

BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO. FD 36727

CSX TRANSPORTATION, INC.
—ACQUISITION AND OPERATION—
RAIL LINE OF MERIDIAN & BIGBEE RAILROAD, L.L.C.

CSXT'S COMMENT ON THE DRAFT ENVIRONMENTAL ASSESSMENT

John P. Patelli
Steven C. Armbrust
CSX Transportation, Inc.
500 Water Street
Jacksonville, FL 32202
(904) 359-1229

Peter W. Denton
Anthony J. LaRocca
Sally Mordi
Steptoe LLP
1330 Connecticut Avenue, NW
Washington, DC 20036
(202) 429-3000

Louis E. Gitomer
Law Offices of Louis E. Gitomer, LLC
600 Baltimore Avenue, Suite 301
Towson, MD 21204
(410) 296-2250

Attorneys for CSX Transportation, Inc.

Dated: April 17, 2024

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CSXT¹ respectfully submits this limited comment on the Draft Environmental Assessment (the “Draft EA”), issued by the Board’s Office of Environmental Analysis (“OEA”), and served on March 18, 2024.

The Draft EA notes that “CSXT would run an average of 1.43 local Montgomery trains per day (one roundtrip (two trains) five days per week) *between Montgomery and White Hall* if both Proposed Transactions are authorized.” Draft EA at 2-4 (emphasis added). White Hall station is identified in the MNBR time table as MP 134.0. The Draft EA apparently contemplated that the CSXT Montgomery local train would run westward to MP 134.0 and then turn around and run eastward back to Montgomery. However, as depicted in the map attached as Exhibit A, CSXT plans for the Montgomery local train to serve a customer facility located just east of White Hall at approximately MP 135.0, and then turn around and return to Montgomery.

¹ The acronyms and defined terms used in this Comment are the same as those used in CSXT’s Application, filed on October 6, 2023, or in OEA’s Draft EA, served on March 18, 2024.

The Draft EA identifies five receptors on the Eastern Line—receptors 30, 33, 34, 35, and 36—that would experience severe noise impacts as a result of the Proposed Transactions. *See id.* at App’x E, Attach. 1. Based on the map provided in the Draft EA, CSXT does not plan for the Montgomery local train to run past Receptor 30 because Receptor 30 is located west of the customer facility referenced above. Therefore, 2.00 trains per day would run past Receptor 30 under the Proposed Transaction, rather than 3.43 trains per day. *See* Draft EA at 3-31, Table 3.4-1.

Please contact us with any questions.

Respectfully submitted,

/s/ Peter W. Denton

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Exhibit A

