

GUIDE TO VOLUME 1

Volume 1 of the Proposed Conrail Acquisition Final EIS contains the following items:

- Contents of Chapter 1.
- Chapter 1, “Introduction and Background.”
- Contents of Chapter 2.
- Chapter 2, “Scope of the Environmental Analysis.”
- Contents Chapter 3.
- Chapter 3, “Agency Coordination and Public Outreach.”
- Guide to the Final EIS.
- Glossary of Terms.
- List of Acronyms and Abbreviations.
- Contents of the Final EIS.

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CHAPTER 1

INTRODUCTION AND BACKGROUND

The Surface Transportation Board (the Board), Section of Environmental Analysis (SEA), prepared this Final Environmental Impact Statement (Final EIS) to identify and evaluate the potential environmental impacts of the CSX and NS proposal to acquire Conrail.¹ This Final EIS discusses SEA's environmental analysis; builds on the Draft EIS that SEA issued to the public on December 19, 1997; responds to public comments; provides updates, corrections, and additional analyses; and includes SEA's final environmental mitigation recommendations.

1.1 INTRODUCTION

The Board's decision to approve, approve with conditions, or disapprove the proposed Conrail Acquisition is a major Federal action requiring environmental review under the National Environmental Policy Act (NEPA). NEPA requires that the Board conduct and complete this environmental review process before issuing a final decision on the proposed Acquisition. SEA is responsible for conducting the environmental review process for the proposed Conrail Acquisition on behalf of the Board.

NEPA requires that a Federal agency prepare an EIS if the proposed action before it has the potential to cause significant environmental impacts. The Board determined that the proposed Conrail Acquisition warranted the preparation of an EIS.² The Board based this determination on the nature and scope of the environmental issues³ that would likely arise from the proposed Conrail Acquisition.

An EIS describes the proposed action and alternatives, presents analyses of the potential beneficial and adverse environmental impacts that would result from the proposed action, and recommends mitigation measures to avoid or reduce those potential significant adverse environmental impacts. This chapter provides information pertaining to the following:

¹ "Conrail" stands for "Conrail, Inc. and Consolidated Rail Corporation"; "CSX" stands for "CSX Corporation and CSX Transportation, Inc."; and "NS" stands for "Norfolk Southern Railway Company and Norfolk Southern Corporation."

² Board Decision No. 6, May 30, 1997.

³ For example, passenger rail and hazardous materials transport.

- General background information regarding CSX and NS's Application to the Board to acquire control of Conrail's assets and its basic railroad operations (the Application for the proposed Conrail Acquisition).
- The purpose of and need for the proposed action, as the Application defines them.
- The Application review process, including the role of the Board and SEA.
- The environmental review process for this Application, including a discussion of the Board's thresholds for environmental analysis.
- Alternatives to the proposed action, including modifications, conditions, and agreements.
- SEA's activities since its issuance of the Draft EIS.
- SEA's activities to involve the public in the environmental review process, followed by an overview of the public comments.
- SEA's approach to considering the Applicants' Safety Integration Plans.

1.2 BACKGROUND OF THE JOINT APPLICATION TO ACQUIRE CONTROL OF CONRAIL

On April 10, 1997, CSX and NS notified the Board of their intent to file a joint Application to acquire control of Conrail and divide between themselves the majority of Conrail's assets. CSX and NS would share ownership of certain Conrail railroad facilities that they refer to as Shared Assets Areas in Detroit, Michigan; northern New Jersey; and southern New Jersey/Philadelphia, Pennsylvania.

On June 23, 1997, CSX, NS, and Conrail filed their joint Application with the Board in Finance Docket No. 33388. The proposed Conrail Acquisition is a "major transaction" under the Board's regulations at 49 Code of Federal Regulations (CFR) Part 1180, which governs railroad mergers and acquisitions. The Board instituted a proceeding⁴ to consider whether to approve the proposed Conrail Acquisition and allow CSX and NS to implement their plans.

The Application included Operating Plans and an Environmental Report describing the physical and operational changes that would be associated with the proposed Conrail Acquisition and the potential environmental effects of those changes. The Applicants also provided the Board with corrected and supplemental environmental information during the preparation of this EIS. CSX and NS also provided comments on the Draft EIS.

⁴ Surface Transportation Board Finance Docket No. 33388 or Finance Docket No. 33388.

1.3 PURPOSE OF AND NEED FOR THE PROPOSED CONRAIL ACQUISITION

In their Application, CSX and NS state that the proposed Conrail Acquisition is intended to provide a more efficient rail transportation system in the eastern United States and to increase rail competition in the Northeast and Midwest. CSX and NS believe the proposed Acquisition would result in improved service to the public because railroad operations would be more efficient, responsive, and reliable. Other benefits CSX and NS claim include:

- Fewer trucks on the nation's highways each year and reduced highway congestion.
- Fewer truck-related highway accidents each year.
- Fewer rail accidents annually.
- Reduced air pollution.
- Safer hazardous materials transport.
- Annual fuel savings.
- Better market access.
- Increased global competitiveness.

CSX and NS also maintain that a well-managed rail network, configured in response to market forces, would increase competitive options for shippers and yield substantial efficiencies and corresponding benefits to the shipping public. Specifically, CSX and NS indicate that they expect competition to continue in their existing areas of freight service and to increase in certain geographic areas in which Conrail is currently the only major railroad.

In addition, CSX and NS claim that the public benefits when railroads distribute their fixed costs (such as equipment or certain maintenance operations) over a broader traffic base because the per unit cost of shipping freight declines. They also assert that the proposed Acquisition would substantially reduce the costly and time-consuming transfer of freight between systems that now slows Conrail, CSX, and NS operations. Figure 1-1 shows the existing rail system, and Figure 1-2 shows the proposed rail system. Chapter 2, "Scope of the Environmental Analysis" describes the proposed Acquisition-related rail system changes.

1.4 THE BOARD'S APPLICATION REVIEW PROCESS

The Board's application review process reflects its direction from Congress and the limits of its jurisdiction. This section provides background on the Board's authority and limitations in acting on the proposed Conrail Acquisition, the role of the Board, the procedural schedule, and the Board's approach to environmental review.



FIGURE 1-1
EXISTING SYSTEM
 CSX, NORFOLK SOUTHERN AND CONRAIL



LEGEND

- SHARED ASSETS AREA
- AMTRAK NORTHEAST CORRIDOR
- CSX
- ⋯ CSX TRACKAGE OR HAULAGE RIGHTS
- NORFOLK SOUTHERN
- - - NS TRACKAGE OR HAULAGE RIGHTS

SCALE IN MILES
 0 150 300 450



**FIGURE 1-2
 PROPOSED SYSTEM
 CSX AND NORFOLK SOUTHERN**

1.4.1 Background on Railroad Regulation

In regulating railroad matters, the Board and the Federal Railroad Administration (FRA) have separate and unique responsibilities. This section describes their respective roles.

The Surface Transportation Board

The Board is a bipartisan, decisionally independent adjudicatory body, organizationally housed within the U.S. Department of Transportation (DOT). The Board has jurisdiction over rail rates, financial transactions including railroad acquisitions and consolidations, rail constructions, and abandonment of rail service.⁵ The Interstate Commerce Commission (ICC) Termination Act of 1995⁶ established the Board to assume some of the regulatory functions that the ICC previously administered. The Act either eliminated or transferred other ICC regulatory functions to different DOT agencies.

The Board's charge is to provide an efficient and effective forum for the resolution of disputes within its jurisdiction. In all of its decisions, the Board is committed to advancing the national transportation policy goals established by Congress.⁷

In 1920, Congress established a national policy favoring railroad consolidations in the interest of economy and efficiency. Congress reaffirmed its rail consolidation policy in subsequent amendments to the ICC Termination Act, and it recently required the Board to approve rail consolidation transactions that are in the public interest.⁸ In determining the public interest, the Board's well-established and court-approved practice is to balance the gains in operating efficiency and marketing capability realized through a particular railroad consolidation against any consequent reduction in competition.

The Board licenses railroads as common carriers, meaning that railroads are required to accept goods and materials for transport from all customers upon reasonable request and at a reasonable rate. If a railroad simply wants to upgrade a portion of its system or add service to certain shippers, it may do so without seeking the Board's permission. The Board, therefore, has no control over the level of service. It does not regulate the number of trains operating over a specific section of rail line or maintain control over general day-to-day operations of railroads.

In the case of railroad mergers or acquisitions, a Board decision approving a transaction would not require the railroads involved to transport more freight or transport existing freight by any

⁵ See 49 U.S.C. 10101 *et seq.*

⁶ Pub. L. 104-88, 109 Stat. 803 (1995).

⁷ See 49 U.S.C. 10101.

⁸ See 49 U.S.C. 11324-25 (new), specifically 49 U.S.C. 11324(c).

specific route. Rather, the Board's action typically allows railroads to expand their rail line systems by acquiring facilities of other railroads, and therefore operate more efficiently and compete more effectively with other railroads and trucks.

The Board, as an independent Federal agency with jurisdiction over surface transportation matters, considers the economic, competitive, and environmental effects of a transaction in its review of proposed railroad mergers and acquisitions. The Board can approve a transaction as proposed; approve the transaction with conditions, including environmental conditions, to offset or reduce the potential environmental impacts of the proposed action; or disapprove the transaction.

The Federal Railroad Administration

The Federal agency primarily responsible for railroad safety is the FRA, an agency within the U.S. Department of Transportation. FRA has issued substantive safety regulations, most of which specifically address one of three major elements of the railroad system: the rolling equipment (such as locomotives and rail cars), the track and signal system over which railroads operate, or the rules for conducting rail operations. FRA regulations (49 CFR 200-266) include topics such as operating regulations and procedures; track safety standards and safe track speed; train and engine crew program of instruction, testing, and monitoring; personnel hours of service; accident reporting; licensing of locomotive engineers; drug and alcohol testing of employees; and inspection and testing of train cars, locomotives, signals, and trains.

1.4.2 Role of the Board in Reviewing Railroad Mergers and Acquisitions

The Board reviews the economic, competitive, and environmental aspects of railroad mergers and acquisitions. This section describes the Board's review processes.

Review of the Merits of the Proposed Action

Statutory requirements at 49 U.S.C. 11323-11325 mandate that the Board approve and authorize a proposed rail acquisition when it determines that the transaction is consistent with the public interest. In making this determination, the Board considers the economic and competitive merits of the proposed transaction in accordance with requirements at 49 U.S.C. 11324. That section requires the Board to consider the following when deciding whether to approve railroad control transactions or impose conditions:

- The effect that the proposed transaction would have on providing adequate transportation to the public.
- The effect on the public interest of including or failing to include other rail carriers in the geographic area involved in the proposed transaction.

- The total fixed charges that would result from the proposed transaction.
- The interests of affected railroad employees.
- The possibility of an adverse impact on competition among railroads in the affected region or in the national rail system.

The Board has established a process for receiving pleadings and alternative proposals pertaining to the economic and competitive impacts of the proposed Conrail Acquisition. This process is separate from the environmental review process, which has provided specific opportunities for the public to learn about and comment on the potential environmental impacts of the proposed transaction.

Review of the Potential Environmental Impacts of the Proposed Action

For the environmental review, the Board considers the NEPA requirements, other related environmental laws and their implementing regulations, and the former ICC environmental regulations at 49 CFR Part 1105, which the Board has adopted. The Board's environmental regulations govern SEA's environmental review process and outline SEA's procedures for preparing environmental documents.

The environmental review leading to preparation of the Final EIS has been a multi-step process. Table 1-1 details the Board's procedural schedule and SEA's environmental review schedule for the proposed Conrail Acquisition. Figure 1-3 depicts the decision-making process, and Figure 1-4 summarizes the environmental review process. Throughout the environmental review process, the public has had opportunities to comment and provide input on the scope of the environmental analysis, the environmental review process, and substantive environmental issues.

Public's Right to Seek Administrative Review

This Final EIS, which includes SEA's final recommended environmental conditions, serves as the basis for the Board's consideration of environmental issues resulting from the proposed Conrail Acquisition. SEA is issuing the Final EIS to the public prior to the Board's June 4, 1998, oral argument, where environmental as well as economic and competitive transportation issues can be addressed, and prior to the Board's voting conference on June 8, 1998. At the voting conference, the Board will decide whether it will approve or disapprove the proposed Conrail Acquisition, or approve it with appropriate conditions, including environmental conditions. The Board intends to serve a written decision in this case on July 23, 1998. In its decision, the Board will address both economic and competitive transportation issues and impose any conditions it deems appropriate, including environmental conditions.

**TABLE 1-1
BOARD'S PROCEDURAL AND SEA'S ENVIRONMENTAL REVIEW SCHEDULE**

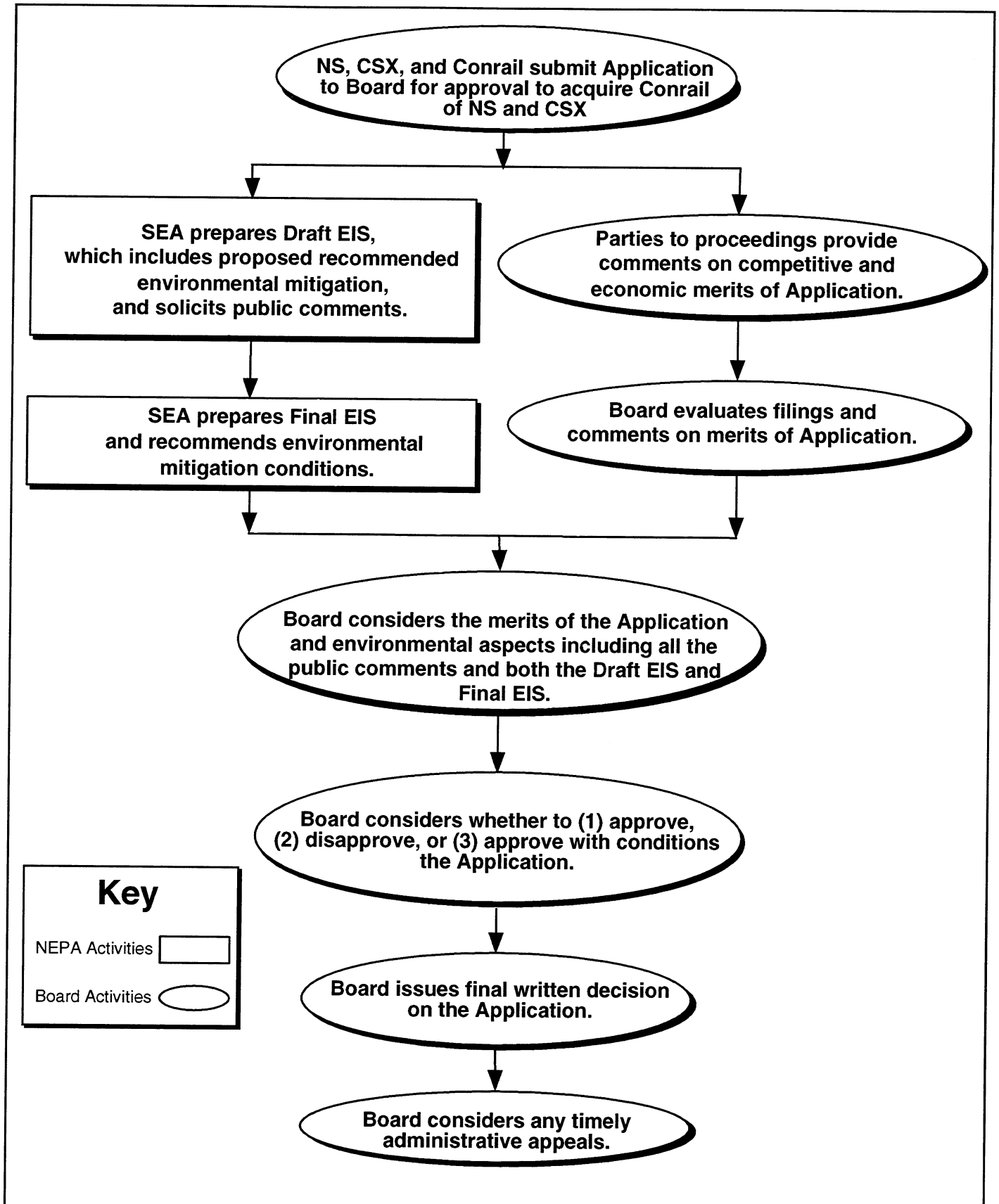
Day	Action	Date
	Applicants filed Notice of Intent to file Application	April 10, 1997
	Applicants filed Preliminary Environmental Report with SEA	May 16, 1997
Day 0	Applicants filed Application, Operating Plans, and Environmental Report	June 23, 1997
	The Board issued Notice of Intent to Prepare an EIS and Draft Scope in the <u>Federal Register</u>	July 7, 1997
	Public filed comments on the Draft Scope of the EIS	August 6, 1997
Day 60	Other parties filed summary descriptions of Inconsistent and Responsive applications	August 22, 1997
	Applicants filed Preliminary Draft Environmental Assessments (PDEAs) for the Seven Separate Connections Decision No. 9 the Board served on June 12, 1997	September 5, 1997
	SEA issued final scope of the EIS in the <u>Federal Register</u>	October 1, 1997
Day 100	Other parties filed Responsive Environmental Reports and Verified Statements for any Inconsistent and Responsive applications	October 1, 1997
	SEA issued Environmental Assessments (EAs) for the Seven Separate Connections	October 7, 1997
Day 120	Other parties filed Inconsistent and Responsive applications and Requests for Conditions	October 21, 1997
	SEA received comments on the EAs for the Seven Separate Connections	October 27, 1997
	The Board issued Decision No. 52 requiring Applicants to prepare and file Safety Integration Plans	November 3, 1997
Day 150	The Board issued Decision No. 54, "Notice of Acceptance of Inconsistent and Responsive applications"	November 20, 1997
	The Board issued decision (Finance Docket No. 33388 [Sub Nos. 1-7]) allowing Applicants to build the Seven Separate Connections	November 25, 1997
	Applicants filed Safety Integration Plans	December 3, 1997
	The Board served Draft EIS on Parties of Record	December 12, 1997
Day 175	The parties filed responses to the Inconsistent and Responsive applications, Requests for Conditions, and rebuttals in support of Primary Application	December 15, 1997
	Environmental Protection Agency placed a notice in the <u>Federal Register</u> announcing the availability of the Draft EIS and initiating a 45-day comment period on the Draft EIS and SEA issued Draft EIS to the public	December 19, 1997
	SEA issued correction letter to Draft EIS to the public	December 31, 1997
	SEA issued errata document pertaining to Draft EIS to the public	January 12, 1998

**TABLE 1-1
BOARD'S PROCEDURAL AND SEA'S ENVIRONMENTAL REVIEW SCHEDULE**

Day	Action	Date
Day 205	The Board received rebuttals in support of Inconsistent and Responsive applications	January 14, 1998
	SEA issued supplemental errata document pertaining to Draft EIS to the public	January 21, 1998
	Public filed comments on Draft EIS	February 2, 1998
Day 245	Parties filed briefs	February 23, 1998
	The Board placed a notice in the <u>Federal Register</u> identifying additional potential impacts affecting certain communities and initiating an additional 45-day comment period	February 27, 1998
	Public filed comments on additional environmental information	April 15, 1998
	SEA issues Final EIS	Late May 1998
Day 346	The Board will conduct oral arguments	June 4, 1998
Day 350	The Board will conduct Voting Conference	June 8, 1998
	Public to file comments on proposed NS train traffic changes in Greater Cleveland Area.	June 28, 1998
Day 395	The Board will issue final written decision	July 23, 1998
	Deadline for filing Administrative Appeals	August 13, 1998

The rules of the Council on Environmental Quality (CEQ) (40 CFR 1506.10(b)) provide that an agency shall not make a decision on a proposed action less than 30 days from publication of a notice of a Final EIS in the Federal Register unless the agency's decision is subject to an administrative review process after publication of the Final EIS. The Board's voting conference on the proposed Conrail Acquisition is planned less than 30 days after publishing the Final EIS. However, the Board has an established administrative review process.

The Board advised the public of the planned administrative appeal process and procedural schedule at every stage of this proceeding, including in the notice of proposed scope for the EIS published in the Federal Register on July 7, 1997, and in the final scope of the EIS, which was published October 1, 1997. As explained in the final scope of this EIS, parties who wish to file an administrative appeal of the Board's July 23, 1998 written decision (including any environmental conditions that the Board might impose) may do so within 20 days of the service date of that written decision, as provided in the Board's rules. Therefore, any interested party will have approximately two months after receiving the Final EIS to review the document before the 20-day period for filing administrative appeals begins. This schedule will provide the public with adequate time to pursue administrative review of the Board's July 23, 1998 decision. The Board will address any administrative appeals in a subsequent decision. This process is consistent with the CEQ rules at 40 CFR 1506.10(b).



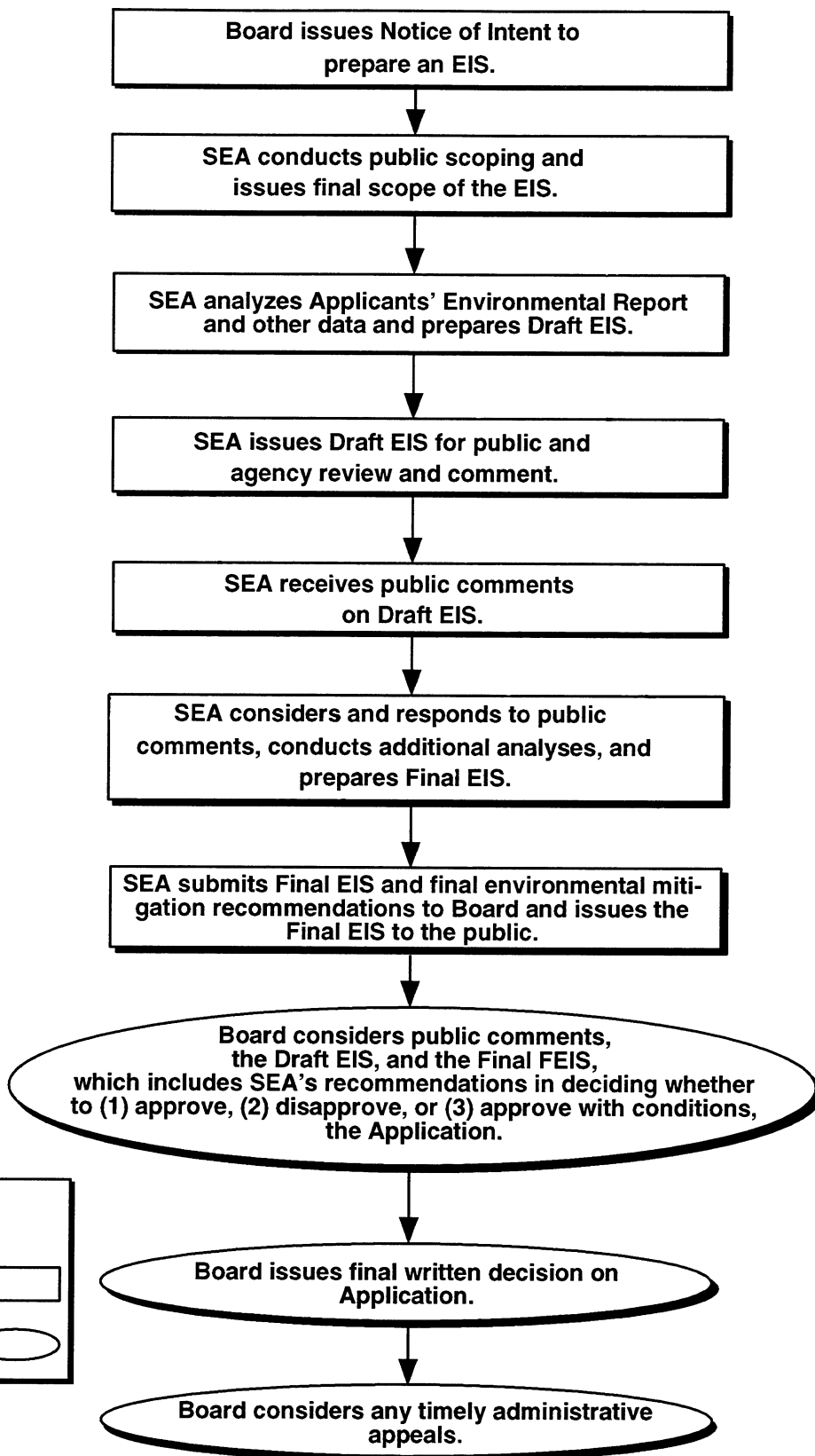
Key

NEPA Activities

Board Activities

Proposed Conrail Acquisition *Final Environmental Impact Statement*

FIGURE 1-3
 SURFACE TRANSPORTATION BOARD'S DECISION MAKING PROCESS
 FOR THE PROPOSED CONRAIL ACQUISITION



Key

NEPA Activities

Board Activities

FIGURE 1-4
SUMMARY OF ENVIRONMENTAL REVIEW PROCESS

Recent NS Proposed Train Traffic Rerouting for the Greater Cleveland Area

As discussed below, SEA has determined that the affected public should have further opportunity to comment on a specific change in train traffic information recently submitted by NS. This change, proposed by NS to mitigate potential adverse impacts in the Greater Cleveland Area, could have adverse environmental effects outside the Greater Cleveland Area. Specifically, on April 16, 1998, NS modified projected train routes in Ohio for traffic moving between the Youngstown, Ohio/Pittsburgh, Pennsylvania area and Oak Harbor, Ohio and on to Chicago, Illinois and other western gateways and origins/destinations. In the original NS Operating Plan and Application, this traffic was projected to move between Rochester, Pennsylvania (near Pittsburgh) and Chicago via Youngstown, Ashtabula, Cleveland, and Vermilion, Ohio (on the Nickel Plate Line).

In its revised plan, the traffic would be shifted to a route between Rochester, Pennsylvania and Oak Harbor, Ohio through Alliance, White, Cleveland, and Berea on the present Conrail main line. In the Greater Cleveland Area, this route would reduce the number of trains originally projected to move from Ashtabula through East Cleveland and the West Shore suburbs to Vermilion and Chicago by approximately 11 trains per day, and increase train traffic from White, through the Cleveland Central Business District, Berea, and Vermilion to Chicago.

SEA has carefully analyzed the NS rerouting proposal and the associated potential environmental impacts. Based on this analysis, SEA modified its final recommended environmental mitigation to address additional potential adverse impacts for noise and safety in the areas of highway/rail at-grade crossings, freight rail operations, and hazardous materials transport in the following communities:

- City of Alliance.
- City of Cleveland.
- City of Berea.
- City of Brook Park.
- City of Brooklyn.
- Linndale Village.
- River Edge Village.
- City of Bellevue.
- Oak Harbor Village.
- City of Fremont.
- Ballville CDP.
- Clyde.

With this recommended mitigation, SEA concludes that these changes would not result in significant adverse environmental impacts. The analysis for the Greater Cleveland Area is included in Chapter 4 “Summary of Environmental Review” and Appendix N, “Community Evaluations” of the Final EIS. The analysis of potential environmental impacts of this change

outside the Greater Cleveland Area is included in the Addendum to this Final EIS. SEA has modified the mitigation described in Chapter 7, "Recommended Environmental Conditions," of the Final EIS to reflect its revised environmental analysis.

Opportunity for Additional Public Comment on the NS Proposed Train Traffic Rerouting

During the course of the environmental review process, the Applicants and other parties proposed mitigation options and other changes that could affect the projected train traffic flow at various places throughout the system. In many cases, these changes would be minor and would reduce local environmental impacts in certain areas. SEA normally considers these types of changes as part of its evaluation of mitigation options.

However, the proposed NS traffic changes from this rerouting would result in potential traffic increases in certain areas that would exceed the Board's 8 train per day threshold for environmental analysis. NS submitted these proposed changes to the Board on April 16, 1998, about one month before SEA planned to issue the Final EIS. This recent information resulted, in part, from Applicant negotiations with affected communities in the Greater Cleveland Area. Although SEA has analyzed the new information and recommended related environmental mitigation, there has not been sufficient time for the public to comment on this information. Therefore, SEA believes that those parties affected by the NS proposed traffic increases from this rerouting should have the opportunity to comment prior to the Board's final written decision on July 23, 1998.

Accordingly, the affected public may file comments to the Board to address the new NS routing information, SEA's environmental analysis of the proposed rerouting, and SEA's recommended mitigation prior to service of the Board's final written decision. SEA requests that any affected person who wishes to file comments before the Board issues its final written decision on July 23, 1998 do so by June 28, 1998. This will ensure that the Board has sufficient time to fully consider these comments before it issues its final written decision. Also, parties affected by this new train traffic information will have the same opportunity as anyone else to bring their concerns to the Board's attention through an administrative appeal of the Board's July 23, 1998 final written decision.

The Board's Authority To Impose Conditions

The Board's authority over mergers and acquisitions, such as the proposed Conrail Acquisition, includes the power to impose conditions. (See 49 U.S.C. 11324(c).) However, for the Board to impose conditions, the administrative record must show the need for each condition; a direct relationship must exist between the condition and the transaction; and the condition must be reasonable. These considerations apply to all conditions that the Board imposes, including environmental conditions to mitigate potential significant adverse environmental impacts. In developing environmental mitigation conditions, the Board has consistently focused on the potential significant adverse environmental impacts that would result directly from the proposed

merger or acquisition, such as anticipated increases in rail traffic on existing rail lines. The Board, like its predecessor, the ICC, cannot impose measures to mitigate potential significant adverse environmental or other impacts resulting from pre-existing conditions, such as existing railroad operations, or land development in the vicinity of the railroads. A railroad may upgrade a portion of its system or add service to shippers without seeking the Board's approval. Thus, if CSX, NS, and Conrail had not proposed this Acquisition, they could have increased the number of trains on their existing lines to any level they deemed appropriate to meet demand and/or to achieve efficiency without the Board's review or regulation.

1.4.3 SEA and Its Independent Third-party Contractors

SEA is responsible for conducting the environmental review of the proposed Conrail Acquisition on behalf of the Board. In conducting this review, SEA engaged independent third-party contractors to assist with the environmental analysis and preparation of environmental documents. The environmental regulations of both the Board and CEQ (49 CFR 1105.10(d) and 40 CFR 1506.5(c), respectively) specifically permit the use of SEA-approved independent third-party contractors.

In the proposed Conrail Acquisition, as in all Board proceedings where third-party contractors are retained, the independent third-party contractors' scope of work, approach, and activities are under the sole supervision, direction, and control of SEA. The contractors, in effect, are an extension of SEA's staff. They work exclusively under SEA's direction in assisting SEA to conduct independent environmental analyses; develop appropriate environmental analysis methods, documentation, and mitigation options; and verify the environmental information that they receive from the Applicants, consulting agencies, and all other interested parties. The third-party contractors assisted SEA in compiling the information and conducting the analyses for both the Draft EIS and this Final EIS. Throughout the environmental review process and in preparing the EIS for this project, SEA's involvement, oversight, guidance, and participation have been extensive.

With the assistance of the independent third-party contractors, SEA prepared this Final EIS after reviewing all the public comments received on the Draft EIS, conducting additional environmental analysis, reviewing and verifying available environmental information, and consulting with appropriate agencies and commentors. See Appendix U for a List of Preparers of this EIS, including SEA and third-party contractors.

1.4.4 Thresholds for Environmental Analysis

The Board's environmental regulations at 49 CFR 1105.7(e) set forth certain thresholds for the Board's environmental review. The Board's thresholds are identified in Table 1-2. SEA used the Board's thresholds, among others, to determine which activities associated with the proposed Conrail Acquisition would require environmental analysis. See Chapter 2, Table 2-1, "SEA's

Thresholds for Environmental Analysis,” for more information on the Board’s and SEA’s thresholds.

For potential impacts on resources other than noise and air quality where the Board’s regulations do not specifically provide a threshold for environmental analysis, SEA generally used an increase of 8 or more trains per day or a 100-percent increase in annual gross ton-miles as the threshold for environmental analysis. For selected environmental impact areas, SEA used other thresholds that it considered appropriate to the Acquisition-related activity for the proposed Conrail Acquisition. SEA established specific thresholds for analysis for the following selected environmental impact areas:

- Passenger rail operation safety and service—an average increase of 1 or more freight trains per day on rail line segments with existing passenger service.
- Hazardous materials transport—any increase in hazardous materials transported on rail line segments or at intermodal facilities and rail yards.
- Highway/rail at-grade crossing delay—an average daily traffic count of 5,000 or more vehicles at any crossing with an increase of: (a) 8 or more freight trains per day in an air quality attainment or maintenance area, or (b) 3 or more freight trains per day in an air quality nonattainment area.

**TABLE 1-2
SURFACE TRANSPORTATION BOARD
THRESHOLDS FOR ENVIRONMENTAL ANALYSIS^a**

Activity/Site	Noise	Air Quality	
		Attainment and Maintenance Areas ^b	Nonattainment Areas ^b
Rail Line Segments	Increase of 8 trains per day or increase of 100 percent in annual gross ton-miles.		Increase of 3 trains per day or increase of 50 percent in annual gross ton-miles.
Rail Yards	Increase of 100 percent in carload activity per day.		Increase of 20 percent in carload activity per day.
Intermodal Facilities	Increase of 50 trucks per day or increase of 10 percent in average daily traffic volume on any affected road segment.		

^a 49 CFR 1105.7(e)

^b Attainment areas are areas of the U.S. that meet National Ambient Air Quality Standards (NAAQS) as specified under the Clean Air Act (CAA). Maintenance areas are areas that the U.S. Environmental Protection Agency (EPA) had previously designated as nonattainment but has redesignated as attainment because of improvement in air quality. Nonattainment areas do not meet NAAQS as specified under CAA.

1.4.5 Analysis of Railroad Activities and Environmental Issues

Existing rail traffic levels along the Applicants' rail line segments and at rail yards and intermodal facilities are the baseline against which SEA evaluated the potential environmental impacts of the proposed Conrail Acquisition. The proposed Conrail Acquisition would include changes in railroad operations such as increases and decreases in train traffic on rail lines, changes in activity at certain rail yards and intermodal facilities, rail line abandonments, and rail line construction projects.

This Final EIS focuses on the potential environmental impacts of the proposed Conrail Acquisition. It does not consider competitive or economic issues because the Board addresses these issues separately in considering the merits of the Application. (Section 1.4.2, "Role of the Board in Reviewing Railroad Mergers and Acquisitions," discusses the Board's merits consideration process in more detail.) This Final EIS also does not consider labor protection analysis because the Board will impose statutory labor protection conditions in considering the merits of this proposed transaction. These conditions specifically cover the employees of the consolidating carriers.

In performing its environmental review, SEA considered the potential system-wide, regional, county-wide, and local environmental impacts of the proposed Conrail Acquisition. This Final EIS reports the potential environmental impacts of the following five types of activities associated with the proposed Conrail Acquisition:

1. Anticipated changes in the level of rail traffic on 317 rail line segments that would meet or exceed the Board's thresholds for noise or air quality environmental analysis or the other specific thresholds for environmental analysis that SEA developed for this project.
2. Proposed changes in activity at 24 intermodal facilities that would meet or exceed the Board's thresholds for noise or air quality environmental analysis.
3. Proposed changes in activity at 15 rail yards that would meet or exceed the Board's thresholds for noise or air quality environmental analysis.
4. Proposed construction and operation of 15 new rail line connections and two other facilities (one intermodal facility and a bridge rehabilitation).⁹
5. Proposed abandonment of three rail line segments.

⁹ The Applicants requested, and the Board granted, a separate environmental review process for seven rail construction projects (Seven Separate Connections). SEA addressed potential environmental impacts of the physical construction of the Seven Separate Connections at issue in Finance Docket No. 33388 (Sub Nos. 1 - 7), in Environmental Assessments that SEA prepared prior to and separate from this Final EIS. By a decision issued November 25, 1997, the Board approved, subject to certain environmental conditions, the physical construction of the Seven Separate Connections. This EIS, therefore, addresses only proposed operations over these connections. For further details, see Section 1.5.1, "Proposed Action."

SEA also assessed the potential for environmental impacts from other related activities in the existing right-of-way, modifications to the Operating Plans resulting from Settlement Agreements,¹⁰ and the operation of the Seven Separate Connections for which CSX and NS requested early consideration by the Board. Section 1.5.1, “Proposed Action,” discusses these related activities. SEA also evaluated potential environmental impacts from proposals by other parties requesting modifications or alterations to the proposed Conrail Acquisition (for example, Inconsistent and Responsive [IR] Applications, Comments and Requests for Conditions) and Negotiated Agreements between CSX and NS and the affected communities that address potential environmental impacts. Section 1.5.2, “Alternatives,” provides more information on these proposals and Chapter 2, “Scope of the Environmental Analysis,” provides more detail on the rail activities that SEA analyzed.

In this EIS, SEA evaluated potential environmental impacts in the following areas:

- Safety.
- Traffic and transportation.
- Energy.
- Air quality.
- Noise.
- Cultural and historic resources.
- Hazardous waste sites.
- Natural resources.
- Land use, including consistency with current local land use plans, consistency with Coastal Zone Management Plans, and potential environmental impacts on prime farmland and Native American reservations.
- Socioeconomic impacts when potential environmental impacts would directly relate to physical changes in the environment.
- Environmental justice.
- Cumulative effects.

¹⁰ Settlement Agreements are agreements regarding competitive or other issues between CSX and NS and other railroads, shipping associations, or other parties.

SEA also analyzed potential cumulative effects of the proposed Conrail Acquisition where those effects would involve system-wide or regional environmental issues, such as air quality, energy, and transportation. In addition, SEA analyzed potential site-specific cumulative effects for other projects or activities related to the proposed Conrail Acquisition, provided that the Board received certain specific information on those projects or activities¹¹ within the 45-day comment period for the Draft EIS.

1.5 THE PROPOSED ACTION AND ALTERNATIVES

This section describes the proposed action, any modifications to the Application through Settlement Agreements, and alternatives to the proposed action resulting from Inconsistent and Responsive (IR) Applications and Comments and Requests for Conditions.

1.5.1 Proposed Action

The proposed action consists of the Primary Application, including Operating Plans, which the Applicants submitted to the Board, and related construction projects, including rail line connections, as described in this section. The proposed action also includes any modifications to the Operating Plans resulting from Settlement Agreements regarding competitive merits or other issues between the Applicants and other railroads, shipping associations, or other parties. Section 4.21, "Settlement Agreements and Negotiated Agreements," describes SEA's evaluation of potential environmental impacts resulting from these agreements.

The Primary Application

In 1996 and early 1997, CSX and NS each separately considered acquiring Conrail. On April 10, 1997, CSX and NS officially notified the Board of their intent to jointly acquire control of certain Conrail assets. Their joint Application, filed on June 23, 1997, included Operating Plans and an Environmental Report describing the physical and operational changes associated with the proposed Conrail Acquisition and the potential environmental effects of those changes. The Applicants submitted corrected and supplemental information in the Errata and Supplemental Environmental Report filed with the Board on August 28, 1997. The Applicants continued to provide additional operational and environmental information throughout preparation of this EIS.

The proposed Conrail Acquisition involves more than 44,000 miles of rail line and numerous railroad-owned facilities throughout the eastern United States and part of Canada. The transaction, which would involve the division of Conrail's assets by CSX and NS, except for the Shared Assets Areas, would create two major railroad systems of roughly equal size and scope operating in the eastern United States. CSX currently operates approximately 18,500 route miles of rail line in 19 states; the District of Columbia; and the Province of Ontario, Canada. The

¹¹ This information included a description of the projects or activities, their relationship to the proposed transaction, and the type and severity of the potential cumulative effects.

expanded CSX system resulting from this proposed transaction would comprise approximately 22,900 route miles.

NS currently operates approximately 14,300 route miles of rail line in 19 states and the Province of Ontario, Canada. The expanded NS system resulting from the proposed transaction would comprise approximately 21,000 route miles.

Conrail currently operates approximately 10,500 route miles of rail line in 13 states; the District of Columbia; and the Province of Quebec, Canada. As proposed, approximately 500 miles of track would remain in the Conrail system as assets shared by both CSX and NS. The Shared Assets Areas are located in Detroit, Michigan; northern New Jersey; and southern New Jersey/Philadelphia, Pennsylvania.

CSX and NS would continue to use their existing rail lines, except that ownership of one NS rail line would shift to CSX. Figures 1-1 and 1-2 show the existing and proposed CSX, NS, and Conrail rail systems.

Based on the Applicants' Operating Plans, the proposed Conrail Acquisition would result in numerous rerouting and consolidation activities. These activities include increased or decreased rail traffic on some rail line segments and in some rail yards, diversion of long-haul highway truck shipments to rail, diversion of some rail shipments to truck, rail line construction and abandonment projects, and construction or expansion of certain rail yards and intermodal facilities. Chapter 2, "Scope of the Environmental Analysis," includes a more detailed description of the anticipated physical and operational changes from the proposed Conrail Acquisition.

Other Construction Projects and Rail Line Connections

Normally, when SEA conducts an environmental review for proposed mergers and acquisitions, it does not evaluate the potential environmental impacts of proposed construction and other activities that take place completely within existing railroad right-of-way. For example, SEA generally does not evaluate incidental construction activities such as normal maintenance work, minor track construction, or rehabilitation work within existing right-of-way. Also, because the Board does not have jurisdiction over the construction, operation, or abandonment of "spur, industrial, team,¹² switching or side tracks," SEA normally does not review these activities (49 U.S.C. 10906). Similarly, other improvements on existing railroad right-of-way do not require approval from the Board and, therefore, SEA does not ordinarily perform environmental review of such activities. However, when such activities directly affect matters within the Board's jurisdiction, SEA includes them in its environmental review. Specifically, for the proposed Conrail Acquisition, SEA reviewed such projects if: (a) there was a potential that the

¹² Team tracks are spur tracks located on railroad property available for public access to rail cars for loading and unloading freight.

activity would meet the Board's thresholds for environmental analysis; (b) they would not occur except for the proposed Conrail Acquisition; and (c) they would involve potential environmental impacts outside the existing right-of-way. In all, SEA investigated 75 potential railroad activities. SEA determined that three projects (two rail yard expansions and a bridge renovation) could result in potential environmental impacts beyond the existing railroad right-of-way. (See Chapter 2, "Scope of the Environmental Analysis," for the list of these construction projects.) SEA determined that the remaining projects—minor activities with the potential for only small and temporary environmental impacts—did not require further analysis.

As noted, at the request of CSX and NS, the Board also gave early consideration to proposals to construct seven new rail line connections (Seven Separate Connections) in Illinois, Indiana, and Ohio, totaling approximately 4 miles of new track. Specifically, the Applicants asked the Board to consider these Seven Separate Connections separately from, and prior to, the Board's decision on the proposed Conrail Acquisition so they would be in a position to immediately provide efficient service in competition with one another if the Board approved the proposed Conrail Acquisition. After seeking public comment, the Board granted the Applicants' request for early review. The Board did so because CSX and NS assumed the risk that the Board might deny the Application and/or the Board would not authorize them to operate over one or more of the new connections. The Board also made it clear that no operations could begin on the Seven Separate Connections until it rendered a decision on the Primary Application.

On October 7, 1997, SEA issued separate Environmental Assessments addressing the potential construction environmental impacts for each of these Seven Separate Connections. SEA determined that the physical construction of these Seven Separate Connections would not likely cause adverse or significant environmental impacts. In a November 25, 1997 decision, the Board gave final approval, subject to certain environmental mitigation conditions, for physical construction of these seven projects. (See Decision for Sub. Nos. 1-7, November 25, 1997, in Appendix R, "All Relevant Board Decisions.") As noted, the Applicants may not begin rail line operations over the Seven Separate Connections until SEA completes its EIS process for the proposed Conrail Acquisition, and only if the Board approves the proposed Conrail Acquisition, including these operations. SEA evaluated the potential environmental impacts of railroad operations over the Seven Separate Connections as a part of the analysis of rail line segments in this EIS.

1.5.2 Alternatives

SEA considered three alternatives in this EIS:

1. **The No-Action Alternative**, under which the Board would not approve the Conrail Acquisition as proposed and the Applicants' proposed changes in rail operations would not occur. The No-Action Alternative is the "pre-Acquisition" setting. SEA compared the proposed action to the No-Action Alternative.

2. **The Approval Alternative**, under which the Board would approve the Conrail Acquisition as proposed in the Application, Operating Plans, and Environmental Report that the Applicants submitted to the Board on June 23, 1997, as revised in the Applicants' Errata and Supplemental Environmental Report filed with the Board on August 28, 1997, and additional information the Applicants provided after August 28, 1997. The Approval Alternative would include Settlement Agreements submitted by the Applicants.
3. **The Approval-with-Conditions Alternative**, under which the Board would approve the proposed Conrail Acquisition with specific conditions and mitigation requirements. The conditions that SEA evaluated under the Approval-with-Conditions Alternative include measures that the Board may impose to mitigate potential environmental impacts or to address issues involving competition or essential service. The Approval-with-Conditions Alternative also includes modifications to the Application generated by IR applications, Comments and Requests for Conditions, and Negotiated Agreements (between the Applicants and communities) that address potential environmental impacts.

Settlement Agreements

Settlement Agreements are agreements regarding competitive or other issues made between the Applicants and other railroads, shipping associations, or other parties, that may result in modifications to the Applicants' Operating Plans. Since the Board served the Draft EIS, the Applicants have provided SEA with Verified Statements or Supplemental Environmental Reports concerning the potential environmental impacts of 21 Settlement Agreements. SEA has reviewed these Verified Statements and Supplemental Environmental Reports and has determined that none of the Settlement Agreements would cause significant adverse environmental effects.

Inconsistent and Responsive Applications and Requests for Conditions

IR applications are proposals that parties other than the Applicants filed with the Board to request modifications or conditions to the Primary Application. The Board required parties who planned to file complete Inconsistent and Responsive applications to file summary descriptions of their requests by August 22, 1997. The filing due date for the complete IR applications was October 21, 1997. The Board accepted 15 IR applications in Decision No. 54, issued on November 20, 1997. (IR applicants in this proceeding typically requested trackage rights over, acquisition of, or control of particular rail lines that were included in the Primary Application.) Prior to SEA's issuance of this Final EIS, four parties withdrew their IR applications after reaching settlements with CSX or NS:

- Canadian National Railway Company and Grand Trunk Western Railroad, Inc.
- Belvedere & Delaware Railway and Black River & Western Railroad.
- Indiana & Ohio Railway Company.
- New York State Electric and Gas Company.

To comply with NEPA and other environmental laws, the Board required IR applicants, in Decision No. 6, to file either of the following by October 1, 1997:

- A Verified Statement that the actions requested in their IR application would have no significant adverse environmental effects.
- A Responsive Environmental Report (RER) containing detailed environmental information regarding the potential effect of their IR application. (See Appendix R, “All Relevant Board Decisions.”)

The Board required IR applicants to file an RER if the IR request, together with the activities proposed by the Primary Application, would increase activities along a rail segment or at a rail yard by levels that would meet or exceed the Board’s thresholds for environmental analysis. SEA used the Verified Statements and RERs, as well as the Environmental Report for the proposed Conrail Acquisition, to consider the potential environmental impacts of the IR applications and confirm the accuracy of the documents. Based on its review of the information contained in the Verified Statements and RERs, SEA determined that none of the IR applications would cause significant environmental impacts if the Board approved them in its consideration of the proposed Conrail Acquisition.

In addition to the IR applications, the Board received numerous Comments and Requests for Conditions by the October 21, 1997 deadline specified in Decision No. 6. (See Appendix R, “All Relevant Board Decisions.”) The Board received Comments and Requests for Conditions from a wide variety of parties, including shippers, railroads, labor unions, and elected officials. Some of the comments were procedural in nature or did not contain Requests for Conditions. Moreover, most of the Comments and Requests for Conditions focused on the competitive aspects of the merits of the proposed Conrail Acquisition. SEA considered all Comments and Requests for Conditions that raised potential environmental issues.

Since SEA issued the Draft EIS, SEA has continued its review of IR applications and Comments and Requests for Conditions. On December 15, 1997, the Applicants and the Parties of Record submitted Responses to the IR applications and Comments and Requests for Conditions. In addition to the Rebuttals that the IR applicants filed, 26 parties filed responses. SEA reviewed these filings and determined that most of the activities described would not likely cause significant adverse environmental impacts. Section 4.20, “Inconsistent and Responsive Applications and Requests for Conditions,” presents SEA’s evaluation of potential environmental impacts resulting from IR applications and Comments and Requests for Conditions.

Negotiated Agreements

During the environmental review process, SEA encouraged the Applicants to consult with potentially affected communities and develop Negotiated Agreements. These Negotiated

Agreements can be more far-reaching in addressing environmental issues than the environmental mitigation conditions that the Board unilaterally may impose. SEA required CSX and NS to provide a copy of each Negotiated Agreement for its environmental review. As of May 15, 1998, CSX and NS had submitted 18 Negotiated Agreements, and they were negotiating several others when this EIS was finalized. SEA has reviewed these negotiated agreements and recommends that the Board require CSX or NS to comply with the terms of the Negotiated Agreements as a condition of approval of the proposed Conrail Acquisition. If later agreements are executed, SEA recommends that the Board substitute these agreements for the local mitigation that the Board might otherwise impose. (See Section 4.21, “Negotiated Agreements” and Chapter 7, “Proposed Environmental Conditions.”)

Community Mitigation Routing Alternatives

As a result of consultation with local governments, SEA identified train reroutings as a potential strategy for minimizing the effects of the proposed Conrail Acquisition. SEA considered the potential effects of routing alternatives for Cleveland, Ohio; Erie, Pennsylvania; the Four City Consortium in Indiana (East Chicago, Gary, Hammond, and Whiting); and Lafayette, Indiana. SEA identified and evaluated the potential beneficial and adverse environmental effects of these alternatives for the Board’s use in determining conditions. (See Section 4.19, “Community Evaluations” for details of SEA’s analysis.)

1.6 SEA’S PUBLIC OUTREACH ACTIVITIES

SEA conducted extensive public outreach activities throughout the environmental review process. SEA’s intent was to inform the public of the proposed Conrail Acquisition and the environmental review process, as well as to encourage and facilitate public participation in the review process. While preparing both the Draft and Final EIS, SEA also consulted with Federal, state, regional, county, and local agencies; tribal governments; and affected communities to gather and disseminate information about the project. SEA conducted independent environmental analyses and site visits, considered comments from the public, and obtained other available information. SEA specifically invited the public, in its Federal Register notice dated December 19, 1997, to review and comment on the document, the analyses, and SEA’s preliminary recommended mitigation measures. Chapter 3 of this Final EIS, “Agency Coordination and Public Outreach Activities,” discusses SEA’s activities in more detail.

1.7 THE BOARD’S AND SEA’S ACTIVITIES SINCE THE DRAFT EIS

After the Board served the Draft EIS, and prior to issuing this Final EIS, SEA undertook several additional activities to complete its environmental review of the proposed Conrail Acquisition. In many cases, SEA’s review of public and agency comments prompted it to conduct additional analyses and consultation to address various issues. Specifically:

- The Board served a Correction Letter to the Draft EIS that (a) corrected the dates for filing rebuttals in support of IR applications and for submitting briefs, (b) clarified the organization of the Draft EIS, and (c) provided further instructions for filing comments on the Draft EIS (December 31, 1997).
- The Board served an errata document to clarify certain information in the Draft EIS and to correct certain data discrepancies (January 12, 1998).
- After issuing the Draft EIS, SEA conducted additional analyses of highway/rail at-grade crossing delays because it identified an error in the calculations used to determine average daily vehicle delay. The error overstated the average daily vehicle delay at highway/rail at-grade crossings. SEA recalculated vehicle delay for appropriate crossings and used the results to revise its preliminary recommended mitigation for certain crossings.
- The Board served a supplemental errata document to the Draft EIS to provide revised values for highway/rail at-grade crossing delays and the resultant changes in preliminary mitigation recommendations and related environmental justice analyses (January 21, 1998). The supplemental errata document contained:
 - An explanation of how and why SEA changed its equation for determining average daily vehicle delay at highway/rail at-grade crossings.
 - The revised vehicle delay results.
 - SEA's revised preliminary mitigation recommendations for vehicle delay.
 - SEA's revised environmental justice analyses.
- SEA reanalyzed hazardous materials transport based on refined calculations and data that the Applicants provided and revised its preliminary recommended mitigation based on the refined analyses.
- SEA refined the Draft EIS noise analysis by extending considerably its use of Geographic Information Systems modeling for this Final EIS.
- With regard to environmental justice, SEA conducted additional air quality analyses using screening modeling of ambient pollutant concentrations in response to public comments regarding rail line segments and highway/rail at-grade crossings.

- SEA placed an announcement in the Federal Register to notify the public (a) of the availability of the revised hazardous materials transport and noise analyses, and related environmental justice analysis and preliminary mitigation recommendations, and (b) that SEA was seeking public comment on those issues. This 45-day comment period ended April 15, 1998.
- SEA conducted nearly 100 additional site visits and analyses in response to public comments on the Draft EIS.
- SEA continued its public outreach activities, particularly with regard to minority and low-income communities that could experience disproportionately high and adverse impacts. SEA published notices in community newspapers, some in Spanish, and maintained a telephone hotline and Internet web site to help the public understand and participate in the environmental review process.
- SEA conducted further screening to refine the list of minority and low-income populations that could experience disproportionately high and adverse impacts.
- SEA considered and responded to approximately 1,000 issues and concerns that the public submitted in their comments on the Draft EIS.
- SEA further analyzed the potential environmental effects of IR applications and Comments and Requests for Conditions.
- SEA considered the potential environmental effects of Settlement Agreements and Negotiated Agreements entered into by the Applicants with other parties.
- SEA evaluated the potential environmental impacts of the proposed NS rerouting of train traffic for the Greater Cleveland Area.

Chapter 4, “Summary of Environmental Review,” describes the technical analyses that SEA undertook after publication of the Draft EIS and the resulting revisions to potential environmental impacts that SEA identified. Chapter 7, “Recommended Environmental Conditions,” presents the measures that SEA recommends the Board impose to mitigate some of those impacts.

1.8 OVERVIEW OF PUBLIC COMMENTS

SEA issued the Draft EIS for the proposed Conrail Acquisition to the public on December 19, 1997. SEA encouraged all who received or reviewed the document to comment on the technical analysis and the scope and adequacy of SEA’s preliminary recommended mitigation measures. Comments on the Draft EIS were due on February 2, 1998. In February, SEA notified the public of additional information on selected line segments regarding hazardous

materials transport, noise, and environmental justice issues. SEA initiated a 45-day comment period that ended on April 15, 1998 and received five comments regarding these line segments

In preparing this Final EIS, SEA considered all comments that it received from the public. Appendix A, "Comments Received on the Draft Environmental Impact Statement," contains a copy of all the written public comments received by February 2, 1998. The Addendum to this Final EIS includes copies of the comments on the additional analyses received by April 15, 1998, and SEA's responses to those comments.

SEA received approximately 260 letters commenting on the Draft EIS from Federal, state, and local agencies; railroads; civic and advocacy organizations; businesses; and individuals. These letters raised approximately 1,000 separate concerns on environmental issues. While SEA received comments on every issue area addressed in the Draft EIS, nearly half of the comments fell into one of the following specific categories:

- Highway/rail at-grade crossing safety.
- Hazardous materials transport.
- Emergency response.
- Delay at highway/rail at-grade crossings.
- Air quality.
- Rail operations.
- Noise.

SEA considered the environmental comments it received in a timely manner to develop final mitigation recommendations. In finalizing mitigation measures for the Final EIS, SEA modified a number of the preliminary mitigation recommendations in the Draft EIS to address concerns of commentors. (See Chapter 5, "Summary of Comments and Responses," and Chapter 7, "Recommended Environmental Conditions.")

1.9 SAFETY INTEGRATION PLANS

During SEA's preparation of the Draft EIS, FRA and others, including railway labor interests, expressed the need for safety integration planning for the proposed Conrail Acquisition. Specifically, they voiced concerns about whether safety could be maintained (a) during and after the process of combining the Applicants' three operations into two expanded companies, and (b) during joint operation of the Shared Assets Areas.

FRA commented to the Board that the Applicants should develop Safety Integration Plans to address the railroads' safety integration process if it approved the transaction. SEA responded to FRA's request by issuing a decision on November 3, 1997, that required the Applicants to file detailed Safety Integration Plans containing specific information by December 3, 1997. Because this due date was only a few days before SEA issued the Draft EIS, SEA could not provide an analysis of these plans in the Draft EIS. However, to facilitate public review of this important

issue, SEA included the complete text of the Safety Integration Plans in Volume 2 of the Draft EIS. The three plans are: (a) the “Safety Integration Plan of CSX Corporation and CSX Transportation, Inc.,” (b) “Norfolk Southern’s Safety Integration Plan,” and (c) “CSX/NS Safety Integration Plan for Conrail Shared Assets Operations.” In Volume 2 of the Draft EIS, SEA also reprinted the October 21, 1997 document containing FRA’s comments.

SEA encouraged FRA and the public to review these plans carefully and to provide specific comments. SEA also independently thoroughly reviewed the plans, which the Applicants prepared with input from FRA, and all the comments SEA received. DOT’s comments on the Draft EIS state that FRA is satisfied that the plans address and satisfactorily mitigate every safety concern raised in the environmental review portion of this proceeding. They also stated that, if the Board approves the proposed Conrail Acquisition, no other mitigation on this subject is necessary or appropriate, and that FRA will continue to work with the Applicants to address safety integration issues that arise. Prior to issuing this Final EIS, the Board and FRA, with concurrence of DOT, agreed to a Memorandum of Understanding (MOU) to clarify the actions each would take to ensure the successful implementation of the Safety Integration Plans. Under the terms of that MOU, FRA would monitor, evaluate, and review the Applicants’ efforts with respect to implementation of the Safety Integration Plans. FRA would report the Applicants’ progress until FRA affirms to the Board in writing that the proposed integration is complete. The Board would exercise its oversight authority over the applicants to correct any problems if necessary. Chapter 6, “Safety Integration Planning” provides summaries of the issues associated with public comments pertaining to the Safety Integration Plans. It also contains summaries of the comments and SEA’s responses to those comments. Chapter 7, “Recommended Environmental Conditions,” includes the mitigation measures related to safety integration.

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CHAPTER 2

SCOPE OF THE ENVIRONMENTAL ANALYSIS

This chapter describes the changes in railroad activities for which SEA evaluated potential environmental impacts expected from the proposed Conrail Acquisition. These changes fall within five types of railroad activities: (1) train traffic levels on rail line segments, (2) operations at intermodal facilities, (3) operations at rail yards, (4) new constructions, and (5) proposed abandonments. A detailed description of the existing systems and proposed actions and alternatives was presented in Chapter 2 of the Draft Environmental Impact Statement (Draft EIS). This chapter includes discussion of SEA's thresholds for environmental analysis.

This chapter also describes the changes made in the Final Environmental Impact Statement (Final EIS) from the Draft EIS. It describes any changes in the evaluated activities resulting from changes the Applicants proposed since filing the Primary Application, as well as changes resulting from Settlement Agreements; Inconsistent and Responsive Applications; Requests for Conditions; and (if approved by the Board) Negotiated Agreements.

The Surface Transportation Board's (the Board's) Section of Environmental Analysis (SEA) evaluated these potential changes in railroad activities in terms of safety, traffic and transportation, energy, air quality, noise, cultural and historical resources, hazardous waste sites, natural resources, land use (including Native American concerns) and socioeconomics related to changes in the physical environment, and environmental justice.

2.1 THRESHOLDS FOR ENVIRONMENTAL ANALYSIS

The proposed Conrail Acquisition would change rail operations for the expanded CSX Transportation, Inc. (CSX), and the Norfolk Southern Railway Company (NS) systems. SEA used several thresholds to determine which specific railroad activities and operations associated with the proposed Acquisition would be subject to environmental analysis. These thresholds are discussed below.

SEA reviewed the data in the CSX and NS "post-Acquisition" Operating Plans, included with their joint Application, and identified changes from "pre-Acquisition" operations. SEA then identified those operational changes and planned activities that would meet or exceed the Board's environmental thresholds for air quality and noise analysis (at 49 CFR 1105.7), as well as specified thresholds developed by SEA during the scoping process for other environmental impact areas. Through this threshold screening process, described in detail in the Draft EIS,

SEA identified those changes and activities addressed in this Final EIS. Table 2-1 presents thresholds SEA applied by activity type and environmental impact category.

SEA applied these thresholds to the following types of activities:

- Increases and decreases in rail traffic on all rail line segments.
- Increases and decreases in activities at all intermodal facilities.
- Increases and decreases in activities at all rail yards.
- Construction of rail line connections.
- Proposed abandonments of rail line segments.

SEA assigned specific site identification (Site ID) numbers to identify each rail line segment, proposed connection, rail yard, intermodal facility, construction, and proposed abandonment analyzed in the Final EIS. The tables in this chapter (see Table 2-2) and throughout the Final EIS reference site numbers according to the post-Acquisition operating railroad(s), generally using the following key: C (CSX), N (Norfolk Southern), and S (Shared Assets).

**TABLE 2-1
SEA'S THRESHOLDS FOR ENVIRONMENTAL ANALYSIS**

Environmental Impact Category	Activities Evaluated for Potential Environmental Impacts				
	Rail Line Segments	Intermodal Facilities	Rail Yards	Constructions	Abandonments
Safety					
Freight Rail Operations	All rail line segments with an average increase of 8 or more freight trains per day.	All intermodal facilities.	All rail yards.	N/A	N/A
Passenger Operations	Rail line segments with existing passenger rail traffic and an average increase of 1 or more freight trains per day.	N/A	N/A	N/A	N/A
Highway/Rail At-grade Crossing Safety	All highway/rail at-grade crossings on rail line segments with an average increase of 8 or more trains per day.	N/A	N/A	All highway/rail at-grade crossings created by proposed constructions, with an average increase of 8 or more trains per day.	All highway/rail at-grade crossings on abandoned rail line segments.
Hazardous Materials Transport	All rail line segments with an increase in the annual volume of hazardous materials transported.	All intermodal facilities.	All rail yards.	N/A	N/A

N/A = Not Applicable.

- ^a Air Quality Attainment or Maintenance Area: Increase of at least eight trains per day, or a 100 percent increase in annual gross ton miles.
- ^b Air Quality Nonattainment Area: Increase of at least three trains per day, or a 50 percent increase in annual gross ton miles.
- ^c Air Quality Attainment or Maintenance Area: Increase of 100 percent in carload activity.
- ^d Air Quality Nonattainment Area: Increase of 20 percent in carload activity.
- ^e Air Quality, Attainment, and Nonattainment Areas: increase of 50 trucks per day, or a 10 percent increase in average daily traffic volume on any affected road segment.

**TABLE 2-1
SEA'S THRESHOLDS FOR ENVIRONMENTAL ANALYSIS**

Environmental Impact Category	Activities Evaluated for Potential Environmental Impacts				
	Rail Line Segments	Intermodal Facilities	Rail Yards	Constructions	Abandonments
Traffic and Transportation					
Passenger Rail Service Capability	Rail line segments with existing passenger rail traffic and an increase of one or more freight trains per day.	N/A	N/A	N/A	N/A
Highway/Rail At-grade Crossing Delay	Highway/rail at-grade crossings on segments that meet or exceed the Board's thresholds for environmental analysis ^{a,b} and with average daily traffic (ADT) of 5,000 vehicles or greater.	N/A	N/A	Highway/rail at-grade crossings created by proposed constructions on rail line segments that meet or exceed the Board's thresholds for environmental analysis and with average daily traffic (ADT) of 5,000 or more.	All highway/rail at-grade crossings on abandoned line segments.
Roadway Capacity	N/A	Intermodal facilities with an increase of 50 or more trucks per day or a 10% increase in average daily traffic on affected roadways.	N/A	N/A	All proposed abandonments with rail-to-truck diversions.
	Movable-span bridges on segments that meet or exceed the Board's environmental thresholds. ^{a,b}	N/A	N/A	N/A	N/A

**TABLE 2-1
SEA'S THRESHOLDS FOR ENVIRONMENTAL ANALYSIS**

Environmental Impact Category	Activities Evaluated for Potential Environmental Impacts				
	Rail Line Segments	Intermodal Facilities	Rail Yards	Constructions	Abandonments
Energy					
	System-wide analysis of truck-to-rail diversions.	Intermodal facilities with an increase of 50 or more trucks per day <u>or</u> a 10% increase in average daily traffic on affected roadways.	Rail yards that meet or exceed the Board's thresholds for environmental analysis. ^{c,d}	N/A	All proposed abandonments resulting in rail-to-truck diversions of more than 1,000 rail carloads per year <u>or</u> an average of 50 rail carloads per mile per year for any part of the affected rail line segment.
Air Quality					
Attainment or Maintenance Areas	Segments with an increase of 8 or more trains per day <u>or</u> at least a 100% increase in rail traffic (measured in annual gross ton miles). ^a	Intermodal facilities that meet or exceed the Board's thresholds for environmental analysis. ^c	Rail yards with a 100% or greater increase in carload activity per day.	All constructions.	All proposed abandonments.
Nonattainment Areas	Segments with an increase of 3 or more trains per day <u>or</u> at least a 50% increase in rail traffic (measured in annual gross ton	Intermodal facilities that meet or exceed the Board's thresholds for environmental analysis. ^d	Rail yards with a 20% or greater increase in carload activity per day.	All constructions.	All abandonments.

**TABLE 2-1
SEA'S THRESHOLDS FOR ENVIRONMENTAL ANALYSIS**

Environmental Impact Category	Activities Evaluated for Potential Environmental Impacts				
	Rail Line Segments	Intermodal Facilities	Rail Yards	Constructions	Abandonments
Noise					
	Segments with an increase of 8 or more trains per day <u>or</u> at least 100% increase in rail traffic (measured in annual gross ton miles).	Intermodal facilities with an increase of 50 or more trucks per day <u>or</u> a 10% increase in average daily traffic on affected roadways.	Rail yards with a 100% increase in carload activity per day.	All constructions.	N/A
Cultural Resources					
	N/A	N/A	N/A	All constructions.	All abandonments.
Hazardous Waste Sites					
	N/A	N/A	N/A	All constructions.	All abandonments.
Natural Resources					
	N/A	N/A	N/A	All constructions.	All abandonments.
Land Use/Socioeconomics					
	N/A	N/A	N/A	All constructions.	All abandonments.
Environmental Justice					
	All segments.	Intermodal facilities that meet or exceed the Board's thresholds for environmental analysis.	Rail yards that meet or exceed any threshold for environmental analysis.	All constructions.	N/A

2.2 RAIL LINE SEGMENTS

Rail line segments are portions of rail lines that run between two terminals or junction points. The Operating Plans that CSX and NS submitted with their Application describe how they propose to modify their respective operations over the expanded rail networks, and route traffic to meet customers' freight shipping needs. The proposed modifications would result in train traffic increases on some rail line segments and decreases on others.

For the Final EIS, SEA analyzed a total of 1,022 rail line segments. These segments are listed in Appendix T, "Final Environmental Impact Statement Rail Line Segments." Of these, 123 rail line segments meet or exceed the Board's threshold for environmental analysis for air quality, and 69 rail line segments meet or exceed the Board's threshold for environmental analysis for noise. Train traffic on 53 rail line segments would experience an increase of eight or more freight trains per day warranting freight rail safety analysis.

To evaluate potential impacts on passenger rail safety resulting from the proposed action, SEA analyzed all rail line segments that carry passenger traffic and would experience an increase, on average, of at least one freight train per day. SEA identified 90 rail line segments that meet this threshold. SEA also evaluated potential safety effects for all rail line segments with any proposed increase in the transport of hazardous materials. SEA identified 247 rail line segments that meet this threshold. Table 2-1 shows each of the thresholds for rail segment analysis. Table 2-2 lists all the rail line segments that were evaluated for potential air quality, noise, safety, and operations impacts. Altogether, SEA analyzed 317 rail line segments that exceeded at least one threshold for environmental analysis.

As part of the environmental analysis of rail line segments, SEA also evaluated the potential environmental impacts of the rail operations over the Seven Separate Connections in the states of Illinois, Indiana, and Ohio. The Board approved the construction of these Seven Separate Connections in a decision dated November 25, 1997, after SEA conducted separate Environmental Assessments (EA) of potential environmental impacts from construction of each of these connections.

The Applicants have made several changes to the proposed Acquisition since SEA issued the Draft EIS. SEA has incorporated these changes into its evaluation of potential environmental impacts described in this Final EIS. On March 3, 1998, NS informed SEA that traffic levels on the Campbell Hall, New York-to-Port Jervis, New York rail line segment (N-063), and the Suffern-to-Campbell Hall, New York (N-062), have changed since the Application was filed. NS plans to reduce the "post-Acquisition" number of trains per day by three—to 9 rather than the 12 originally proposed—which would result in an increase of only 1.1 trains per day, and zero trains per day, respectively. Therefore these two rail line segments would no longer exceed the Board's threshold for air quality analysis.

**TABLE 2-2
RAIL LINE SEGMENTS EXCEEDING SEA THRESHOLDS FOR ENVIRONMENTAL ANALYSIS**

Site ID	Pre Acq. (1995)	Post Acq.	Passenger & Freight Train Data				Annual Freight Traffic Data						Exceeded Thresholds									
			From	To	Psg. Trains	Average Daily Freight Trains			Million Gross Tons			Hazardous Material Carloads			Air Quality	Noise Analysis	Psg. Train	Freight Train	Hazardous Materials Transport			
						Pre Acq.	Post Acq.	Change	Pre Acq.	Post Acq.	Change	Pre Acq.	Post Acq.	Change						Pre Acq.	Post Acq.	Change
Alabama																						
C-267	CSX	CSX	Decatur	AL	Black Creek	0.0	22.5	23.8	1.3	38.4	59.5	55%	22,000	32,000	45%						X	
C-268	CSX	CSX	Black Crk	AL	Birmingham	0.0	33.7	31.0	-2.7	48.9	67.2	37%	22,000	32,000	45%							X
C-269	CSX	CSX	Birmingham	AL	Parkwood	0.0	32.8	30.7	-2.1	48.8	67.2	38%	28,000	40,000	43%							X
C-270	CSX	CSX	Parkwood	AL	Montgomery	0.0	14.1	14.3	0.2	23.1	28.5	23%	18,000	23,000	28%							X
C-271	CSX	CSX	Montgomery	AL	Flomaton	0.0	16.1	18.0	1.9	23.1	33.7	46%	32,000	46,000	44%							X
C-386	CSX	CSX	Flomaton	AL	Mobile	0.8	25.1	25.8	0.7	38.4	47.6	24%	45,000	61,000	36%							X
N-001	NS	NS	Attalla	AL	Norris Yard	0.0	7.4	12.5	5.1	21.9	25.2	15%	10,000	14,000	40%	X						X
N-412	NS	NS	Demopolis	AL	Marion Jct	0.0	2.0	2.0	0.0	1.5	1.5	0%	0	1,000	1000%							X
N-337	NS	NS	Norris Yd	GA	Austell	2.0	19.1	14.5	-4.6	37.7	33.6	-11%	32,000	41,000	28%							X
C-387	CSX	CSX	Mobile	LA	New Orleans	0.8	20.6	22.7	2.1	23.4	34.6	48%	45,000	54,000	20%							X
N-343	NS	NS	Burstal	MS	Meridian	2.0	16.2	16.2	0.0	31.7	36.0	14%	33,000	34,000	3%							X
N-397	NS	NS	Wilson	TN	Memphis	0.0	14.8	16.5	1.7	33.4	36.7	10%	19,000	20,000	5%							X
Washington, D.C.																						
C-001	CR	CSX	Anacostia	DC	Virginia Ave	0.0	19.3	28.6	9.3	40.3	45.2	12%	21,000	26,000	24%	X						X
C-003	CSX	CSX	Washington	DC	Pt of Rocks	20.0	23.8	30.8	7.0	37.8	56.0	48%	11,000	12,000	9%	X						X
C-002	CR	CSX	Virginia Ave	DC	Potomac Yard	44.5	17.9	28.6	10.7	40.3	47.7	18%	20,000	26,000	30%	X						X
Delaware																						
N-010	CR	NS	Bell	DE	Edgemoor	0.0	5.0	11.8	6.8	5.1	13.5	165%	4,000	6,000	50%	X						X
C-201	CSX	CSX	Wilmington	MD	Baltimore	0.0	26.9	26.8	-0.1	44.0	50.4	14%	11,000	16,000	45%							X
S-001	AMTK	AMTK	Davis	MD	Perryville	73.0	4.5	12.4	7.9	25.8	44.8	74%	15,000	17,000	13%	X						X
			DE Total																			
Florida																						
C-385	CSX	CSX	Pensacola	FL	Flomaton	0.8	9.9	11.3	1.4	20.4	21.5	5%	26,000	22,000	-15%							X
C-382	CSX	CSX	Jacksonville	FL	Baldwin	2.8	21.9	23.3	1.4	18.7	20.5	9%	4,000	0	-100%							X
C-400	CSX	CSX	Orlando	FL	Auburndale	4.0	7.7	9.1	1.4	7.5	8.5	13%	1,000	1,000	0%							X
C-401	CSX	CSX	Auburndale	FL	Lakeland	4.0	7.2	8.6	1.4	15.9	16.0	1%	2,000	2,000	0%							X
C-402	CSX	CSX	Lakeland	FL	Winston	4.0	17.6	18.9	1.3	19.5	23.4	20%	16,000	16,000	0%							X
C-403	CSX	CSX	Winston	FL	Plant City	4.0	9.8	11.1	1.3	18.1	19.9	10%	9,000	9,000	0%							X
Georgia																						
C-356	CSX	CSX	Lagrange	GA	Montgomery	0.0	11.9	11.2	-0.7	17.3	18.6	7%	22,000	24,000	9%							X
C-376	CSX	CSX	Lagrange	GA	Parkwood	0.0	13.5	13.5	0.0	24.1	29.1	21%	8,000	17,000	113%							X
C-380	CSX	CSX	Thomasville	GA	Montgomery	0.0	7.9	6.2	-1.7	10.6	10.5	0%	2,000	3,000	50%							X
N-379	NS	NS	Valdosta	GA	Occidental	0.0	5.4	3.8	-1.6	6.7	6.6	-1%	22,000	23,000	5%							X
C-296	CSX	CSX	Cartersville	GA	Atlanta	0.0	39.4	38.3	-1.1	81.8	79.3	-3%	21,000	22,000	5%							X
C-297	CSX	CSX	Atlanta	GA	Manchester	0.0	19.2	16.6	-2.6	35.3	34.2	-3%	5,000	6,000	20%							X
C-298	CSX	CSX	Manchester	GA	Waycross	0.0	27.9	26.0	-1.9	52.6	57.3	9%	13,000	20,000	54%							X
C-346	CSX	CSX	Savannah	GA	Jesup	8.0	17.3	22.8	5.5	46.6	50.6	9%	9,000	9,000	0%							X

(1) 1000% is reported for Percent Change where pre acq. is 0 and "post" acq. is > 0.
(2) Segments that have endpoints in more than one state are listed under the state of origin.

**TABLE 2-2
RAIL LINE SEGMENTS EXCEEDING SEA THRESHOLDS FOR ENVIRONMENTAL ANALYSIS**

Site ID	Pre Acq. (1995)	Post Acq.	Passenger & Freight Train Data				Annual Freight Traffic Data						Exceeded Thresholds						
			From	To	Average Daily Freight Trains		Million Gross Tons			Hazard Material Carloads			Air Quality	Noise Analysis	Psg. Train	Freight Train	Hazardous Materials Transport		
					Psg. Trains	Change	Pre Acq.	Post Acq.	Change	Pre Acq.	Post Acq.	Percent Change							
C-354	CSX	CSX	GA Athens	GA Atlanta	0.0	18.7	21.0	2.3	32.9	37.5	14%	22,000	27,000	23%				X	
C-355	CSX	CSX	GA Atlanta	GA Lagrange	0.0	15.3	16.5	1.2	23.0	25.3	10%	21,000	27,000	29%				X	
C-377	CSX	CSX	GA Manchester	GA Lagrange	0.0	12.0	11.6	-0.4	20.5	22.8	11%	7,000	14,000	100%				X	
C-381	NS	NS	GA Jesup	GA Folkston	8.0	10.3	12.4	2.1	26.2	26.2	0%	2,000	2,000	0%			X		
N-020	NS	NS	GA Howell	GA Spring	0.0	33.3	40.4	7.1	67.5	81.4	21%	32,000	40,000	25%	X			X	
N-022	NS	NS	GA Spring	GA Scherer Coal	0.0	27.2	32.9	5.7	60.8	67.7	11%	31,000	39,000	26%	X			X	
N-331	NS	NS	GA Cohutta	GA Austell	0.0	32.8	36.5	3.7	66.4	71.0	7%	17,000	20,000	18%	X			X	
N-332	NS	NS	GA Austell	GA Howell	2.0	49.7	50.4	0.7	97.7	101.4	4%	48,000	63,000	31%				X	
N-333	NS	NS	GA Scherer Coal	GA Macon Jct	0.0	21.9	27.4	5.5	42.7	50.6	19%	31,000	39,000	26%				X	
N-334	NS	NS	GA Macon Jct	GA Brasnan Yd	0.0	37.0	40.0	3.0	72.6	75.0	3%	34,000	47,000	38%				X	
N-335	NS	NS	GA C of G Jct	GA Langdale Yd	0.0	15.3	16.5	1.2	24.2	27.1	12%	26,000	27,000	4%				X	
Illinois																			
C-010	CSX	CSX	IL Barr Yd	IL Blue Island Jct	0.0	17.0	32.9	15.9	25.0	58.0	132%	21,000	20,000	-5%	X			X	
C-011	CSX	CSX	IL Blue Island Jct	IL 59th Street	0.0	19.5	22.9	3.4	27.0	37.0	37%	0	3,000	1000%	X			X	
C-263	CSX	CSX	IL Dolton	IL Danville	0.0	20.2	21.6	1.4	31.3	40.3	29%	17,000	19,000	12%				X	
C-476	CSX	CSX	IL Chrisman	IL Danville	0.0	1.8	2.1	0.3	3.7	4.0	8%	1,000	2,000	100%				X	
N-030	NS	NS	IL IC 95th St	IL Pullman Jct	0.0	2.0	5.9	3.9	4.8	13.4	179%	0	0	-	X			X	
N-032	NS	NS	IL Taylorsville	IL Granite City	0.0	10.0	15.0	5.0	17.1	19.4	13%	7,000	7,000	0%	X			X	
N-033	NS	NS	IL Tilton	IL Decatur	0.0	22.7	39.0	16.3	29.2	47.9	64%	10,000	17,000	70%	X			X	
N-034	CR	NS	IL Colehour	IL Calumet Park	0.0	1.1	2.5	1.4	3.6	8.1	125%	0	0	-	X			X	
N-312	CR	NS	IL Kankakee	IL Streator	0.0	4.9	5.0	0.1	8.3	9.2	11%	1,000	3,000	200%				X	
N-490	NS	NS	IL Gibson City	IL Bement	0.0	5.4	7.0	1.6	11.0	16.4	49%	4,000	7,000	75%				X	
N-492	NS	NS	IL Decatur	IL Taylorville	0.0	9.7	16.7	7.0	16.0	19.9	24%	6,000	7,000	17%				X	
N-498	NS	NS	IL IC 95th St	IL Gibson City	0.0	2.0	5.2	3.2	5.6	13.8	146%	7,000	3,000	-57%			X		
N-499	NS	NS	IL Calumet	IL Landers	0.0	23.2	18.0	-5.2	32.7	0.4	-99%	15,000	20,000	33%				X	
C-264	CSX	CSX	IL Danville	IL Terre Haute	0.0	22.6	23.9	1.3	40.3	51.6	28%	18,000	19,000	6%				X	
N-477	NS	NS	IL Decatur	IL Moberly	0.0	10.8	17.3	6.5	15.9	28.1	77%	3,000	7,000	133%				X	
Indiana																			
C-023	CSX	CSX	IN Pine Jct	IN Barr Yd	0.0	30.0	31.7	1.7	42.0	60.2	43%	20,000	20,000	0%	X				
C-475	CSX	CSX	IN Hillsdale	IN Chrisman	0.0	1.8	2.1	0.3	3.7	4.0	8%	1,000	2,000	100%				X	
N-045	NS	NS	IN Lafayette Jct	IN Tilton	0.0	23.6	41.0	17.4	29.8	53.6	80%	10,000	46,000	360%	X			X	
N-047	CR	NS	IN Indiana Harbor	IN South Chgo	16.0	43.1	48.2	5.1	84.5	119.2	41%	75,000	66,000	-12%	X		X		
C-020	CR	CSX	IN Adams	IN Ft Wayne	0.0	5.9	13.9	8.0	3.4	18.8	460%	1,000	1,000	0%	X			X	
C-022	CR	CSX	IN Ft Wayne	IN Warsaw	0.0	2.4	6.4	4.0	4.0	12.6	214%	0	0	-	X			X	
C-024	CR	CSX	IN Tolleston	IN Clark Jct	0.0	0.0	5.0	5.0	0.0	12.2	1000%	0	0	-	X			X	
C-025	CSX	CSX	IN Vincennes	IN Evansville	0.0	22.3	28.8	6.5	44.7	78.4	75%	20,000	28,000	40%	X			X	
C-026	CR	CSX	IN Warsaw	IN Tolleston	0.0	1.0	5.0	4.0	4.0	12.2	206%	0	0	-	X			X	
C-027	CSX	CSX	IN Willow Creek	IN Pine Jct	2.0	20.1	34.6	14.5	34.2	66.3	94%	16,000	27,000	69%	X			X	

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**TABLE 2-2
RAIL LINE SEGMENTS EXCEEDING SEA THRESHOLDS FOR ENVIRONMENTAL ANALYSIS**

Site ID	Pre Acq. (1995)	Post Acq.	From		To		Passenger & Freight Train Data				Annual Freight Traffic Data						Exceeded Thresholds					
			Pre Acq.	Post Acq.	Psg. Trains	Average Daily Freight Trains		Pre Acq.	Post Acq.	Change	Million Gross Tons			Hazard Material Carloads			Air Quality	Noise Analysis	Psg. Train	Freight Train	Hazardous Materials Transport	
						Pre Acq.	Post Acq.				Change	Pre Acq.	Post Acq.	Change	Pre Acq.	Post Acq.						Change
C-254	CSX	CSX	IN	Monon	IN	Monon	1.4	2.5	2.5	0.0	3.0	3.5	19%	1,000	3,000	200%					X	
C-255	CSX	CSX	IN	Lafayette	IN	Lafayette	1.4	3.0	3.0	0.0	3.8	4.7	25%	1,000	3,000	200%					X	
C-256	CSX	CSX	IN	Crawfordsville	IN	Crawfordsville	1.4	7.6	7.6	0.0	8.9	9.5	7%	1,000	3,000	200%					X	
C-265	CSX	CSX	IN	Terre Haute	IN	Vincennes	0.0	22.6	26.5	5.9	40.3	62.8	56%	18,000	22,000	22%					X	
C-674	CR	CSX	IN	Indianapolis	IN	Kraft	1.4	7.8	9.8	2.0	9.0	9.5	5%	0	0	-			X			
C-675	CR	CSX	IN	Kraft	IN	Avon	1.4	9.6	11.6	2.0	9.0	9.9	10%	0	0	-			X			
C-676	CR	CSX	IN	Avon	IN	Clermont	1.4	8.8	10.9	2.1	12.3	13.1	6%	0	3,000	1000%					X	
C-677	CR	CSX	IN	Clermont	IN	Crawfordsville	1.4	7.4	9.5	2.1	11.8	12.0	1%	0	3,000	1000%					X	
C-693	CR	CSX	IN	Willow Creek	IN	Ivanhoe	0.0	9.6	13.4	3.8	21.3	26.5	24%	4,000	5,000	25%					X	
N-040	NS	NS	IN	Alexandria	IN	Muncie	0.0	2.6	11.8	9.2	5.6	26.3	370%	0	16,000	1000%	X				X	
N-041	NS	NS	IN	Butler	IN	Ft Wayne	0.0	13.6	27.3	13.7	16.8	33.4	99%	5,000	28,000	460%	X				X	
N-042	CR	NS	IN	Control Pt 501	IN	Indiana Hbr	14.0	45.4	63.3	17.9	89.1	134.2	51%	75,000	65,000	-13%	X		X		X	
N-043	NS	NS	IN	Ft Wayne TC	IN	Ft Wayne Yard	0.0	6.6	9.6	3.0	3.1	7.2	132%	0	0	-			X		X	
N-044	NS	NS	IN	Ft Wayne	IN	Peru	0.0	19.0	34.9	15.9	23.3	46.7	100%	11,000	47,000	327%	X				X	
N-046	NS	NS	IN	Peru	IN	Lafayette Jct	0.0	18.4	40.2	21.8	23.9	50.8	113%	11,000	47,000	327%	X				X	
N-305	CR	NS	IN	Goshen	IN	Alexandria	0.0	4.7	6.8	2.1	13.5	19.9	47%	12,000	16,000	33%					X	
N-485	NS	NS	OH	Muncie	IN	Ivorydale	0.0	20.6	20.5	-0.1	34.4	40.9	19%	15,000	24,000	60%					X	
C-021	CSX	CSX	IN	Evansville	IN	Amqui	0.0	23.4	30.7	7.3	48.3	73.8	53%	22,000	31,000	41%	X				X	
Kentucky																						
C-295	CSX	CSX	KY	Corbin	KY	Cartersville	0.0	27.3	26.1	-1.2	53.7	52.7	-2%	5,000	7,000	40%					X	
C-241	CSX	CSX	KY	Russell	KY	NJ Cabin	0.9	20.8	18.8	-2.0	67.3	68.4	2%	23,000	24,000	4%					X	
C-242	CSX	CSX	KY	NJ Cabin	KY	Covington	0.9	7.5	8.6	1.1	26.8	30.5	14%	15,000	13,000	-13%			X			
C-272	CSX	CSX	KY	Anchorage	KY	Winchester	0.0	2.6	3.3	0.7	3.3	4.6	39%	0	1,000	1000%					X	
C-287	CSX	CSX	KY	Latonia	KY	Anchorage	0.0	15.0	10.7	-4.3	31.0	27.0	-13%	10,000	16,000	60%					X	
C-288	CSX	CSX	KY	Anchorage	KY	Louisville	0.0	20.6	16.3	-4.3	35.3	34.6	-2%	11,000	17,000	55%					X	
C-291	CSX	CSX	KY	Covington	KY	Latonia	0.0	30.3	26.9	-3.4	57.4	58.9	3%	18,000	24,000	33%					X	
C-293	CSX	CSX	KY	Winchester	KY	Sinks	0.0	24.6	23.3	-1.3	40.2	41.8	4%	5,000	7,000	40%					X	
C-294	CSX	CSX	KY	Sinks	KY	Corbin	0.0	22.9	21.6	-1.3	40.6	41.4	2%	5,000	7,000	40%					X	
N-415	NS	NS	KY	Louisville	KY	SJ Jct	0.0	13.7	11.2	-2.5	24.8	23.3	-6%	14,000	16,000	14%					X	
C-230	CSX	CSX	OH	NJ Cabin	OH	Columbus	0.0	11.7	11.4	-0.3	40.2	41.9	4%	4,000	10,000	150%					X	
C-289	CSX	CSX	KY	Louisville	TN	Amqui	0.0	18.8	19.4	0.6	35.4	32.1	-9%	11,000	15,000	36%					X	
N-327	NS	NS	TN	SJ Jct	KY	Harriman	0.0	37.9	35.0	-2.9	71.5	71.2	0%	34,000	38,000	12%					X	
Louisiana																						
N-346	NS	NS	LA	Oliver Jct	LA	Oliver Yd	0.0	15.0	18.1	3.1	28.6	30.6	7%	38,000	39,000	3%					X	
Massachusetts																						
C-721	CR	CSX	MA	Frammingham	MA	Westboro	14.0	15.3	14.4	-0.9	20.6	24.6	19%	8,000	9,000	13%					X	
C-722	CR	CSX	MA	Westboro	MA	Worcester	14.0	15.3	14.4	-0.9	23.6	25.6	9%	8,000	9,000	13%					X	

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Site ID	Pre Acq. (1995)	Post Acq.	From	To	Passenger & Freight Train Data			Annual Freight Traffic Data					Exceeded Thresholds							
					Average Daily Freight Trains			Million Gross Tons		Hazard Material Carloads			Air Quality	Noise Analysis	Psgr. Train	Freight Train	Hazardous Materials Transport			
					Psg. Trains	Pre Acq.	Post Acq.	Change	Pre Acq.	Post Acq.	Change	Pre Acq.						Post Acq.	Change	Percent Change
Maryland																				
C-030	CSX	CSX	Alexandria Jct	MD Benning	DC	0.0	18.7	24.3	5.6	40.3	51.3	27%	20,000	22,000	10%	X				X
C-031	CSX	CSX	Alexandria Jct	MD Washington	DC	22.0	23.9	30.8	6.9	34.5	56.1	63%	2,000	12,000	500%	X		X		X
C-035	CR	CSX	Landover	MD Anacostia	DC	0.0	3.4	9.1	5.7	5.0	10.9	117%	0	4,000	1000%	X	X			X
C-032	CSX	CSX	Baltimore	MD Relay	MD	22.0	39.6	42.7	3.1	63.7	70.5	11%	13,000	15,000	15%	X		X		X
C-034	CSX	CSX	Jessup	MD Alexandria Jct	MD	22.0	33.4	37.1	3.7	48.0	69.7	45%	9,000	19,000	111%	X		X		X
C-037	CSX	CSX	Relay	MD Jessup	MD	22.0	33.1	37.0	3.9	45.8	57.8	26%	9,000	17,000	89%	X		X		X
S-010	AMTK	AMTK	Baltimore	MD Bowie	MD	117.0	2.4	7.7	5.3	24.7	36.7	49%	0	4,000	1000%	X		X		X
S-011	AMTK	AMTK	Bowie	MD Landover	MD	117.0	3.2	9.3	6.1	28.5	43.0	51%	0	4,000	1000%	X		X		X
S-238	AMTK	AMTK	Perryville	MD Baltimore	MD	88.0	14.3	15.6	1.3	41.9	44.9	7%	2,000	4,000	100%			X		X
C-033	CSX	CSX	Cumberland	MD Sinns	PA	2.0	27.4	32.5	5.1	40.7	53.9	33%	15,000	11,000	-27%	X		X		X
C-036	CSX	CSX	Pt of Rocks	MD Harpers Ferry	WV	25.0	33.3	41.6	8.3	58.0	75.6	30%	16,000	12,000	-25%	X		X		X
Michigan																				
N-476	NS	NS	Oakwood	MI Butler	IN	0.0	15.2	17.3	2.1	18.3	22.5	23%	6,000	9,000	50%					X
C-218	CSX	CSX	Saginaw	MI Flint	MI	0.0	10.0	12.2	2.2	10.3	12.1	18%	3,000	5,000	67%					X
C-219	CSX	CSX	Flint	MI Holly	MI	0.0	12.8	14.0	1.2	14.5	17.8	22%	11,000	13,000	18%					X
C-220	CSX	CSX	Holly	MI Wixom	MI	0.0	11.3	12.5	1.2	14.5	17.4	20%	11,000	13,000	18%					X
C-221	CSX	CSX	Wixom	MI Plymouth	MI	0.0	12.2	12.9	0.7	16.3	18.5	14%	12,000	13,000	8%					X
C-222	CSX	CSX	Plymouth	MI Wayne	MI	0.0	23.6	26.5	2.9	51.0	53.0	4%	14,000	20,000	43%					X
C-223	CSX	CSX	Wayne	MI Carleton	MI	0.0	22.8	24.8	2.0	44.0	57.4	30%	14,000	20,000	43%					X
S-020	CR	SHARED	Carleton	MI Ecorse	MI	0.0	2.0	11.2	9.2	0.5	14.5	2802%	0	1,000	1000%	X	X			X
S-021	CR	SHARED	West Detroit	MI North Yard	MI	0.0	7.9	13.2	5.3	6.2	13.6	119%	3,000	3,000	0%	X	X			X
S-022	CR	SHARED	West Detroit	MI Delray	MI	0.0	12.7	16.5	3.8	11.4	17.5	53%	3,000	3,000	0%	X				X
S-209	CR	SHARED	Delray	MI Trenton	MI	0.0	14.8	16.5	1.7	27.9	24.0	-14%	2,000	3,000	50%					X
S-210	CR	SHARED	West Detroit	MI Dearborn	MI	6.0	1.6	3.4	1.8	3.2	3.2	0%	1,000	0	-100%					X
C-040	CSX	CSX	Carleton	MI Toledo	OH	0.0	21.9	33.1	11.2	40.0	64.2	61%	13,000	21,000	62%	X	X			X
Missouri																				
N-478	NS	NS	Moberly	MO CA Jct	MO	0.0	18.6	25.9	7.3	27.7	39.4	42%	6,000	10,000	67%					X
N-479	NS	NS	CA Jct	MO N Kansas City	MO	0.0	30.0	31.3	1.3	50.8	56.3	11%	6,000	8,000	33%					X
Mississippi																				
N-344	NS	NS	Meridian	MS Oliver Jct	LA	2.0	9.1	13.5	4.4	21.0	22.0	5%	25,000	23,000	-8%					X
North Carolina																				
C-330	CSX	CSX	Charlotte	NC Bostic	NC	0.0	7.6	7.6	0.0	15.3	16.9	10%	6,000	8,000	33%					X
C-334	CSX	CSX	Weldon	NC Rocky Mt	NC	10.0	19.6	25.5	5.9	49.9	55.9	12%	23,000	24,000	4%					X
C-335	CSX	CSX	Rocky Mt	NC Contentnea	NC	10.0	19.6	22.1	2.5	50.3	53.2	6%	17,000	21,000	24%					X
C-336	CSX	CSX	Contentnea	NC Selma	NC	10.0	18.2	21.0	2.8	44.4	45.1	2%	17,000	21,000	24%					X
C-337	CSX	CSX	Selma	NC Fayetteville	NC	6.0	20.4	21.6	1.2	44.8	45.0	0%	19,000	21,000	11%					X
C-338	CSX	CSX	Fayetteville	NC Pembroke	NC	6.0	22.1	22.2	0.1	43.9	45.4	3%	19,000	24,000	26%					X

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 (2) Segments that have endpoints in more than one state are listed under the state of origin.

**TABLE 2-2
RAIL LINE SEGMENTS EXCEEDING SEA THRESHOLDS FOR ENVIRONMENTAL ANALYSIS**

Site ID	Pre Acq. (1998)	Post Acq.	Passenger & Freight Train Data				Annual Freight Traffic Data						Exceeded Thresholds					
			From	To	Average Daily Freight Trains		Million Gross Tons			Hazardous Material Carloads			Air Quality	Noise Analysis	Psg. Train	Freight Train	Hazardous Materials Transport	
					Psg. Trains	Change	Pre Acq.	Post Acq.	Change	Pre Acq.	Post Acq.	Percent Change						
New Jersey																		
C-350	CSX	NS	Hamlet	NC Monroe	0.0	20.4	23.0	2.6	41.5	43.1	4%	26,000	35,000	35%				X
N-319	NS	NS	Greensboro	NC Linwood	6.0	20.2	18.3	-1.9	32.4	38.2	18%	21,000	25,000	19%				X
N-347	NS	NS	Greensboro	NC Raleigh Yd	4.0	5.0	5.1	0.1	10.3	10.2	-1%	11,000	12,000	9%				X
N-353	NS	NS	Goldsboro	NC New Bern	0.0	0.9	0.9	0.0	0.1	0.1	0%	0	5,000	1000%				X
N-360	NS	NS	Salisbury	NC Asheville	0.0	6.6	5.4	-1.2	16.7	14.8	-11%	8,000	10,000	25%				X
C-339	CSX	CSX	Pembroke	NC Dillon	6.0	15.7	17.2	1.5	22.8	28.2	24%	6,000	7,000	17%		X		X
C-351	CSX	CSX	Monroe	NC Clinton	0.0	13.1	15.6	2.5	22.5	28.9	29%	14,000	27,000	93%				X
C-357	CSX	CSX	Hamlet	NC Mcbee	2.0	3.4	3.3	-0.1	5.2	5.6	7%	4,000	6,000	50%				X
N-361	NS	NS	Asheville	NC Leadvale	0.0	8.4	7.6	-0.8	23.2	22.1	-5%	8,000	11,000	38%				X
New York																		
C-769	CR	CSX	Trenton	NJ Port Reading	0.0	15.7	11.4	-4.3	17.0	15.6	-8%	7,000	18,000	157%				X
N-050	CR	NS	Croton	NJ Ridgewood Jct	64.0	4.7	7.9	3.2	14.8	22.3	51%	0	0	-	X			X
N-209	CR	NS	Oak Island	NJ E Rail T V	0.0	10.4	15.2	4.8	15.1	18.4	22%	13,000	20,000	54%				X
S-030	AMTK	AMTK	Lane	NJ Union	277.0	3.4	11.0	7.6	58.6	75.6	29%	6,000	9,000	50%	X			X
S-032	CR	SHARED	PN	NJ Bayway	0.0	10.9	16.2	5.3	10.0	16.2	62%	10,000	22,000	120%	X			X
S-033	AMTK	AMTK	Union	NJ Midway	189.0	3.4	11.0	7.6	41.4	58.4	41%	6,000	8,000	33%	X			X
S-212	CR	SHARED	N Bergen	NJ Ridgefield Hts	0.0	23.1	22.1	-1.0	40.5	42.1	4%	21,000	29,000	38%				X
S-217	CR	SHARED	Bayway	NJ PD	0.0	6.0	7.7	1.7	7.0	10.3	47%	6,000	8,000	33%				X
S-218	CR	SHARED	PD	NJ Wood	0.0	4.0	4.0	0.0	3.6	3.6	1%	0	2,000	1000%				X
S-220	CR	SHARED	Nave	NJ CP Green	0.0	18.5	16.5	-2.0	25.2	25.4	1%	14,000	24,000	71%				X
S-221	CR	SHARED	Nave	NJ Croton	0.0	18.5	15.5	-3.0	25.2	25.1	0%	14,000	24,000	71%				X
S-222	CR	SHARED	Green	NJ Oak Island	0.0	18.5	18.5	0.0	25.2	27.9	11%	14,000	25,000	79%				X
S-223	CR	SHARED	Hack	NJ Croton	0.0	17.7	8.2	-9.5	17.2	8.3	-52%	2,000	5,000	150%				X
S-224	CR	SHARED	Croton	NJ North Bergen	0.0	19.1	19.2	0.1	25.1	28.4	13%	17,000	23,000	35%				X
S-229	CR	SHARED	Pt Reading Jct	NJ Port Reading	0.0	3.6	5.3	1.7	5.5	7.8	43%	4,000	5,000	25%				X
S-230	CR	SHARED	NK	NJ Boundbrook	56.0	36.0	25.5	-10.5	46.4	42.7	-8%	25,000	30,000	20%				X
S-231	CR	SHARED	Boundbrook	NJ Pt Reading Jct	0.0	34.2	27.4	-6.8	44.2	45.5	3%	29,000	31,000	7%				X
C-758	CR	CSX	Ridgefield Heights	NJ Newburgh	0.0	23.6	24.8	1.2	40.5	48.4	19%	21,000	29,000	38%				X
N-064	CR	NS	Ridgewood Jct	NJ Suffern	94.0	7.6	10.6	3.0	23.2	51.8	123%	0	0	-	X			X
S-031	AMTK	AMTK	Midway	NJ Morrisville	175.0	3.4	11.0	7.6	37.2	54.2	46%	3,000	5,000	67%	X			X
New York																		
C-050	CR	CSX	Buffalo	NY CP Sycamore	0.0	13.5	18.5	5.0	16.0	24.0	50%	0	0	-	X			X
C-051	CR	CSX	Chili	NY Frontier	7.1	40.6	45.9	5.3	79.7	92.1	16%	33,000	40,000	21%	X			X
C-052	CR	CSX	CP Sycamore	NY Black Rock	0.0	21.5	26.5	5.0	32.0	42.0	31%	20,000	17,000	-15%	X			X
C-053	CR	CSX	Hoffmans	NY Utica	7.4	38.3	44.8	6.5	76.2	88.8	17%	33,000	40,000	21%	X			X
C-054	CR	CSX	Selkirk	NY Hoffmans	0.0	38.7	45.2	6.5	78.5	88.4	13%	33,000	40,000	21%	X			X
C-687	CR	CSX	Buffalo	NY Draw	2.0	55.8	58.5	2.7	91.8	110.0	20%	40,000	44,000	10%	X			X
C-688	CR	CSX	Draw	NY Buff Crk Jct	2.0	55.8	52.5	-3.3	97.3	101.3	4%	40,000	44,000	10%	X			X

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 (2) Segments that have endpoints in more than one state are listed under the state of origin.

**TABLE 2-2
RAIL LINE SEGMENTS EXCEEDING SEA THRESHOLDS FOR ENVIRONMENTAL ANALYSIS**

Site ID	Pre Acq. (1995)		From		To		Passenger & Freight Train Data			Annual Freight Traffic Data					Exceeded Thresholds					
	CR	CSX	Buff Crk Jct	NY	Buff Seneca	NY	Psg. Trains	Average Daily Freight Trains		Change	Million Gross Tons		Hazard Material Carloads		Air Quality	Noise Analysis	Psg. Train	Freight Train	Hazardous Materials Transport	
								Pre Acq.	Post Acq.		Pre Acq.	Post Acq.	Pre Acq.	Post Acq.						Pre Acq.
C-689	CR	CSX	Buff Crk Jct	NY	Buff Seneca	NY	2.0	55.8	52.5	-3.3	103.8	101.3	-2%	43,000	47,000	9%			X	
C-735	CR	CSX	Utica	NY	Syracuse	NY	9.0	36.9	43.4	6.5	77.5	88.5	14%	37,000	40,000	8%	X		X	
C-736	CR	CSX	Syracuse	NY	Syracuse Jct	NY	9.0	40.0	46.6	6.6	81.8	89.3	9%	31,000	40,000	29%	X		X	
C-737	CR	CSX	Syracuse Jct	NY	Solvay	NY	9.0	38.2	44.8	6.6	80.1	91.1	14%	31,000	39,000	26%	X		X	
C-738	CR	CSX	Solvay	NY	Lyons	NY	9.0	39.5	44.8	5.3	79.7	91.1	14%	32,000	39,000	22%	X		X	
C-739	CR	CSX	Lyons	NY	Fairport	NY	9.0	39.8	45.1	5.3	79.7	90.9	14%	32,000	39,000	22%	X		X	
C-740	CR	CSX	Fairport	NY	Rochester	NY	9.0	31.8	36.5	4.7	66.0	72.8	10%	29,000	36,000	24%	X		X	
C-741	CR	CSX	Rochester	NY	Chili	NY	9.0	33.4	36.9	3.5	69.0	76.0	10%	30,000	38,000	27%	X		X	
C-742	CR	CSX	Frontier	NY	Buffalo	NY	9.0	52.8	49.5	-3.3	100.6	98.0	-3%	43,000	44,000	2%			X	
C-759	CR	CSX	Newburgh	NY	Selkirk	NY	0.0	22.2	23.4	1.2	42.4	48.0	13%	21,000	29,000	38%			X	
N-060	CR	NS	Corning	NY	Geneva	NY	0.0	0.2	1.6	1.4	0.2	1.2	500%	0	0	-	X		X	
N-061	CR	NS	Ebenezer Jct	NY	Buffalo	NY	0.0	0.0	11.4	11.4	0.0	18.7	62233%	0	18,000	1000%	X		X	
N-062	CR	NS	Suffern	NY	Campbell Hall	NY	18.0	4.7	4.7	0.0	8.2	11.3	38%	0	18,000	1000%	X		X	
N-063	CR	NS	Campbell Hall	NY	Port Jervis	NY	18.0	7.9	9.0	1.1	14.4	17.6	22%	0	18,000	1000%	X		X	
N-065	CR	NS	Corning	NY	Buffalo	NY	0.0	13.6	20.6	7.0	22.8	29.0	27%	2,000	16,000	700%	X		X	
N-245	CR	NS	Port Jervis	NY	Binghamton	NY	0.0	7.9	9.0	1.1	11.5	14.6	27%	0	18,000	1000%	X		X	
N-246	CR	NS	Binghamton	NY	Waverly	NY	0.0	13.0	19.9	6.9	19.1	28.0	47%	0	18,000	1000%	X		X	
N-247	CR	NS	Waverly	NY	Corning	NY	0.0	16.4	21.4	5.0	22.5	31.1	38%	0	18,000	1000%	X		X	
N-473	NS	NS	Buffalo	NY	Black Rock	NY	0.0	10.6	5.1	-5.5	14.3	6.0	-58%	0	2,000	1000%	X		X	
C-690	CR	CSX	Buff Seneca	NY	Ashtabula	OH	2.0	50.1	49.6	-0.5	102.6	100.2	-2%	40,000	44,000	10%	X		X	
N-070	NS	NS	Buffalo Fw	NY	Ashtabula	OH	0.0	13.0	25.1	12.1	19.6	42.7	118%	8,000	26,000	225%	X		X	
Ohio																				
C-062	CR	CSX	Bucyrus	OH	Adams	IN	0.0	5.9	13.9	8.0	3.7	18.8	412%	4,000	4,000	0%	X		X	
C-066	CSX	CSX	Deshler	OH	Willow Creek	IN	2.0	21.4	47.7	26.3	44.6	94.1	111%	16,000	34,000	113%	X		X	
C-258	CSX	CSX	Hamilton	OH	Indianapolis	IN	0.9	3.0	5.0	2.0	6.0	8.0	34%	1,000	6,000	500%	X		X	
C-290	CSX	CSX	Cincinnati	OH	Covington	KY	0.9	35.9	33.6	-2.3	75.8	81.0	7%	33,000	37,000	12%			X	
N-326	NS	NS	Cincinnati	OH	SJ Jct	KY	0.0	31.0	28.0	-3.0	53.7	55.9	4%	22,000	32,000	45%			X	
C-060	CR	CSX	Ashtabula	OH	Quaker	OH	2.0	48.3	53.0	4.7	102.8	107.8	5%	39,000	45,000	15%	X		X	
C-061	CR	CSX	Berea	OH	Greenwich	OH	0.0	14.5	53.0	38.5	30.9	108.4	250%	16,000	46,000	188%	X		X	
C-063	CSX	CSX	Cincinnati	OH	Hamilton	OH	1.0	28.2	31.2	3.0	55.3	64.1	16%	22,000	29,000	32%	X		X	
C-064	CR	CSX	Crestline	OH	Bucyrus	OH	0.0	6.5	14.5	8.0	3.7	19.0	417%	4,000	4,000	0%	X		X	
C-065	CSX	CSX	Deshler	OH	Toledo	OH	0.0	0.6	14.2	13.6	0.3	49.6	15913%	0	14,000	1000%	X		X	
C-067	CR	CSX	Greenwich	OH	Crestline	OH	0.0	14.5	30.1	15.6	30.9	58.3	88%	16,000	16,000	0%	X		X	
C-068	CSX	CSX	Greenwich	OH	Willard	OH	2.0	32.5	55.2	22.7	55.8	109.4	96%	17,000	55,000	224%	X		X	
C-069	CR	CSX	Marcy	OH	Short	OH	0.0	16.4	43.8	27.4	26.0	95.4	267%	4,000	41,000	925%	X		X	
C-070	CSX	CSX	Marion	OH	Fostoria	OH	0.0	17.8	27.4	9.6	40.0	62.5	56%	3,000	23,000	667%	X		X	
C-071	CR	CSX	Marion	OH	Ridgeway	OH	0.0	16.1	31.8	15.7	39.0	51.2	31%	32,000	27,000	-16%	X		X	
C-072	CR	CSX	Mayfield	OH	Marcy	OH	0.0	3.4	43.8	40.4	9.0	93.0	933%	0	41,000	1000%	X		X	

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(2) Segments that have endpoints in more than one state are listed under the state of origin.

**TABLE 2-2
RAIL LINE SEGMENTS EXCEEDING SEA THRESHOLDS FOR ENVIRONMENTAL ANALYSIS**

Site ID	Passenger & Freight Train Data		Annual Freight Traffic Data										Exceeded Thresholds				
	Pre Acq. (1995)	Post Acq.	Average Daily Freight Trains		Million Gross Tons		Hazardous Material Carloads		Air Quality	Noise Analysis	Psgr. Train	Freight Train	Hazardous Materials Transport				
			Psg. Trains	To	From	Pre Acq.	Post Acq.	Change						Pre Acq.	Post Acq.	Percent Change	
C-073	CR	CSX	0.0	6.8	43.8	37.0	9.0	93.0	933%	0	41,000	1000%	X	X	X	X	X
C-074	CR	CSX	0.0	13.4	45.3	31.9	15.0	101.6	578%	4,000	39,000	875%	X	X	X	X	X
C-075	CSX	CSX	2.0	32.5	54.0	21.5	55.8	109.8	97%	18,000	43,000	139%	X	X	X	X	X
C-204	CSX	CSX	2.0	32.6	33.9	1.3	53.8	66.5	24%	16,000	16,000	0%					
C-205	CSX	CSX	2.0	32.5	32.9	0.4	54.8	62.1	13%	17,000	21,000	24%					
C-206	CSX	CSX	2.0	34.0	37.9	3.9	61.0	70.0	15%	12,000	21,000	75%					
C-224	CSX	CSX	0.0	25.4	26.5	1.1	49.9	50.4	1%	20,000	22,000	10%					
C-225	CSX	CSX	0.0	22.6	24.6	2.0	44.3	62.8	42%	20,000	21,000	5%					
C-228	CSX	CSX	0.0	33.3	37.4	4.1	66.7	79.3	19%	7,000	25,000	257%					
C-229	CSX	CSX	0.0	17.8	17.4	-0.4	40.0	44.0	10%	4,000	12,000	200%					
N-071	NS	NS	0.0	26.0	34.5	8.5	58.3	81.2	39%	13,000	17,000	31%	X	X	X	X	X
N-072	NS	NS	0.0	15.6	27.0	11.4	30.6	50.1	64%	9,000	15,000	67%	X	X	X	X	X
N-073	NS	NS	0.0	26.0	34.3	8.3	54.2	76.3	41%	13,000	24,000	85%	X	X	X	X	X
N-074	CR	NS	0.0	2.0	4.2	2.2	0.7	11.5	1543%	0	6,000	1000%	X	X	X	X	X
N-075	NS	NS	0.0	13.0	36.6	23.6	19.9	62.4	214%	7,000	37,000	429%	X	X	X	X	X
N-076	NS	NS	0.0	31.3	36.0	4.7	49.6	65.0	31%	18,000	33,000	83%	X	X	X	X	X
N-077	CR	NS	4.0	48.0	61.5	13.5	99.9	120.3	20%	82,000	74,000	-10%	X	X	X	X	X
N-078	CR	NS	0.0	11.7	19.5	7.8	24.3	35.0	44%	6,000	7,000	17%	X	X	X	X	X
N-079	NS	NS	0.0	7.7	27.2	19.5	17.2	49.0	185%	3,000	18,000	500%	X	X	X	X	X
N-080	NS	NS	0.0	13.5	34.1	20.6	25.5	46.2	81%	9,000	32,000	256%	X	X	X	X	X
N-081	CR	NS	2.0	12.5	29.7	17.2	25.9	59.9	131%	12,000	34,000	183%	X	X	X	X	X
N-082	CR	NS	0.0	11.7	23.8	12.1	31.0	54.5	76%	2,000	11,000	450%	X	X	X	X	X
N-084	CR	NS	2.0	26.4	30.1	3.7	57.5	60.3	5%	29,000	33,000	14%	X	X	X	X	X
N-085	NS	NS	0.0	1.4	12.9	11.5	5.9	14.6	147%	0	0	-	X	X	X	X	X
N-086	CR	NS	4.0	55.4	64.0	8.6	112.4	123.0	9%	86,000	80,000	-7%	X	X	X	X	X
N-287	CR	NS	0.0	4.1	3.4	-0.7	9.5	8.7	-8%	7,000	8,000	14%					
Pennsylvania																	
C-084	CSX	CSX	0.0	22.9	26.4	3.5	39.7	49.0	23%	11,000	16,000	45%	X	X	X	X	X
S-040	AMTK	AMTK	131.0	2.3	10.5	8.2	28.4	46.4	63%	13,000	17,000	31%	X	X	X	X	X
C-768	CR	CSX	48.0	14.3	10.0	-4.3	16.7	15.6	-7%	6,000	18,000	200%					
N-227	CR	NS	28.0	4.7	5.7	1.0	18.6	14.2	-24%	13,000	6,000	-54%					
S-233	CR	SHARED	0.0	7.8	10.7	2.9	13.3	17.2	29%	8,000	11,000	38%					
C-081	CSX	CSX	2.0	32.6	39.6	7.0	53.8	78.5	46%	16,000	16,000	0%	X	X	X	X	X
N-095	CR	NS	0.0	12.6	17.7	5.1	31.8	37.1	17%	2,000	11,000	450%	X	X	X	X	X
C-080	CR	CSX	0.0	8.2	15.8	7.6	11.2	20.0	80%	0	5,000	1000%	X	X	X	X	X
C-082	CSX	CSX	0.0	28.9	38.3	9.4	41.3	72.1	74%	16,000	12,000	-25%	X	X	X	X	X
C-083	CR	CSX	0.0	0.0	16.0	16.0	16.0	16.5	1000%	0	6,000	1000%	X	X	X	X	X
C-085	CSX	CSX	0.0	1.5	10.8	9.3	2.0	23.3	1055%	0	0	-	X	X	X	X	X

(1) 1000% is reported for Percent Change where pre acq. is 0 and "post" acq. is > 0.
(2) Segments that have endpoints in more than one state are listed under the state of origin.

**TABLE 2-2
RAIL LINE SEGMENTS EXCEEDING SEA THRESHOLDS FOR ENVIRONMENTAL ANALYSIS**

Site ID	Pre Acq. (1995)	Post Acq.	From		To		Passenger & Freight Train Data				Annual Freight Traffic Data						Exceeded Thresholds				
			Pre Acq.	Post Acq.	Psg. Trains	Average Daily Freight Trains			Million Gross Tons			Hazard Material Carloads			Air Quality	Noise Analysis	Psg. Train	Freight Train	Hazardous Materials Transport		
						Pre Acq.	Post Acq.	Change	Pre Acq.	Post Acq.	Change	Pre Acq.	Post Acq.	Change						Pre Acq.	Post Acq.
C-086	CSX	CSX	PA	Rankin Jct	PA	Rankin Jct	2.0	30.8	40.2	9.4	40.3	71.6	15,000	11,000	-27%	X	X	X			
C-764	CR	CSX	PA	Park Jct	PA	Belmont	0.0	17.0	18.3	1.3	33.2	34.4	22,000	33,000	50%				X		
C-765	CR	CSX	PA	Belmont	PA	West Falls	0.0	24.5	27.1	2.6	44.3	50.1	23,000	36,000	57%				X		
C-766	CR	CSX	PA	West Falls	PA	CP Newtown Jct	0.0	11.1	11.4	0.3	13.2	15.6	5,000	19,000	280%				X		
C-767	CR	CSX	PA	CP Newtown Jct	PA	CP Wood	48.0	12.0	11.4	-0.6	15.4	15.6	6,000	19,000	217%				X		
N-090	CR	NS	PA	Rutherford	PA	Harrisburg	0.0	44.3	57.9	13.6	85.8	89.6	72,000	55,000	-24%	X	X	X			
N-092	CR	NS	PA	Harrisburg	PA	Marysville	4.0	42.4	49.1	6.7	85.2	100.6	72,000	45,000	-38%	X	X	X			
N-093	CR	NS	PA	Harrisburg	PA	Shocks	0.0	2.2	6.0	3.8	2.8	6.8	0	1,000	1000%	X	X		X		
N-094	CR	NS	PA	WM Jct	PA	Rutherford	0.0	42.4	49.7	7.3	86.8	91.0	71,000	47,000	-34%	X					
N-203	CR	NS	PA	Bethlehem	PA	Allentown	0.0	17.2	13.3	-3.9	24.8	22.8	8,000	11,000	38%				X		
N-204	CR	NS	PA	Allentown	PA	Burr	0.0	24.9	21.3	-3.6	49.7	56.0	31,000	33,000	6%				X		
N-216	CR	NS	PA	Reading	PA	Reading Belt Jct	0.0	6.0	4.9	-1.1	8.5	12.4	4,000	10,000	150%				X		
N-223	CR	NS	PA	Zoo	PA	Arsenal	0.0	5.4	9.3	3.9	7.1	14.7	1,000	8,000	700%				X		
N-225	CR	NS	PA	Eastwick	PA	Marcus Hook	0.0	3.0	7.8	4.8	7.0	11.7	5,000	8,000	60%				X		
N-263	CR	NS	PA	Pitcairn	PA	Jacks Run	4.0	32.8	36.6	3.8	70.2	70.7	60,000	43,000	-28%		X	X			
S-041	AMTK	AMTK	PA	Morrisville	PA	Zoo	145.0	3.4	7.1	3.7	32.9	41.2	4,000	8,000	100%	X	X	X			
S-042	CR	SHARED	PA	South Philadelphia	PA	Field	0.0	8.2	21.1	12.9	6.3	25.5	1,000	7,000	600%	X	X	X			
S-232	CR	SHARED	PA	Park Jct	PA	Phil Frankfort	0.0	7.8	10.7	2.9	13.5	17.2	8,000	11,000	38%				X		
N-091	CR/NS	NS	PA	Harrisburg	PA	Riverton Jct	0.0	11.1	19.6	8.5	18.5	33.7	12,000	11,000	-8%	X	X	X			
South Carolina																					
C-345	CSX	CSX	SC	Yemassee	SC	Savannah	6.0	12.2	16.1	3.9	27.1	32.7	7,000	6,000	-14%			X			
C-353	CSX	CSX	SC	Greenwood	SC	Athens	0.0	16.1	18.8	2.7	28.3	30.6	21,000	27,000	29%				X		
N-359	NS	NS	SC	Columbia	SC	Millen	0.0	6.0	5.2	-0.8	11.9	8.3	2,000	4,000	100%				X		
C-340	CSX	CSX	SC	Dillon	SC	Florence	6.0	15.6	19.0	3.4	33.7	34.6	9,000	8,000	-11%			X			
C-341	CSX	CSX	SC	Florence	SC	Lane	6.0	12.7	16.6	3.9	28.8	31.2	8,000	7,000	-13%			X			
C-342	CSX	CSX	SC	Lane	SC	St Stephen	6.0	16.2	19.9	3.7	33.4	35.6	9,000	7,000	-22%			X			
C-343	CSX	CSX	SC	St Stephen	SC	Ashley Jct	6.0	12.7	16.5	3.8	29.0	31.0	9,000	7,000	-22%			X			
C-344	CSX	CSX	SC	Ashley Jct	SC	Yemassee	6.0	16.7	20.6	3.9	32.4	37.9	8,000	10,000	25%			X			
C-352	CSX	CSX	SC	Clinton	SC	Greenwood	0.0	17.1	19.6	2.5	28.3	30.1	16,000	27,000	69%			X			
C-358	CSX	CSX	SC	Mcbee	SC	Columbia	2.0	4.4	4.4	0.0	5.4	5.9	4,000	6,000	50%				X		
Tennessee																					
C-266	CSX	CSX	TN	Nashville	TN	Decatur	0.0	21.7	23.4	1.7	41.1	60.4	22,000	32,000	45%				X		
N-341	NS	NS	TN	Wauhatchie	TN	Attalla	0.0	6.5	11.9	5.4	20.1	23.4	10,000	13,000	30%	X			X		
N-395	NS	NS	TN	Wauhatchie	TN	Sheffield	0.0	10.2	10.8	0.6	24.7	29.4	10,000	14,000	40%				X		
N-330	NS	NS	TN	Ooltawah	TN	Cohutta	0.0	27.9	33.4	5.5	52.2	59.0	16,000	20,000	25%				X		
C-090	CSX	CSX	TN	Amqui	TN	Nashville	0.0	40.8	48.4	7.6	80.1	104.1	34,000	47,000	38%	X			X		
N-328	NS	NS	TN	Harriman	TN	Citico Jct	0.0	26.6	28.1	1.5	51.6	53.6	21,000	24,000	14%				X		
N-329	NS	NS	TN	Citico Jct	TN	Ooltawah	0.0	37.0	44.0	7.0	69.4	82.1	29,000	37,000	28%	X			X		

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(2) Segments that have endpoints in more than one state are listed under the state of origin.

**TABLE 2-2
RAIL LINE SEGMENTS EXCEEDING SEA THRESHOLDS FOR ENVIRONMENTAL ANALYSIS**

Site ID	Pre Acq. (1995)	Post Acq.	Passenger & Freight Train Data				Annual Freight Traffic Data										Exceeded Thresholds				
			Average Daily Freight Trains		Hazardous Material Carloads		Million Gross Tons		Hazardous Material Carloads		Air Quality		Noise Analysis		Freight Train		Hazardous Materials Transport				
			Psg. Trains	Pre Acq.	Post Acq.	Change	Pre Acq.	Post Acq.	Pre Acq.	Post Acq.	Change	Pre Acq.	Post Acq.	Percent Change	Pre Acq.	Post Acq.	Percent Change	Air Quality	Noise Analysis	Psg. Train	Freight Train
N-340	NS	NS	0.0	63.2	55.7	-7.5	116.6	111.6	-4%	43,000	54,000	26%									X
N-386	NS	NS	0.0	18.2	17.7	-0.5	39.3	49.3	25%	16,000	23,000	44%									X
N-387	NS	NS	0.0	21.9	21.1	-0.8	48.1	60.0	25%	24,000	35,000	46%									X
N-388	NS	NS	0.0	15.1	17.1	2.0	35.0	44.7	28%	11,000	18,000	64%									X
N-389	NS	NS	0.0	9.2	12.6	3.4	17.1	28.8	68%	12,000	19,000	58%									X
N-392	NS	NS	0.0	4.9	5.7	0.8	11.4	10.7	-6%	9,000	12,000	33%									X
N-393	NS	NS	0.0	15.6	9.4	-6.2	26.0	23.1	-11%	13,000	14,000	8%									X
N-399	NS	NS	0.0	18.0	12.1	-5.9	40.0	38.8	-3%	8,000	13,000	63%									X
Virginia																					
C-103	CSX	CSX	10.0	18.4	23.0	4.6	47.5	56.0	18%	23,000	23,000	0%				X					X
N-385	NS	NS	0.0	8.6	10.3	1.7	12.7	23.2	83%	6,000	9,000	50%									X
C-100	CSX	CSX	18.0	16.2	22.8	6.6	40.7	52.0	28%	21,000	22,000	5%				X					X
C-101	CSX	CSX	30.0	16.3	23.4	7.1	40.3	51.8	29%	20,000	22,000	10%				X					X
C-102	CSX	CSX	18.0	17.8	24.8	7.0	44.0	53.8	22%	21,000	22,000	5%				X					X
N-100	NS	NS	0.0	3.9	12.1	8.2	8.8	28.9	228%	1,000	5,000	400%				X					X
N-315	NS	NS	16.7	7.8	9.6	1.8	12.9	15.4	19%	2,000	6,000	200%									X
N-316	NS	NS	2.2	13.7	15.0	1.3	20.3	23.4	15%	15,000	12,000	-20%									X
N-317	NS	NS	2.0	15.4	19.6	4.2	23.0	30.5	33%	17,000	18,000	6%									X
N-406	NS	NS	0.0	4.0	4.0	0.0	4.5	6.2	38%	7,000	12,000	71%									X
N-420	NS	NS	0.0	34.3	40.4	6.1	70.8	84.9	20%	11,000	14,000	27%									X
N-421	NS	NS	0.0	28.2	32.1	3.9	52.1	56.9	9%	10,000	14,000	40%									X
N-432	NS	NS	0.0	8.4	8.0	-0.4	16.4	12.3	-25%	7,000	11,000	57%									X
C-234	CSX	CSX	0.9	9.8	10.9	1.1	57.0	59.7	5%	3,000	4,000	33%									X
West Virginia																					
C-203	CSX	CSX	2.0	29.0	31.0	2.0	61.7	67.3	9%	18,000	12,000	-33%									X
C-110	CSX	CSX	0.0	1.5	3.4	1.9	3.6	7.4	108%	0	0	-				X					X
C-202	CSX	CSX	12.0	33.3	40.6	7.3	58.0	74.8	29%	16,000	12,000	-25%									X
C-235	CSX	CSX	0.9	10.9	12.8	1.9	68.1	66.0	-3%	6,000	6,000	0%									X
C-236	CSX	CSX	0.9	13.4	14.9	1.5	71.1	69.3	-2%	6,000	6,000	0%									X
C-237	CSX	CSX	0.9	15.5	16.8	1.3	62.2	67.1	8%	16,000	17,000	6%									X
C-238	NS	NS	0.0	32.5	33.2	0.7	59.1	65.5	11%	16,000	17,000	6%									X
N-110	NS	NS	0.0	0.3	2.3	2.0	0.5	6.3	1160%	0	0	-				X					X
N-111	CR	NS	0.0	0.6	2.0	1.4	1.3	5.8	346%	0	0	-				X					X
N-288	CR	NS	0.0	4.3	4.6	0.3	7.6	7.2	-5%	4,000	6,000	50%									X

(1) 1000% is reported for Percent Change where pre acq. is 0 and "post" acq. is > 0.
(2) Segments that have endpoints in more than one state are listed under the state of origin.

If the Acquisition is approved, the assignment of Canadian Pacific haulage rights across Michigan could influence traffic levels on a number of rail line segments in the upper Midwest. Canadian Pacific traffic currently crosses Michigan mainly on CSX lines. In the Draft EIS, much of the Canadian Pacific haulage traffic crossing Michigan was allocated to NS lines, which would have resulted in a net increase on the NS lines and no increase on the CSX lines. The Applicants have informed SEA that NS and Canadian Pacific do not have a haulage rights agreement, and both “pre-” and “post-Acquisition” traffic would remain on CSX lines for the Final EIS analysis. Therefore, traffic levels on rail line segments N-120, N-121, and N-497 in Michigan and northern Indiana would not exceed the Board’s thresholds for environmental analysis.

The Draft EIS transposed the hazardous materials movement data on the Alexandria, Indiana-to-Muncie, Indiana rail line segment (N-040) with the Alexandria, Virginia-to-Manassas, Virginia rail line segment (N-315). Line N-040 will have an increase in hazardous materials railcar traffic from zero cars per year to 16,000 cars per year. Hazardous materials railcar traffic would increase on line N-315 from 2,000 cars per year to 6,000 cars per year. The Final EIS evaluates the corrected hazardous materials movement data.

In the Draft EIS, SEA identified four rail line segments that would have an increase of less than eight trains per day but more than three trains per day. Because those rail line segments pass through air quality nonattainment counties, they exceeded the Board’s threshold for environmental analysis. The Draft EIS included an evaluation of these rail line segments, although they were not listed in Chapter 2 of the Draft EIS as meeting or exceeding the Board’s thresholds for environmental analysis. No additional analysis is required on these four rail line segments for the Final EIS because all the required analysis was completed for the Draft EIS.

NS reached a Settlement Agreement with the Indiana and Ohio Rail System (I & O) that will affect approximately 17 miles of the Dayton-to-Ivorydale line segment (N-078). The trackage rights given to the I & O would increase the traffic on this rail line segment by approximately 0.6 trains per day, which would increase “post-Acquisition” freight traffic from 18.9 trains per day to 19.5 trains per day. The I & O traffic increases would result in a total expected increase in freight traffic of 7.8 trains per day, rather than the 7.2 trains per day described in the Draft EIS. “Post-Acquisition” traffic on this rail line segment would continue to exceed the Board’s thresholds for environmental analysis for both air and hazardous materials transport. At SEA’s direction, NS filed a Supplemental Environmental Report that analyzed the potential environmental effects that would result from this Settlement Agreement. The Supplemental Environmental Report is included in Appendix C.

In two Inconsistent and Responsive Applications (IRs), IR applicants are seeking trackage rights over the same rail line segment near Albany, New York (10 miles of rail line segment C-726, between CP-187 and Selkirk Yard). Each IR applicant would operate two additional trains per day over this rail line segment, which is in a nonattainment area. The segment was not analyzed in the Applicants’ Environmental Report or the Draft EIS because the Applicants did not anticipate any operating changes. If, however, the Board approves both IR applications, the

segment would exceed the Board's thresholds for environmental analysis (three additional trains per day). Therefore, SEA analyzed this rail line segment for air quality impacts, and concluded that the proposed operating changes would not cause significant environmental effects.

2.3 INTERMODAL FACILITIES

Intermodal facilities are areas where truck trailers and/or containers are transferred between trains, trucks and/or ships. Intermodal operations combine the local delivery capability of trucks with the long-haul efficiency of rail transport and ocean carriers. Two basic types of intermodal facilities included in the proposed Conrail Acquisition are flat car and Triple Crown Services (TCS). Flat car facilities use lift equipment (such as cranes) to move trailers and containers onto or off of rail cars and trucks. TCS integrates highway and rail transportation by directly mounting truck trailers on railcar trucks (wheel assemblies) for rail travel. NS and Conrail are currently the primary users of TCS technology.

The Applicants expect that the proposed Conrail Acquisition would result in substantial truck-to-rail diversions. As a result, there would be an increase in local truck traffic near certain intermodal facilities, but a decrease in long-haul truck traffic on interstate and regional roadways.

If the Board approves the proposed Conrail Acquisition, CSX would have a total of 33 intermodal facilities, and NS would have a total of 48 intermodal facilities. Of these 81 facilities, six would be located in the Shared Assets Areas. SEA evaluated the CSX and NS Operating Plans and determined that 24 intermodal facilities in 11 states would experience traffic increases that meet or exceed the Board's thresholds for environmental analysis. SEA assessed the potential environmental impacts of increased operations at these intermodal facilities in the Draft and Final EIS. Table 2-3 lists the intermodal facilities belonging to CSX, NS, and the Shared Assets Areas that would meet or exceed the Board's thresholds for environmental analysis.

The Applicants have made several changes to the proposed Acquisition since SEA issued the Draft EIS. SEA has incorporated these changes into its evaluation of potential environmental impacts described in this Final EIS. As discussed in the Draft EIS, NS modified its plan to relocate the TCS intermodal facility from Crestline, Ohio to Sandusky, Ohio. The Sandusky intermodal facility will be constructed on existing railroad property.

**TABLE 2-3
INTERMODAL FACILITIES THAT MEET OR EXCEED
THE BOARD'S THRESHOLDS FOR ENVIRONMENTAL ANALYSIS**

State	Site ID	Location (City)	Facility	County	Current Owner	Trucks per Day		
						Pre-Acquisition	Post- Acquisition	Change
CSX								
Georgia	CM01	Atlanta	Hulsey	Fulton	CSX	523	603	80
Illinois	CM02	Chicago	59th Street	Cook	CR ^a	0	815	815
New Jersey	CM03	Little Ferry	Little Ferry	Bergen	CSX	215	392	177
	CM04	South Kearny	South Kearny	Hudson	CR	410	488	78
Pennsylvania	CM05	Philadelphia	Greenwich	Philadelphia	CR ^b	0	272	272
NS								
Georgia	NM01	Atlanta	Inman	Fulton	NS	569	712	143
Illinois	NM02	Chicago	Landers	Cook	NS	412	507	95
	NM03	Chicago	47th Street	Cook	CR	532	737	205
Kentucky	NM04	Louisville	Buechel	Jefferson	NS	119	173	54
Louisiana	NM05	New Orleans	Oliver	Orleans	NS	64	127	63
Maryland	NM06	Baltimore	E. Lombard St.	Baltimore	CR, TCS ^d	108	200	92
Michigan	NM07	Detroit	Melvindale	Wayne	NS, TCS	257	314	57
Missouri	NM08	Kansas City	Voltz	Clay	NS, TCS	229	349	120
	NM09	St. Louis	Luther	St. Louis	NS, TCS	188	382	194
New Jersey	NM10	Elizabeth	E-Rail	Union	CR, TCS	72	407	335
	SM01	Elizabeth	Portside	Union, Essex	CR	26	76	50
Ohio	NM11	Sandusky ^c	Sandusky	Erie	NS, TCS	0	71	71
	NM12	Columbus	Discovery Park	Franklin	NS	131	184	53

**TABLE 2-3
INTERMODAL FACILITIES THAT MEET OR EXCEED
THE BOARD'S THRESHOLDS FOR ENVIRONMENTAL ANALYSIS**

State	Site ID	Location (City)	Facility	County	Current Owner	Trucks per Day		
						Pre-Acquisition	Post- Acquisition	Change
Pennsylvania	NM13	Philadelphia	AmeriPort/ South Philadelphia	Philadelphia	NA ^f	0	122	122
	NM14	Allentown	Allentown	Lehigh	CR	39	138	99
	NM15	Harrisburg	Rutherford	Dauphin	CR ^e , TCS	68	398	330
	NM16	Morrisville	Morrisville	Bucks	CR ^g	164	225	61
	NM17	Pittsburgh	Pitcairn	Allegheny	CR ^a	0	114	114
Tennessee	NM18	Memphis	Forrest	Shelby	NS	120	196	76

^a New intermodal facility to be built on property currently owned by Conrail.

^b Existing rail yard to be converted to an intermodal facility.

^c In its Application, NS stated its plans to close the existing TCS facility at Crestline, Ohio and build a new TCS facility at Bellevue, Ohio. NS has modified its application and intends to relocate the TCS facility to Sandusky, Ohio.

^d New conventional intermodal facility to be built on property owned by Conrail that currently includes a conventional intermodal facility.

^e New intermodal facility to be built on property owned by Conrail that currently includes a TCS intermodal facility.

^f New intermodal facility proposed for the former U.S. Naval Station property in Philadelphia, Pennsylvania.

^g Morrisville truck increases revised to reflect traffic being shifted to new AmeriPort/South Philadelphia intermodal facility.

The proposed NS Morrisville intermodal facility (NM16) in Bucks County, Pennsylvania, was evaluated in the Draft EIS. NS originally intended to expand the existing conventional intermodal facility and construct a new TCS facility at the Morrisville facility. Instead, NS now proposes to cooperate with the Delaware River Port Authority to jointly develop a new AmeriPort/South Philadelphia intermodal facility on a portion of the former U.S. Naval Station in south Philadelphia, Pennsylvania. This new intermodal facility would have a truck activity increase from zero pre-Acquisition to 122 trucks per day based on NS projections. Both the new

Sandusky and the new AmeriPort/South Philadelphia facilities are evaluated in Chapter 4. Chapter 4 and Appendix H contain discussions of the revised analysis for the Morrisville intermodal facility as well as analyses for the new Sandusky and AmeriPort/South Philadelphia intermodal facilities.

2.4 RAIL YARDS

The primary activity at rail yards is switching and storage of rail cars as trains are assembled and disassembled. Other activities may include locomotive maintenance and fueling, and freight car inspection, cleaning, and repair. Rail yards vary in size from small support yards with only a few tracks to very large classification yards that may be more than a mile in length with dozens of tracks. Altogether the current Conrail, CSX, and NS systems have several hundred rail yards.

SEA analyzed the changes in rail yard activity that would result from the proposed Conrail Acquisition and determined that 15 rail yards in ten states would have activity increases that meet or exceed the Board's thresholds for environmental analysis. This Final EIS evaluates the potential environmental impacts from increased activity at these rail yards. Since the Draft EIS, there are no changes to the list of rail yards that SEA evaluated. In addition to rail yards belonging to CSX and NS, the Shared Assets Areas that meet the Board's thresholds for environmental analysis are listed in Table 2-4.

**TABLE 2-4
RAIL YARDS THAT MEET OR EXCEED
THE BOARD'S THRESHOLDS FOR ENVIRONMENTAL ANALYSIS**

State	Site ID	Location (City)	Facility	County	Rail Cars Handled per Day			
					Pre-Acquisition	Post-Acquisition	Increase	Percent Change
CSX								
Alabama	CY01	Birmingham	Boyles	Jefferson	990	1186	196	20
Indiana	CY02	Gary	Curtis	Lake	110	145	35	32
Michigan	CY03	Detroit	Rougemere	Wayne	335	585	250	75
Ohio	CY04	Toledo	Stanley	Wood	876	1282	406	46
Tennessee	CY05	Memphis	Leewood	Shelby	120	153	33	28
NS								
Georgia	NY01	Doraville	Doraville	DeKalb	174	222	48	28
Illinois	NY02	Chicago	Colehour	Cook	74	94	20	27
Indiana	NY03	Ft. Wayne	Ft. Wayne	Allen	283	583	300	106
Missouri	NY04	St. Louis	Luther	St. Louis	239	327	88	37
New York	NY05	Buffalo	Bison	Erie	389	672	283	73
Ohio	NY06	Conneaut	Conneaut	Ashtabula	30	74	44	147
	NY07	Toledo	Homestead	Lucas	326	469	143	44
	NY08	Toledo	Airline Jct.	Lucas	0	520	520	N/A ^a
Pennsylvania	NY09	Harrisburg	Harrisburg	Dauphin	117	246	129	110
Shared Assets Areas								
Pennsylvania	SY01	Philadelphia	Greenwich	Philadelphia	265	501	236	89

^a Not applicable (cannot divide by zero).

2.5 CONSTRUCTIONS

SEA analyzed a total of 18 proposed Acquisition-related construction projects in eight states, including:

- Fifteen new rail line connections.
- One intermodal facility.
- One bridge rehabilitation.

CSX and NS would construct a total of 15 new rail line connections (in addition to the Seven Separate Connections that the Board previously approved) between existing rail lines to provide shorter, more direct routing between various origin and destination points over the expanded CSX and NS systems. CSX proposes to construct four new connections, and NS proposes to construct 11. One of the proposed CSX connections and five of the proposed NS connections would require the acquisition of additional rights-of-way. SEA evaluated the potential environmental effects of the construction and operation of these 15 proposed new connections in the Draft EIS. SEA also considered site-specific alternatives to the 15 proposed connections. Table 2-5 lists the proposed new connections for CSX and NS.

If the Board approves the proposed Acquisition, CSX would convert a part of the Collinwood Yard in Cleveland, Ohio to an intermodal facility and rehabilitate the Shellpot Bridge in Wilmington, Delaware. SEA evaluated the potential environmental impacts of these construction activities.

The Applicants have made several changes to the proposed Acquisition since SEA issued the Draft EIS. SEA has incorporated these changes into its evaluation of potential environmental impacts described in this Final EIS. On November 25, 1997, the Board approved the construction of the Seven Separate Connections, including the Greenwich Connection in Greenwich, Ohio. Since then, CSX has negotiated with the City of Greenwich an alternative alignment that addresses local concerns. The proposed alignment is one of the alternatives that the EA identified for the Greenwich Connection for early construction. CSX submitted a Memorandum of Agreement with the city and county to document local review and approval of the alternative alignment. This Final EIS does not analyze the potential construction impacts of this connection. The operational changes are evaluated here and remain as described in the Draft EIS.

CSX has informed SEA it no longer intends to build a new fueling facility at Willard, Ohio. Instead, CSX plans to upgrade an existing service platform located on existing CSX property within Willard Yard. Because this revised construction does not meet or exceed any thresholds for environmental analysis, the Final EIS contains no analysis of the Willard Construction Project.

**TABLE 2-5
PROPOSED CONSTRUCTION PROJECTS**

State	Site ID	Location (city)	County	Length (feet)
CSX				
Illinois	CC01	75 th Street, Chicago	Cook	1,640
	CC02	Exermont	St. Clair	3,590
	CC03	Lincoln Avenue, Chicago	Cook	840
New Jersey	CC04	Little Ferry ^a	Bergen	1,080
Ohio	CR03	Collinwood Yard, Cleveland	Cuyahoga	Expand existing rail yard to accommodate intermodal facility.
NS				
Delaware	NR01	Wilmington	New Castle	Renovate Shellpot Bridge.
Illinois	NC01	Kankakee	Kankakee	1,000
	NC03	Tolono	Champaign	1,600
Indiana	NC05	Butler	De Kalb	1,700
	NC06	Tolleston	Lake	900
Maryland	NC07	Hagerstown	Washington	800
Michigan	NC08	Ecorse Junction	Wayne	400
New York	NC09	Buffalo (Blasdell)	Erie	5,200
	NC10	Buffalo (Gardenville Junction)	Erie	1,700
Ohio	NC12	Columbus	Franklin	1,400
	NC13	Oak Harbor	Ottawa	5,000
	NC14	Vermilion	Erie	5,400

^a CSX proposes two separate connections (600 and 480 feet in length, respectively) at Little Ferry.

2.6 ABANDONMENTS

As part of the proposed action, CSX and NS would abandon three rail line segments with a combined total of 58 route miles.

CSX proposes to abandon one rail line segment (currently owned by Conrail), approximately 29 miles long, between Paris and Danville, Illinois. (See Table 2-6.) No local shippers use this line. After the proposed abandonment, CSX would reroute traffic currently moving on this rail line segment to its nearby Danville-to-Evansville, Indiana line.

**TABLE 2-6
PROPOSED ABANDONMENTS**

State	Site ID	From	To	Length in Miles
CSX				
Illinois	CA01	Paris	Danville	29.0
NS				
Indiana	NA02	South Bend	Dillon Junction	21.5
Ohio	NA03	Toledo	Maumee	7.5

NS proposes to abandon two rail lines segments (one in Indiana, and one in Ohio). NS would reroute through traffic on these lines to more direct and efficient routes within the NS system. Four local shippers that collectively ship a total of 90 rail carloads per year on these two rail line segments would lose rail service and would require truck service. No other rail-to-truck diversions would result from these proposed abandonments.

SEA evaluated the potential environmental impacts of the three proposed abandonments in the Draft EIS and recommended mitigation measures to address potential environmental impacts, where appropriate.

The Applicants have made several changes to the proposed Acquisition since SEA issued the Draft EIS. SEA has incorporated these changes into its evaluation of potential environmental impacts described in this Final EIS. On March 4, 1998, NS informed the Board that it no longer plans to abandon the Toledo Pivot Bridge. Pursuant to a Negotiated Agreement with the community, NS will instead discontinue service over the bridge. If NS seeks and receives abandonment authority, NS will offer the bridge to the Toledo-Lucas County Port Authority and Toledo Metropolitan Area Council for public use. No environmental issues are associated with the Toledo Pivot Bridge.

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CHAPTER 3 AGENCY COORDINATION AND PUBLIC OUTREACH

3.1 INTRODUCTION

This chapter describes the public outreach and agency coordination activities that the Section of Environmental Analysis (SEA) conducted as part of their environmental review of the proposed Conrail Acquisition. SEA designed these activities to keep the general public informed of the proposed Conrail Acquisition, and to notify interested parties of the availability of the Draft Environmental Impact Statement (Draft EIS) and the public review and comment period. Under the National Environmental Policy Act (NEPA), agencies undertaking major Federal actions must consult with other government agencies and the public in preparing environmental documents. The Surface Transportation Board's (Board) review of and decision regarding the proposed Conrail Acquisition is a major Federal action.

SEA's purpose in conducting public outreach and agency coordination activities to gain public comment was to ensure that the Board could fully consider public concerns in their final decision on the proposed Conrail Acquisition. SEA's public outreach and agency coordination efforts focused on the following:

- Notifying the public of the proposed Conrail Acquisition and inviting the public to participate in the overall EIS process.
- Inviting public comment on the scope of the environmental review to help identify issues, focus the analysis, and develop mitigation.
- Achieving widespread notification and distribution of the Draft EIS to generate public comment for SEA's consideration in this Final EIS.

SEA's outreach activities provided members of the public and interested agencies with the opportunity to comment on the scope of the Draft EIS, and the Draft EIS, which identified the potential environmental impacts of the proposed Conrail Acquisition and included SEA's preliminary mitigation recommendations. By providing the public with the opportunity to review and comment on the Draft EIS, SEA was able to assess public concerns and issues, address those concerns, and make final recommended mitigation measures in this Final EIS. Additionally, this Final EIS contains summaries of written comments made on the Draft EIS, so that the Board can also assess those comments. All written comments are included in Appendix A, "Comments Received on the Draft Environmental Impact Statement," of this Final EIS. This

chapter also discusses SEA's additional public outreach activities for environmental justice populations that SEA determined could bear disproportionately high and adverse impacts, and in communities where SEA's preliminary mitigation recommendation to the Applicants was to consult with the affected community.

Finally, this chapter of the Final EIS briefly discusses how SEA facilitated public outreach activities, and identifies the types of entities that submitted written comments on the Draft EIS. Chapter 5 of this Final EIS, "Summary of Comments and Responses," contains summaries of all public and agency comments submitted during the Draft EIS comment period and SEA's responses to environmental issues raised in those comments.

3.1.1 Public Outreach Process

SEA designed its overall public outreach program to encourage broad public input in both the scoping and environmental review processes. Section 3.1.2, "Agency Coordination Process," briefly describes SEA's scoping processes; the Draft EIS contains a full description of the scoping process. SEA's outreach efforts included notifying potentially affected communities of the availability of the Draft EIS, providing easy-to-use instructions on how to submit comments, and conducting extensive analyses and site visits to specific locations to acquire a fuller understanding of individual community character. As described in Section 3.2.1, "Notification of Draft EIS Availability," SEA used various methods to notify the public of the Draft EIS and the public comment period. SEA issued the Draft EIS on December 19, 1997. All comments on the Draft EIS were due on February 2, 1998. This public comment period is consistent with Council on Environmental Quality guidelines. SEA prepared written responses to the issues raised in all 257 written comment letters received during the Draft EIS public comment period, and included those responses in this Final EIS. Additionally, SEA reviewed and considered all public and agency comments submitted since the Applicants first filed their Application regarding the proposed Conrail Acquisition.

3.1.2 Agency Coordination Process

Before preparing the Draft EIS, SEA conducted a scoping process in accordance with NEPA to consult with Federal, state, and local agencies regarding the range and types of environmental issues SEA would study in the Draft EIS.

In conducting agency coordination and consultation, SEA complied with NEPA environmental review requirements and considered pertinent Federal statutes and Executive Orders. SEA initiated communication among agencies through correspondence, agency consultation, and community meetings. Through its interaction with agencies, SEA gathered data and information about the study area and any related projects. SEA carefully assessed the technical comments and issues solicited from the agencies and addressed them in this Final EIS.

During preparation of this Final EIS, SEA continued its coordination with Federal, state, and local agencies by distributing directly to them, copies of the Draft EIS accompanied by a cover

letter that encouraged them to submit comments for consideration in preparing this Final EIS. SEA also met or consulted with many agencies by letter or telephone to coordinate issues, collect data, or provide information. In addition to seeking comments on the Draft EIS from approximately 1,200 Federal, state, regional, and local agencies, SEA consulted more extensively with approximately 150 agencies in developing the Draft EIS and this Final EIS. SEA consulted with many types of agencies including state and local planning, environmental, transportation, and historic preservation agencies. Appendix D of this Final EIS contains a complete list of the agencies with whom SEA consulted during the environmental review process.

3.2 PUBLIC OUTREACH AND NOTIFICATION ACTIVITIES FOR DRAFT EIS

On December 12, 1997, the Board served the Draft EIS on approximately 300 Parties of Record. Between December 15 and 17, 1997, SEA mailed the Draft EIS and an accompanying cover letter to more than 2,200 interested parties including Federal, state, and local agencies; elected officials; private businesses; and private citizens. SEA also used the Federal Register, extensive direct mailings, and the media to notify agencies and the public of the availability of the Draft EIS, the public comment period, and procedures for submitting written comments. Section 3.2.1, “Notification of Draft EIS Availability,” and Section 3.2.2, “Distribution of Draft EIS,” detail SEA’s notification and distribution activities respectively.

SEA also conducted outreach to notify interested parties of additional potential environmental impacts identified after publication of the Draft EIS. SEA identified these additional potential environmental impacts based on updated data that SEA received after issuing the Draft EIS. SEA conducted public outreach to ensure that interested parties and potentially affected communities received the new information and provided a separate public comment period to allow time to comment. Sections 3.2.1, “Notification of Draft EIS Availability”; 3.2.2, “Distribution of Draft EIS”; 3.2.3, “Summary of Draft EIS Public Comment Process”; and 3.3.3, “Additional Environmental Justice Outreach Activities,” of this chapter include discussions of SEA’s public outreach and the public comment period SEA provided for communities potentially affected by the newly identified impacts. A discussion of the additional technical analyses associated with the newly identified impacts is contained in Chapter 4, “Additional Analysis and Potential Environmental Impacts,” of this Final EIS.

3.2.1 Notification of Draft EIS Availability

The Environmental Protection Agency (EPA) published a Notice of Availability of the Draft EIS in the Federal Register on December 19, 1997. The Board issued a press release on December 12, 1997, to national, local, and trade media in the 24 potentially affected states and Washington, D.C. announcing the issuance of the Draft EIS and the due date for written comments. The press release encouraged public review and comment. Additionally, SEA published a written notice announcing the availability of the Draft EIS and the public comment period in 244 newspapers in potentially affected areas. These included newspapers in communities with potentially affected environmental justice populations that SEA identified for the Draft EIS. SEA’s

notification activities to environmental justice populations identified for the Draft EIS are discussed in Section 3.3.2, “Environmental Justice Outreach Activities,” of this chapter. Appendix Q, “Example Public Outreach Materials,” contains a state by state listing of the newspapers in which SEA placed notification announcing the availability of the Draft EIS. Appendix Q also contains a copy of the newspaper notice, and a copy of the Federal Register notice, and the press release.

Throughout the environmental review of the proposed Conrail Acquisition, SEA maintained a toll-free telephone hotline at (888) 869-1997 to provide interested parties with easily accessible information in both English and Spanish. SEA updated the hotline in December 1997, January 1998, February 1998, March 1998, and May 1998 to include new or changing information including the availability of the Draft EIS, supplemental publications, the public comment period, instructions on how to submit written comments, the additional impacts SEA identified after publishing the Draft EIS, and the availability of this Final EIS. After issuing this Final EIS, SEA plans to update the hotline several more times to provide information regarding the Board’s voting conference in June 1998 and the Board’s final written decision, which it plans to issue on July 23, 1998. SEA logged approximately 185 hotline calls from interested parties during the preparation of the Draft EIS and this Final EIS.

SEA maintained a web site throughout the preparation of the Draft EIS and this Final EIS to provide interested parties with current information via the Internet. The proposed Conrail Acquisition’s web site address is <http://www.conrailmerger.com>. SEA updated the Conrail web site regularly to reflect new or changing information. These updates included Board decisions regarding the proposed Conrail Acquisition, the Board’s procedural and SEA’s environmental review schedules, Draft EIS information, rail activities, and information regarding the publication and availability of the Final EIS. Between activation of the web site on July 8, 1997, and the issuance of the Draft EIS on December 19, 1997, interested parties accessed the Conrail web site 7,389 times. From the issuance of the Draft EIS on December 19, 1997, to the end of the public comment period on February 2, 1998, interested parties accessed the web site 3,526 times. Following the public comment period through the issuance of this Final EIS in May 1998, interested parties accessed the web site approximately 6,100 times. SEA received approximately 20 e-mail comments from the web site between November 1997 and the end of the public comment period on the Draft EIS.

Finally, SEA issued a number of direct communications to interested or potentially affected parties, reiterating the availability of the Draft EIS and inviting public comment. Direct communications included a Notice of Availability postcard that SEA sent to 8,305 interested parties. Table 3-1, “Notice of Availability Postcard Distribution,” contains a breakdown of the types of recipients to whom SEA sent a Notice of Availability postcard.

**TABLE 3-1
NOTICE OF AVAILABILITY
POSTCARD DISTRIBUTION**

Entity Type	Number Distributed
Academic	6
Applicants	29
Businesses	175
Citizens	473
Citizens' Groups	92
Congress	457
Environmental Justice	161
Federal Agencies	73
Local Elected Officials	623
Local Governments	1,701
Rail Unions	8
Railroads	29
Regional Agencies	101
Shippers	14
Special Interest Groups	6
State Agencies	101
Elected Officials	4,230
Utilities	18
Others	8
Grand Total	8,305

SEA also sent follow-up letters to Congressional representatives of the 24 states potentially affected by the proposed Conrail Acquisition. These Congressional representatives had previously received copies of the Draft EIS, and SEA's follow-up letter was an effort to further raise their awareness and invite comments. Additionally, SEA sent a letter to mayors or county administrators of communities where SEA had recommended direct consultation with the Applicants regarding environmental mitigation measures. These officials had also previously received a copy of the Draft EIS. SEA's letter was intended to encourage their participation in identifying mitigation measures acceptable to both the communities and the Applicants. SEA conducted notification at the city or town level whenever possible. When impacts were

identified in unincorporated areas of a county, SEA issued notification on a county level. The following list contains the communities and counties to which SEA sent letters regarding direct consultation with the Applicants:

- Newark, DE.
- Chicago, IL.
- Evergreen Park, IL.
- Alexandria, IN.
- East Chicago, IN.
- Evansville, IN.
- Gary, IN.
- Hammond, IN.
- Lafayette, IN.
- Muncie, IN.
- Whiting, IN.
- Bay Village, OH.
- Berea, OH.
- Cincinnati, OH.
- Cleveland, OH.
- Deshler, OH.
- Eaton Estates, OH.
- Grafton, OH.
- Greenwich, OH.
- Hamilton, OH.
- Huron County, OH.
- Lagrange, OH.
- Lakewood, OH.
- Lorain County, OH.
- New London, OH.
- Olmsted Falls, OH.
- Ottawa County, OH.
- Perrysburg, OH.
- Rocky River, OH.
- Rossford, OH.
- Sandusky County, OH.
- Wellington, OH.
- Westlake, OH.
- Weston, OH.
- Wood County, OH.
- Monroe County, MI.
- Wayne County, MI.
- Erie, PA.
- West Newton, PA.

Appendix Q contains copies of the Notice of Availability postcard, a sample of the letter to Congressional representatives, and a sample of the letter to communities where SEA recommended direct consultation with the Applicants. Section 3.3.2, “Environmental Justice Outreach Activities,” contains a discussion of notification activities SEA conducted to inform environmental justice populations that could be affected by the proposed Conrail Acquisition of Draft EIS availability.

SEA also issued notification regarding the additional impacts it identified after publishing the Draft EIS. To notify communities of newly identified impacts, SEA issued a letter to mayors or county administrators in affected areas. SEA included with the letter specific technical information regarding the additional impacts and notified them of the additional comment period. A copy of the letter SEA sent to mayors and county administrators in communities with newly identified impacts is contained in Appendix Q of this Final EIS. A list of counties to which SEA distributed the letter and information regarding the additional impacts is contained in Section 3.2.2, “Distribution of Draft EIS,” of this chapter.

3.2.2 Distribution of Draft EIS

A critical part of SEA's public outreach was the comprehensive and widespread distribution of the Draft EIS. SEA identified and distributed 2,208 copies of the Draft EIS to entities including Federal, state, and local agencies; Federal, state, and local government and elected officials; environmental organizations; railroads; regional organizations; rail unions; special interest groups; and interested individuals who requested copies of the Draft EIS. SEA expanded the distribution list developed during the Draft EIS scoping process by adding the names of interested parties who provided SEA with a complete mailing address when contacting the telephone hotline, accessing the web site, or writing to request information. SEA also added groups or individuals identified through agency consultation and environmental justice outreach activities, to the distribution list.

To accompany the Draft EIS, SEA prepared a cover letter that summarized the issues addressed and the comment period and comment procedures. Table 3-2, "Distribution of Draft Environmental Impact Statement," contains a breakdown of the types of recipients to whom SEA distributed the Draft EIS. SEA's Draft EIS distribution activities to environmental justice populations potentially affected by the proposed Conrail Acquisition, are contained in Section 3.3.2, "Environmental Justice Outreach Activities," of this chapter.

**TABLE 3-2
DISTRIBUTION OF DRAFT
ENVIRONMENTAL IMPACT STATEMENT**

Entity Type	Number Distributed
Academic	4
Applicants	9
Businesses	18
Citizens and Citizens' Groups	17
Environmental Organizations	9
Federal Agencies	165
Local Elected Officials	705
Local Governments	654
Native Americans	7
Rail Unions	24
Railroads	14
Regional Agencies	345
Shippers	4

**TABLE 3-2
DISTRIBUTION OF DRAFT
ENVIRONMENTAL IMPACT STATEMENT**

Entity Type	Number Distributed
Special Interest Groups	15
State Agencies	205
Elected Officials	13
Total	2,208

SEA also sent information to the counties where SEA identified additional impacts after publishing the Draft EIS. The notification SEA issued to these counties regarding newly identified impacts is discussed in Section 3.2.1, “Notification of Draft EIS Availability,” of this chapter. The following list contains the names of the counties to which SEA distributed information regarding potential additional environmental impacts:

- Delaware County, IN.
- Kosciusko County, IN.
- La Porte County, IN.
- Lake County, IN.
- Madison County, IN.
- Marshall County, IN.
- Porter County, IN.
- Starke County, IN.
- Greenup County, KY.
- Mercer County, NJ.
- Chemung County, NY.
- Ontario County, NY.
- Schuyler County, NY.
- Steuben County, NY.
- Yates County, NY.
- Erie County, OH.
- Franklin County, OH.
- Henry County, OH.
- Huron County, OH.
- Pickaway County, OH.
- Pike County, OH.
- Ross County, OH.
- Scioto County, OH.
- Wood County, OH.
- Allegheny County, PA.
- Bucks County, PA.
- Fayette County, PA.
- Montgomery County, PA.
- Philadelphia County, PA.
- Westmoreland County, PA.
- Augusta County, VA.
- Botetourt County, VA.
- City of Roanoke, VA.
- Clarke County, VA.
- Page County, VA.
- Roanoke County, VA.
- Rockbridge County, VA.
- Rockingham County, VA.
- Warren County, VA.
- Fayette County, WV.
- Nicholas County, WV.
- Raleigh County, WV.
- Wyoming County, WV.

3.2.3 Summary of Draft EIS Public Comment Process

SEA received a total of 257 comment letters during the public comment period for the Draft EIS. SEA facilitated the public comment process by providing information on how to submit written comments on the Conrail web site, over a toll-free telephone hotline, in the Notice of Availability postcard, in correspondence to interested parties, in the newspaper notice, in the press release, and in environmental justice public outreach materials. SEA established a process whereby SEA received, logged, and submitted for appropriate technical review, all written comments according to issue area (air quality, noise, etc.). SEA also issued an Acknowledgment of Receipt letter to all parties who submitted written environmental comments and provided SEA with a complete mailing address. SEA indicated in the letter that SEA would consider all written environmental comments received during the public comment period in preparing the Final EIS. The letter also provided the Final EIS's publication date. Appendix Q of this Final EIS contains a copy of the Acknowledgment of Receipt letter. All comment letters SEA received on the Draft EIS are contained in Appendix A, "Comments Received on the Draft Environmental Impact Statement," of this Final EIS. SEA responded to comments by specific issue area, and a complete discussion of the environmental issues raised in public comments, and SEA's responses to those comments, is contained in Chapter 5, "Summary of Comments and Responses," of this Final EIS.

SEA provided a separate 45-day comment period for potentially affected communities identified after the Draft EIS was published. In order to ensure that these communities had an equal opportunity to review and comment on the newly identified environmental impacts, SEA established a limited comment period from March 2, 1998 through April 15, 1998. This additional comment period was exclusively for these new communities to provide written comment on the newly identified impacts. All written comments submitted by April 15, 1998, were fully considered. These comments, as well as SEA's responses to these comments, are contained in the Addendum to this Final EIS. During the additional public comment period for newly identified impacts, SEA received two written comments from interested parties. SEA's notification and distribution activities regarding the newly identified impacts are discussed in Sections 3.2, "Public Outreach and Notification Activities for Draft EIS," 3.2.1, "Notification of Draft EIS Availability," and 3.2.2, "Distribution of Draft EIS," of this chapter.

3.2.4 Ohio Historic Properties Outreach

In accordance with NEPA, the National Historic Preservation Act, the Board's environmental regulations, and other relevant environmental laws, SEA conducted analyses to determine the potential effects that the proposed Conrail Acquisition could have on historic properties. The Ohio State Historic Preservation Office (SHPO) requested that SEA initiate a public involvement campaign to inform state residents of the proposed Conrail Acquisition's potential effects on known historic properties within Ohio. In response to the Ohio SHPO's request, SEA initiated a public participation program in Ohio regarding historic properties.

SEA developed a mailing list comprised of 48 local elected officials, community leaders, historic preservation groups, and interested parties. SEA then issued an informational letter to recipients on the mailing list that briefly described the proposed Acquisition-related operational changes in Ohio, invited public involvement in the environmental review process, and outlined the public comment period and comment submittal process. A sample of the letter SEA issued to interested parties regarding historic properties in Ohio is contained in Appendix Q of this Final EIS. With the letter, SEA issued to recipients a description and map of the Applicant's proposed project in each local community; a summary of known historic properties in the project area; SEA's description of the potential effects of the proposed Conrail Acquisition on known historic properties in the project area; and a fact sheet describing the overall proposed Conrail Acquisition. In the materials SEA issued, SEA solicited written comments regarding the proposed Conrail Acquisition's potential effects on known historic properties. In response to public participation reply letters, SEA also conducted two site visits to the project area to fully assess potential effects on historic properties in Ohio.

SEA established a specific arrangement with the Ohio SHPO to facilitate public comment and involve the Ohio SHPO more closely in the environmental review process. SEA requested that the public send comments regarding historic properties potentially affected by the proposed Conrail Acquisition directly to the Ohio SHPO, which then forwarded those comments to SEA. Comments were due to the Ohio SHPO by October 30, 1997. Comments SEA received regarding historic properties in Ohio are addressed in Chapter 5, "Summary of Comments and Responses," of this Final EIS, and contained in Appendices A, "Comments Received on the Draft Environmental Impact Statement," and D "Agency Consultation," of this Final EIS.

3.3 ENVIRONMENTAL JUSTICE

Using Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," SEA conducted targeted outreach to minority and low-income populations where environmental impacts resulting from the proposed Conrail Acquisition could be disproportionately high and adverse. The Executive Order's purpose is to encourage Federal agencies to identify and address, as appropriate, disproportionately high and adverse impacts to minority and low-income populations with respect to human health and the environment. SEA developed and conducted an environmental justice analysis using the "Council on Environmental Quality's Environmental Justice Guidance Under the National Environmental Policy Act," the Executive Order, the Department of Transportation Order to Address Environmental Justice in Minority Populations and Low-Income Populations (62 Federal Register 18377), and EPA's "Guidance for Incorporating Environmental Justice Concerns in EPA's NEPA Compliance Analyses." Chapter 4, "Additional Analysis and Potential Environmental Impacts," of this Final EIS contains a detailed discussion of the methodologies and analysis techniques that SEA used to identify potential environmental justice populations. Based on this analysis, SEA conducted targeted outreach activities to communities with identified environmental justice populations with potential significant adverse impacts.

In its continuing analysis of potential environmental impacts on minority and low-income populations, SEA identified a number of potentially affected environmental justice populations after the Draft EIS public comment period had ended. SEA established a separate 45-day public comment period for these newly identified communities to provide them with the opportunity to comment on whether disproportionately high and adverse effects exist in their respective communities. For these additional communities, SEA also initiated a notification process that paralleled outreach activities SEA had conducted for environmental justice populations identified in the Draft EIS. Section 3.3.3, “Additional Environmental Justice Outreach Activities,” contains a list of the additional communities with identified environmental justice populations, and a complete discussion of SEA’s outreach to inform them of potential significant adverse environmental impacts. SEA’s notification activities for additional communities with identified environmental justice populations followed the same outreach strategy SEA developed for communities identified in the Draft EIS.

3.3.1 Environmental Justice Outreach Strategy

To effectively reach identified environmental justice populations with potential significant adverse environmental impacts, SEA developed an outreach strategy that identified specific steps for performing localized notification. SEA designed the outreach strategy to inform local populations about the proposed Conrail Acquisition, the availability of the Draft EIS and additional information, and the public review and comment period. SEA’s outreach strategy used area outlets such as local media, libraries, community organizations, and public and elected officials to disseminate information throughout the community. SEA tailored the outreach strategy for each community with identified environmental justice populations with potential significant adverse environmental impacts. SEA’s tailored outreach activities included translating materials to address linguistic differences in local populations, and contacting local governments and libraries to determine appropriate outlets for disseminating information. Copies of outreach strategies SEA developed to reach environmental justice populations identified after the Draft EIS are contained in Appendix Q of this Final EIS. Copies of outreach strategies SEA developed prior to publishing the Draft EIS are also included in that document.

3.3.2 Environmental Justice Outreach Activities

SEA conducted notification activities based on tailored outreach strategies targeted at minority and low-income populations in the following communities:

- Blue Island, IL.
- Chicago, IL.
- Danville and Tilton, IL.
- Fort Wayne, IN.*
- Gary, IN.
- Lafayette, IN.
- Madison County, IN.
- Baltimore, MD.*
- Prince George's County, MD.*
- Ashtabula, OH.
- Cleveland, OH.
- Erie County, OH.*
- Geneva, OH.
- Toledo, OH.
- Youngstown, OH.
- Harrisburg, PA.
- Washington, D.C.

* Based on additional analyses conducted after publishing the Draft EIS, SEA removed these communities from the environmental justice category.

For each community, SEA performed research to identify local avenues appropriate for disseminating information about the proposed Conrail Acquisition and the availability of the Draft EIS. SEA identified the names and addresses of libraries, community groups, newspapers, radio stations, and public and elected officials in communities with identified environmental justice populations. Following this process, SEA distributed the Draft EIS to local libraries, prepared and distributed tailored fact sheets to local officials and organizations, placed newspaper notices in local newspapers, submitted public service announcements to local radio stations, and issued letters and fact sheets to Native American tribes potentially affected by the proposed Conrail Acquisition.

SEA contacted local libraries in communities with identified environmental justice populations and confirmed their willingness to place a copy of the Draft EIS on library reference shelves for public review. SEA mailed copies of the Draft EIS to local libraries in communities with identified environmental justice populations. For communities where SEA identified potentially affected Spanish-speaking populations, SEA translated the Executive Summary into Spanish. SEA prepared a cover letter directed at the reference librarians describing the Draft EIS and specifying the time period the document should remain available for public review. Appendix Q of this Final EIS contains a copy of the letter to reference librarians. The following is a state listing of SEA's Draft EIS distribution to 89 local libraries in communities with identified environmental justice populations with potential significant and adverse environmental impacts from the proposed Conrail Acquisition:

- Illinois - 10.
- Indiana - 17.
- Maryland - 9.
- Ohio - 31.
- Pennsylvania - 3.
- Washington, D.C. - 19.

SEA prepared tailored fact sheets regarding the proposed Conrail Acquisition for each community with identified environmental justice populations. The fact sheets provided general information about the proposed Conrail Acquisition and specific potential significant and adverse environmental impacts associated with each community. The fact sheets also provided information on the availability of the Draft EIS and instructions on how to provide comments. In communities where SEA identified potentially affected Spanish-speaking populations, SEA translated the fact sheets into Spanish. SEA prepared a cover letter for the fact sheet that informed recipients that the Draft EIS was available in local libraries and encouraged them to distribute the fact sheet to interested members of the community. SEA contacted local libraries, organizations, and governments for each community with identified environmental justice populations to identify appropriate fact sheet recipients. Appendix Q contains copies of the fact sheets and the accompanying cover letter SEA sent to communities with identified environmental justice populations.

SEA placed newspaper notices regarding the proposed Conrail Acquisition in 61 local newspapers in communities with identified environmental justice populations. SEA identified appropriate newspapers and contacted them directly to confirm their willingness to print a notification regarding the proposed Conrail Acquisition. Where appropriate, SEA identified newspapers geared toward Spanish-speaking communities and local populations. SEA also wrote and issued public service announcements to approximately 100 radio stations located in communities with identified environmental justice populations. SEA identified local radio stations and then contacted them directly to confirm their willingness to run public service announcements regarding the proposed Conrail Acquisition. Appendix Q contains copies of the newspaper notice and the public service announcement.

SEA identified and contacted two Native American tribes potentially affected by the proposed Conrail Acquisition. SEA prepared detailed letters to key representatives of both Native American tribes and issued a general fact sheet regarding the proposed Conrail Acquisition. SEA also sent a letter to the Bureau of Indian Affairs to inform them of potential significant and adverse environmental effects on two Native American tribes. Appendix Q contains copies of letters SEA issued to Native American tribes and the Bureau of Indian Affairs.

3.3.3 Additional Environmental Justice Outreach Activities

Based on continuing analyses, SEA identified 41 additional communities with identified environmental justice populations with potential significant and adverse environmental impacts after the Draft EIS public comment period had ended. SEA initiated outreach to these additional communities and provided a limited 45-day public comment period from March 2, 1998 through April 15, 1998 to allow interested parties the opportunity to review the new analyses and provide comments regarding the newly identified potential significant and adverse environmental impacts. SEA identified the following additional communities with environmental justice populations:

- LaGrange, GA.
- Manchester, GA.
- Hobart/Lake Station, IN.
- Muncie, IN.
- Plymouth, IN.
- Portage, IN.
- Valparaiso/Wanatah, IN.
- Warsaw/Etna Green/Bourbon, IN.
- Asheville/Woodfin, NC.
- Marshall, NC.
- Camden, NJ.
- Elizabeth, NJ.
- Pennsauken, NJ.
- Angola/Farham, NY.
- Buffalo, NY.
- Dunkirk/Silver Creek/Hamlet, NY.
- Lackawanna/Blasdell, NY.
- Ripley, NY.
- Westfield Village, NY.
- Conneaut, OH.
- Edgewood, OH.
- North Kingsville, OH.
- Allentown, PA.
- Bethlehem/Fountain Hill, PA.
- Erie, PA.
- Philadelphia, PA.
- Kingsport, TN.
- Mount Carmel, TN.
- Newport, TN.
- Colonial Heights, VA.
- Petersburg, VA.

SEA conducted public outreach to newly identified communities with environmental justice populations based on the environmental justice outreach strategy SEA developed for communities identified earlier in the environmental review process. This outreach strategy is described in Section 3.3.1, “Environmental Justice Outreach Strategy.” As with previously identified communities, SEA tailored the outreach strategy to reach each one of the newly identified communities. Appendix Q of this Final EIS contains copies of the tailored outreach strategies for the additional communities with identified environmental justice populations.

Based on the outreach strategy, SEA conducted outreach activities to newly identified communities with environmental justice populations. The Board published a Notice of Availability of Additional Environmental Information on March 2, 1998, in the Federal Register. SEA issued copies of the Draft EIS and the new additional information to 123 local libraries in newly identified communities with environmental justice populations. SEA prepared an accompanying cover letter directed at the reference librarian. The letter described the Draft EIS, the additional information, and the public comment period, during which information should remain available for public review. Appendix Q of this Final EIS contains a copy of the letter SEA issued to libraries in newly identified communities with environmental justice populations. The following is a state listing of the number of libraries in additional communities with identified environmental justice populations to which SEA sent the Draft EIS and additional information regarding the newly identified impacts.

- Georgia - 10.
- Indiana - 14.
- New Jersey - 10.
- New York - 23.
- North Carolina - 11.
- Ohio - 6.

- Pennsylvania - 30.
- Tennessee - 10.
- Virginia - 9.

SEA also issued a Public Service Announcement to 125 local radio stations servicing the additional communities with identified environmental justice populations. The Public Service Announcement provided information on where interested parties could obtain further information regarding the proposed Conrail Acquisition. SEA prepared a cover letter requesting radio stations to run the Public Service Announcement for approximately 2 weeks. SEA also prepared newspaper notices and placed them in 57 local newspapers in newly identified communities with environmental justice populations. Several of these newspapers served more than one of the newly identified communities. Appendix Q of this Final EIS contains copies of both the Public Service Announcement and accompanying cover letter as well as the newspaper notice.

Additionally, SEA issued a copy of the Draft EIS and information regarding the newly identified potential environmental impacts to mayors and county administrators in the additional communities with identified environmental justice populations. SEA prepared an accompanying letter informing mayors and county administrators of the newly identified potential significant and adverse environmental impacts in their communities and invited their comment. SEA also prepared and issued letters to other local elected and public officials, community leaders, and organizations describing the newly identified potential significant and adverse environmental impacts and informing them that relevant information was available in their local library. The letter listed the names and addresses of local libraries where the Draft EIS and additional information were available for review and described the public comment period prescribed for their community regarding the new analysis. Appendix Q of this Final EIS contains a copy of the letter SEA issued to local officials and organizations.

3.4 PUBLIC OUTREACH AND NOTIFICATION ACTIVITIES FOR FINAL EIS

In distributing this Final EIS, and notifying the public of its availability, SEA implemented many of the notification and distribution activities SEA conducted for the Draft EIS. SEA's notification and distribution activities included issuing direct mailings, publishing newspaper notices, and issuing a press release to the media.

3.4.1 Notification of Final EIS Availability

On May 22, 1998, the Board served this Final EIS on approximately 400 parties on the Board's service list, which includes approximately 300 Parties of Record. Between May 29 and 31, 1998, SEA mailed this Final EIS and an accompanying cover letter to more than 2,500 interested parties including Federal, state, and local agencies; elected officials, private businesses; and private citizens. The Environmental Protection Agency published a Notice of Availability of the Final EIS in the Federal Register on May 29, 1998 regarding the proposed Conrail Acquisition.

Additionally, the Board published its own Notice of Availability in the Federal Register on May 29, 1998.

The Board also issued a press release on May 29, 1998 to inform members of the media in the 24 potentially affected states and Washington, D.C. of this Final EIS's publication and availability. Additionally, SEA published written notices in approximately 300 newspapers in potentially affected areas informing the public of the Final EIS's publication. SEA issued newspaper notices to the same 244 newspapers in which SEA published notices regarding the Draft EIS, plus additional newspapers in newly identified communities with potentially affected environmental justice populations.

Throughout the environmental review process, including the preparation of this Final EIS, SEA maintained a toll-free telephone hotline at (888) 869-1997 to provide interested parties with information regarding the proposed Conrail Acquisition in both English and Spanish. SEA updated the hotline in May 1998 to include information regarding the publication and availability of the Final EIS. As described in Section 3.2.1, "Notification of Draft EIS Availability," SEA plans to update the hotline several more times to provide information regarding the Board's voting conference scheduled for June 8, 1998, and the Board's final written decision, which it plans to issue on July 23, 1998. SEA also maintained a web site throughout the proposed Conrail Acquisition's environmental review process and updated it in May 1998 to provide information about the publication and availability of this Final EIS.

As with the Draft EIS, SEA issued a number of direct communications to interested parties regarding this Final EIS's availability. In addition to serving and directly mailing the Final EIS to more than 2,500 interested parties, SEA also sent a Notice of Availability postcard to more than 8,000 interested parties. These interested parties included businesses, private citizens, Federal agencies, state, and local officials, and officials, organizations, and citizens in communities with identified environmental justice populations. (See Table 3-1 earlier in this Chapter) SEA also mailed copies of this Final EIS and an accompanying cover letter to the members of Congress and Governors of the 24 states potentially affected by the proposed Conrail Acquisition. Additionally, SEA mailed this Final EIS and an accompanying cover letter to Mayors in communities where SEA recommended environmental mitigation. Finally, SEA issued copies of this Final EIS and an accompanying cover letter to the libraries in communities with environmental justice populations that SEA identified throughout its environmental review. SEA directed the letter to the reference librarian and asked that libraries keep this Final EIS in a reference or other appropriate section for public review until August 13, 1998.

3.4.2 Distribution of Final EIS

SEA distributed this Final EIS based on an expanded version of the distribution list SEA developed for the Draft EIS. As stated in Section 3.4.1, "Notification of Final EIS Availability," the Board served the Final EIS on approximately 400 parties on the Board's service list, which includes approximately 300 Parties of Record. Additionally, SEA identified and distributed over 2,500 copies of this Final EIS to entities including Federal, state, and local agencies; Federal,

state, and local government and elected officials; environmental organizations; railroads; regional organizations; rail unions; special interest groups; and concerned individuals who requested copies of the Final EIS. SEA expanded the distribution list established for the Draft EIS by adding the names of interested parties who provided SEA with a complete mailing address when submitting written comments on the Draft EIS, writing to request information, calling the hotline, or accessing the web site. SEA also added to the distribution list entities identified through agency consultation and environmental justice outreach.