### Regional Policies

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

### STRATEGIC REGIONAL GOAL 5.1

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

#### Regional Policies

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

#### STRATEGIC REGIONAL GOAL 5.2

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

#### Regional Policies

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

#### STRATEGIC REGIONAL GOAL 5.3

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

#### Regional Policies

- 5.3.1 Strengthen regional coordination regarding transportation planning and transportation improvements of regional significance through mechanisms such as the Council's Multimodal Regional Transportation System Committee and other committees.
- 5.3.2 Facilitate regional transportation policy and planning related research, distribution of data and educational information throughout the region, and utilization of proven technologies that supports a regional perspective and considers regional impacts.



Ms. Keri Akers

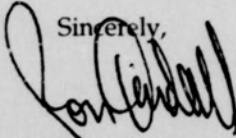
August 1, 1997

Page 7

- 5.3.3 Promote use of techniques and processes such as cross-acceptance and conflict resolution to improve coordination at the planning stage and encourage the participation of local governments.
- 5.3.5 Promote the participation of the private sector in transportation planning and ensure that public and private responsibilities for transportation improvements are determined equitably and on a fair share basis.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Ron Tindall", written over the word "Sincerely,".

Ron Tindall, AICP  
Senior Planner

RT/cp



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

**Officers**

**Chairman**  
Councilman  
Armand "Sandy" Burke

**Vice-Chairman**  
Commissioner  
Steven M. Seibert

**Secretary/Treasurer**  
Barbara Romano

**Executive Director**  
Julia E. Greene

July 21, 1997

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

**RECEIVED**  
JUL 23 1997

*State of Florida Clearinghouse*

**Subject:** IC&R #248-97, Conrail, Inc. Rail Line Acquisition Environmental Impact Statement, SAI #FL9707090579C, Nationwide

**Dear Ms. Akers:**

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

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

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

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

Sincerely,

John M. Meyer, Principal Planner  
Intergovernmental Coordination & Review

JMM/bj

**FLC JDA STATE CLEARING USE  
RPC INTERGOVERNMENTAL COORDINATION  
AND RESPONSE SHEET**

SAI #: F19707090579C

DATE: 07/09/97

COMMENTS DUE TO CLEARINGHOUSE: 08/08/97

AREA OF PROPOSED ACTIVITY: COUNTY: State

☐ FEDERAL ASSISTANCE ☒ DIRECT FEDERAL ACTIVITY ☐ FEDERAL LICENSE OR PERMIT ☐ OCS

**PROJECT DESCRIPTION**

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

**ROUTING:**

**RPC**

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

**RECEIVED**  
AUG 08 1997

State of Florida Clearinghouse

**RECEIVED**

JUL 21 1997

TREASURE COAST REGIONAL  
PLANNING COUNCIL

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

COMMENTS DUE TO RPC: 07/30/97

NO COMMENTS:

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

NOTES:

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

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

**TREASURE COAST REGIONAL PLANNING COUNCIL  
INTERGOVERNMENTAL COORDINATION AND REVIEW LOG**

**TCRPC NUMBER:** 97-FL-07-16 SAI #FL9707090579C

**APPLICANT:** Surface Transportation Board, Section of Environmental Analysis

**PROJECT DESCRIPTION:** Notice of Intent to Prepare an Environmental Impact Statement (EIS) and Request for Comments on Proposed EIS Scope

The Surface Transportation Board is issuing a notice of intent to prepare an EIS for a proposed railroad control transaction involving over 44,000 miles of rail lines and related facilities throughout the eastern United States. The proposal is for CSX Corporation and CSX Transportation, Inc. (CSX), Norfolk Southern Corporation and Norfolk Southern Railway Company (NS) to acquire control of Consolidated Rail Corporation (Conrail) and authority for the subsequent division of Conrails assets. The Board has determined that an EIS is warranted due to the nature and scope of environmental issues (such as inter-city passenger service and commuter rail service) that may arise. The draft EIS will be submitted in November 1997 according to a tentative schedule.

**FUNDING AGENCY:** No funding requested

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

**AGENCIES CONTACTED:** Indian River County  
St. Lucie County  
Martin County  
Palm Beach County