

From: [Schaible, Todd A CIV USARMY CENAP \(USA\)](#)
To: [Stevens, Karen](#)
Subject: RE: Decision has been issued for docket AB_55_819_X
Date: Monday, July 21, 2025 9:53:26 AM
Attachments: [image001.png](#)
[20250404 Docket No. AB-55 \(Sub-No. 819X\) CSX Transportation Inc. - Abandonment Exemption - in Philadelphia County, PA.pdf](#)
[20250718 Docket No. AB-55 \(Sub-No. 819X\) CSX Transportation Inc. - Abandonment Exemption - in Philadelphia County, Penn.pdf](#)

You don't often get email from todd.a.schaible@usace.army.mil. [Learn why this is important](#)

Thank you, Ms. Stevens. I appreciate you following up and providing CSXT's notice. Attached are CSTX's verified notice of exemption and STB's docket. I'll circle back with Steve on this matter.

Regarding CSXT's request for comments on March 14, 2025, there is not enough information in the Combined Environmental and Historic Report for us to make a determination on whether a Department of the Army permit would be required for the proposed abandonment of a 0.69-mile rail line that runs between milepost BCE 1.41 and milepost BCE 2.1 on CSXT's Northern Region, Philadelphia Subdivision, Delaware Industrial Track. Specifically, USACE relies on landowners, operators, prospective applicants, and the like to research whether aquatic resources are present or absent, to determine that no aquatic resources are present or to delineate any present aquatic resources, and if applicable, to determine whether any regulated activities would occur in or affect aquatic resources. Without an aquatic resource determination/delineation and without a more complete understanding of whether any regulated activities would occur, we cannot make a determination on whether a Department of the Army permit would be required.

CSXT is not required to request a No Permit Required letter, if a Department of the Army permit is not required. Moreover, CSXT is not required to request an Approved Jurisdictional Determination or a Preliminary Jurisdictional Determination at any time. However, if regulated activities occur in or affect waters of the US, then a Department of the Army permit may be required. Requests for No Permit Required letters and/or Approved Jurisdictional Determinations are helpful in making a determination on whether a Department of the Army permit would be required for a proposed activity.

More information on the USACE's Regulatory Program can be found on our Regulatory Request System (RRS) under our Regulatory Program Information page at <https://rrs.usace.army.mil/rrs/home/regulatory-program>. Requests for jurisdictional determinations can be made through our RRS. More information on requests for No Permit Required letters and Jurisdictional Determinations can be found at <https://www.nap.usace.army.mil/Missions/Regulatory/Jurisdictional-Determinations/>.

Please let me know if you have any questions.

Thanks,
Todd

Todd A. Schaible
Chief, Regulatory Branch
U.S. Army Corps of Engineers
Philadelphia District
(215) 656-6591 (office)
(215) 327-1261 (mobile)
todd.a.schaible@usace.army.mil

From: Stevens, Karen <Karen.Stevens@stb.gov>
Sent: Monday, July 21, 2025 8:27 AM
To: Schaible, Todd A CIV USARMY CENAP (USA) <Todd.A.Schaible@usace.army.mil>
Subject: [Non-DoD Source] RE: Decision has been issued for docket AB_55_819_X

Good morning Mr. Schaible,

According to CSXT's [Notice](#), a letter and a copy of the preliminary environmental and historic report was sent to:

USACE Philadelphia District
1650 Arch Street
Philadelphia, PA 19103
stephen.rochette@usace.army.mil

Sincerely,
Karen Stevens



Karen Stevens
Environmental Protection
Specialist

Surface Transportation Board
Office of Environmental Analysis
395 E. Street, SW
Washington, DC 20423

p. 202.245.0304 | c.
771.215.9971
Karen.Stevens@stb.gov

From: Schaible, Todd A CIV USARMY CENAP (USA) <Todd.A.Schaible@usace.army.mil>
Sent: Friday, July 18, 2025 1:45 PM
To: Stevens, Karen <Karen.Stevens@stb.gov>
Subject: FW: Decision has been issued for docket AB_55_819_X

You don't often get email from todd.a.schaible@usace.army.mil. [Learn why this is important](#)

Good afternoon Ms. Stevens,

The docket reads that “CSXT requested assistance from the U.S. Army Corps of Engineers (USACE), Philadelphia District in identifying whether permits under Section 404 of the Clean Water Act (CWA) would be required for the proposed abandonment. To date, USACE has not replied.” Would you happen to know how CSXT requested assistance and from whom?

Thanks,
Todd

Todd A. Schaible
Chief, Regulatory Branch
U.S. Army Corps of Engineers
Philadelphia District
(215) 656-6591 (office)
(215) 327-1261 (mobile)
todd.a.schaible@usace.army.mil

From: eService@stb.gov <eService@stb.gov>

Sent: Friday, July 18, 2025 12:38 PM

To: Schaible, Todd A CIV USARMY CENAP (USA) <Todd.A.Schaible@usace.army.mil>

Subject: [Non-DoD Source] Decision has been issued for docket AB_55_819_X

A decision was issued in docket AB_55_819_X - CSX TRANSPORTATION, INC.– ABANDONMENT EXEMPTION– IN PHILADELPHIA COUNTY, PA.. The decision is now available on the STB website.

Decision Summary: PROVIDED A DRAFT ENVIRONMENTAL ASSESSMENT AND CONCLUDED THAT A CONDITION SHOULD BE IMPOSED ON A DECISION GRANTING ABANDONMENT AUTHORITY.

The decision attachment links are below:
[52544](#)

This is an auto-generated email. If you require further assistance, please call (202) 245-0350.

309426

LAW OFFICES OF
LOUIS E. GITOMER, LLC

ENTERED
Office of Proceedings
April 4, 2025
Part of
Public Record

LOUIS E. GITOMER
Lou@lgraillaw.com

MELANIE B. YASBIN
Melanie@lgraillaw.com

600 BALTIMORE AVENUE, SUITE 301
TOWSON, MARYLAND 21204-4022
(410)296-2250
FAX (410) 332-0885

April 4, 2025

Ms. Cynthia T. Brown
Chief of the Section of Administration, Office of Proceedings
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423

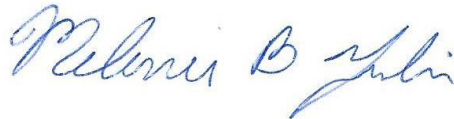
Re: **Docket No. AB-55 (Sub-No. 819X), CSX Transportation, Inc.—Abandonment
Exemption—in Philadelphia County, PA**

Dear Ms. Brown:

Enclosed for electronic filing is a Verified Notice of Exemption for CSX Transportation, Inc. ("CSXT") to abandon an approximately 0.69-mile rail line that runs between milepost BCE 1.41 and milepost BCE 2.1, on its Northern Region, Philadelphia Subdivision, Delaware Industrial Track (the "Line"). The filing fee of \$5,200 has been paid via pay.gov.

Thank you for your assistance. If you have any questions, please contact me.

Sincerely yours,



Melanie B. Yasbin
Attorney for CSX Transportation, Inc.

Enclosure

FILED
April 4, 2025
SURFACE
TRANSPORTATION BOARD

FEE RECEIVED
April 4, 2025
SURFACE
TRANSPORTATION BOARD

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-55 (Sub-No. 819X)

CSX TRANSPORTATION, INC.–ABANDONMENT EXEMPTION–
IN PHILADELPHIA COUNTY, PA

VERIFIED NOTICE OF EXEMPTION

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

Louis E. Gitomer, Esq.
Melanie B. Yasbin, Esq.
Law Offices of Louis E. Gitomer, LLC
600 Baltimore Avenue, Suite 301
Towson, MD 21204
(410) 296-2250
Lou@lgraillaw.com

Attorneys for: CSX TRANSPORTATION,
INC.

Dated: April 4, 2025

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-55 (Sub-No. 819X)

CSX TRANSPORTATION, INC.–ABANDONMENT EXEMPTION–
IN PHILADELPHIA COUNTY, PA

VERIFIED NOTICE OF EXEMPTION

CSX Transportation, Inc. (“CSXT”) files this Verified Notice of Exemption pursuant to the class exemption at 49 C.F.R. § 1152.50 for CSXT to abandon an approximately 0.69-mile rail line that runs between milepost BCE 1.41 and milepost BCE 2.1, on its Northern Region, Philadelphia Subdivision, Delaware Industrial Track (the “Line”). No local rail traffic has moved over the Line during the past two years. Any overhead traffic on the Line can be and has been rerouted.

When CSXT and Norfolk Southern Railway acquired control of Conrail in 1999, they both gained rail access to the Philadelphia Ports which made this track redundant. There is no future rail opportunity at this location. The last shipper on the Line, Inolex Chemical located at 2101 South Swanson Street, stopped receiving cars in 2010. A portion of the track between milepost BCE 1.81 and milepost BCE 2.1 was removed several years ago. There have been no requests for service on the portion of the Line between milepost BCE 1.81 and milepost BCE 2.1 since the track was disconnected at Columbus Blvd. Had a request for service been made for that portion of the Line, CSXT would have reconnected the track. *See* Verified Statement of Trevor Knaus.

Based on information in the possession of CSXT, the Line does not contain federally granted rights-of-way. Any documentation in the railroad's possession will be made available promptly to those requesting it.

1. Proposed consummation date. The proposed consummation date is May 24, 20025.
2. Certification required by 49 C.F.R. § 1152.50(b). *See* Exhibit A.
3. Information required by 49 C.F.R. § 1152.22(a)(1) through (4), (7), and (8), and (e)(4).

(a) General.

(1) Exact name of applicant. CSX Transportation, Inc.

(2) Whether applicant is a common carrier by railroad subject to 49 U.S.C.

Subtitle IV, Chapter 105. CSXT is a common carrier by railroad subject to 49 U.S.C. Subtitle IV, Chapter 105.

(3) Relief sought. CSXT seeks to use the class exemption at 49 C.F.R. § 1152.50 to abandon an approximately 0.69-mile rail line that runs between milepost BCE 1.41 and milepost BCE 2.1, on its Northern Region, Philadelphia Subdivision, Delaware Industrial Track (the "Line"). There are no stations on the Line.

(4) Map. *See* Exhibit B.

(7) Name, title, and address of representative of applicant to whom correspondence should be sent. Louis E. Gitomer, Law Offices of Louis E. Gitomer, LLC, 600 Baltimore Avenue, Suite 301, Towson, MD 21204, (410) 296-2250, Lou@lgrailaw.com.

(8) List of all United States Postal Service ZIP Codes that the line proposed for discontinuance traverses. The Line traverses U.S. Postal ZIP Codes 19148.

(e) Rural and community impact.

(4) Statement of whether the properties proposed to be abandoned are appropriate for use for other public purposes, including roads and highways, other forms of mass transportation, conservation, energy production or transmission, or recreation. If the applicant is aware of any restriction on the title to the property, including any reversionary interest, which would affect the transfer of title or the use of property for other than rail purposes, this shall be disclosed.

CSXT believes that the property proposed for abandonment may be suitable for other purposes but may be subject to reversionary interests that may affect transfer of title for other than rail purposes.

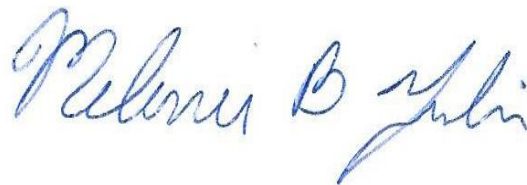
4. The level of labor protection. The interests of any railroad employees who may be adversely affected by the proposed abandonment will be adequately protected by the labor protective conditions in *Oregon Short Line R. Co. –Abandonment–Goshen*, 360 I.C.C. 91 (1979).

5. Certification. Certificates of compliance with the notice requirements of 49 C.F.R. §§ 1152.50(d)(1) and 1105.11 are attached as Exhibit C.

6. Environmental Report. See Exhibit D.

7. Historic Report. See Exhibit D.

Respectfully submitted,



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

Louis E. Gitomer, Esq.
Melanie B. Yasbin, Esq.
Law Offices of Louis E. Gitomer
600 Baltimore Avenue, Suite 301
Towson, MD 21204

(410) 296-2250
Lou@lgrailaw.com

Attorneys for: CSX TRANSPORTATION,
INC.

Dated: April 4, 2025

EXHIBIT A-VERIFICATION AND CERTIFICATION

**VERIFICATION AND CERTIFICATION THAT RAIL LINE MEETS
CRITERIA OF 49 C.F.R. SECTION 1152.50(b)**

STATE OF FLORIDA)
) ss.
COUNTY OF DUVAL)

I, Trevor Knaus, state that I am
Mgr Cost & Contribution for CSX Transportation, Inc. ("CSXT"); that I am
authorized to make this verification; and that I have read the foregoing Notice of Exemption and
know the facts asserted therein are true and accurate as stated, to the best of my knowledge,
information, and belief.

I hereby certify that no freight traffic has moved over CSXT's 0.69-mile rail line that
runs between milepost BCE 1.41 and milepost BCE 2.1, on its Northern Region, Philadelphia
Subdivision, Delaware Industrial Track (the "Line") for two years prior to the date hereof. The
Line is located in Philadelphia County, Pennsylvania. Since this is not a through line, no
overhead traffic has operated; therefore, none needs to be rerouted over other lines. Further, no
formal complaint filed by a user of rail service on the line (or a State or local government entity
acting on behalf of such user) regarding cessation of service over the line either is pending with
the Surface Transportation Board or any U.S. District Court or has been decided in favor of a
complainant within the two-year period. The foregoing certification is made on behalf of CSXT
by the undersigned after due and careful investigation of the matters herein certified and based
on the best of the knowledge, information, and belief of the undersigned.

 4/4/2025

**VERIFICATION AND CERTIFICATION THAT RAIL LINE MEETS
CRITERIA OF 49 C.F.R. SECTION 1152.50(b)**

STATE OF FLORIDA)
) ss.
COUNTY OF DUVAL)

I, Trevor Knaus, state that I am
Mgr Cost & Contribution for CSX Transportation, Inc. ("CSXT"); that I am
authorized to make this verification; and that I have read the foregoing Notice of Exemption and
know the facts asserted therein are true and accurate as stated, to the best of my knowledge,
information, and belief.

CSXT is seeking to abandon its 0.69-mile rail line that runs between milepost BCE 1.41
and milepost BCE 2.1, on its Northern Region, Philadelphia Subdivision, Delaware Industrial
Track (the "Line"). The Line is located in Philadelphia County, Pennsylvania. I hereby certify
that there have been no requests for service on the portion of the Line between milepost BCE
1.81 and milepost BCE 2.1 since the track was disconnected at Columbus Blvd. Had a request
for service been made for that portion of the Line, CSXT would have reconnected the track. The
foregoing certification is made on behalf of CSXT by the undersigned after due and careful
investigation of CSXT's records and the matters herein certified and based on the best of the
knowledge, information, and belief of the undersigned.

 4/4/2025

EXHIBIT B-MAP

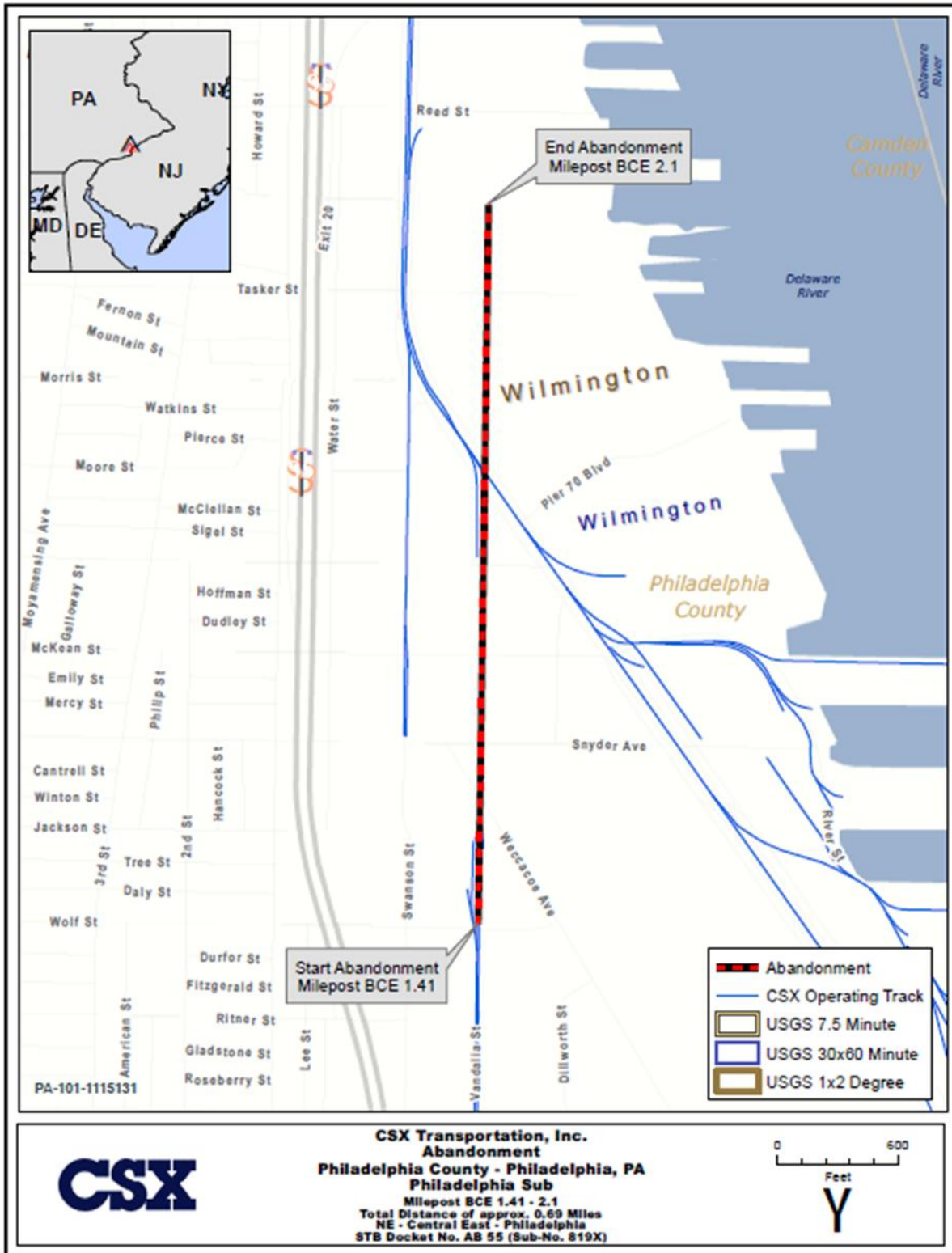


EXHIBIT C-CERTIFICATES OF SERVICE AND PUBLICATION

Pursuant to 49 C.F.R. § 1152.50 (d) (1), the undersigned hereby certifies that notice of the proposed abandonment in Docket No. AB-55 (Sub-No. 819X) was mailed via first class mail on March 24, 2025, to the following parties:

State Public Service Commission

Public Utility Commission
400 North Street
Keystone Bldg.
Harrisburg, PA 17120

Military Traffic Management Command

Headquarters
Military Surface Deployment and Distribution Command
ATTN: Transportation Engineering Agency (SDTE-SA)
1 Soldier Way Scott AFB, IL 62225-5006

usarmy.scott.sddc.mbx.tea-rnd@mail.mil

National Park Service

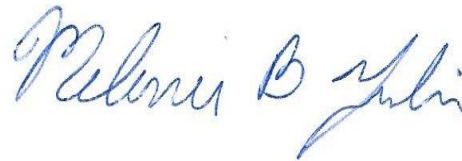
Mr. Bob Ratcliffe
Chief, Conservation and Outdoor Recreation Division
Rivers, Trails and Conservation Assistance Program National Park Service
1849 C Street, N.W. (Org Code 2220)
Washington, DC 20240

National Park Service

U.S. Department of Interior
National Park Service
Land Resources Division
1849 C Street, N.W.
Washington, DC 20240

U.S. Department of Agriculture

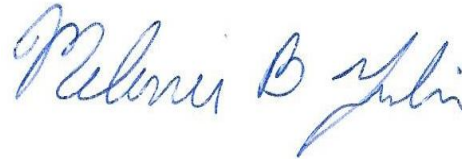
U.S. Department of Agriculture
Chief of the Forest Service
1400 Independence Avenue, S.W.
Washington, DC 20250-0003



Melanie B. Yasbin
April 4, 2025

CERTIFICATE OF PUBLICATION

The undersigned hereby certifies that notice of the proposed abandonment in Docket No. AB-55 (Sub-No. 819X) in the following form was advertised on March 31, 2025, in the Metro Philadelphia, a newspaper of general circulation in Philadelphia County, PA, as required by 49 C.F.R. § 1105.7(c) and .12.



Melanie B. Yasbin
April 4, 2025

Notice of Intent to Abandon

CSX Transportation, Inc. (“CSXT”) gives notice that on or about April 3, 2025, it intends to file with the Surface Transportation Board, Washington, DC 20423, a notice of exemption under 49 CFR 1152 Subpart F—Exempt Abandonments permitting the abandonment of approximately 0.69-mile rail line that runs between milepost BCE 1.41 and milepost BCE 2.1, on its Northern Region, Philadelphia Subdivision, Delaware Industrial Track in Philadelphia County, PA. The proceeding will be docketed as No. AB-55 (Sub-No. 819X).

The Board’s Office of Environmental Analysis (OEA) will generally prepare an Environmental Assessment (EA), which will normally be available 25 days after the filing of the notice of exemption. Comments on environmental and energy matters should be filed no later than 15 days after the EA becomes available to the public and will be addressed in a Board decision. Interested persons may obtain a copy of the EA or make inquiries regarding environmental matters by writing to the OEA, Surface Transportation Board, Washington, DC 20423 or by calling that office at (202) 245-0295.

Appropriate offers of financial assistance to continue rail service can be filed with the Board. Requests for environmental conditions, public use conditions, or rail banking/trails use also can be filed with the Board. An original and 10 copies of any pleading that raises matters other than environmental issues (such as trails use, public use, and offers of financial assistance) must be filed directly with the Board’s Section of Administration, Office of Proceedings, 395 E Street, SW, Washington, DC 20423–0001 [See 49 CFR 1104.1(a) and 1104.3(a)], and one copy must be served on applicant’s representative [See 49 CFR 1104.12(a)]. Questions regarding offers of financial assistance, public use or trails use may be directed to the Board’s Office of Public Assistance, Governmental Affairs, and Compliance at (202) 245-0238. Copies of any comments or requests for conditions should be served on the applicant’s representative: Louis E. Gitomer, 600 Baltimore Avenue, Suite 301, Towson, MD 21204, (410)296-2250, Lou@lgrailaw.com.

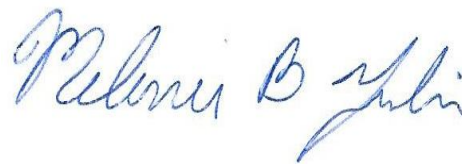
EXHIBIT D– COMBINED ENVIRONMENTAL AND HISTORIC REPORT

ENVIRONMENTAL REPORT CERTIFICATE OF SERVICE

Pursuant to the requirements of 49 C.F.R. § 1105.7, the undersigned hereby certifies that a copy of the Combined Environmental and Historic Report in Docket No. AB-55 (Sub-No. 819X) was mailed via first class mail and electronic mail where available on March 14, 2025, to the following parties:

Denise Coleman State Conservationist United States Department of Agriculture Natural Resources Conservation Service 359 East Park Drive, Suite 2 Harrisburg, PA 17111 Denise.coleman@usda.gov	National Park Service Northeast Region 1234 Market Street Philadelphia, PA 19107
Environmental Protection Agency Region 3 Four Penn Center 1600 JFK Blvd. Philadelphia, PA 19103-2029 Davis.ginny@epa.gov	U.S. Fish & Wildlife Service Pennsylvania Field Office 110 Radnor Rd, Suite 101 State College, PA 16801 IR1_ESPenn@fws.gov
USACE Philadelphia District 1650 Arch Street Philadelphia, PA 19103 stephen.rochette@usace.army.mil	National Geodetic Survey RRAE@noaa.gov

Regional Director Patrick Patterson Commonwealth of Pennsylvania Department of Environmental Protection Southeast Regional Office 2 E. Main Street Norristown, PA 19491-4915 patpatters@pa.gov	Mayor Cherelle Parker City Hall, Office 215 1400 John F. Kennedy Blvd Philadelphia, PA 19107 Kathleen.lonie@phila.gov
Department of Planning and Development 1515 Arch St. 13th Floor Philadelphia, PA 19102 planning.development@phila.gov	Coastal Resources Management Program, ra-epcoastalzone@pa.gov

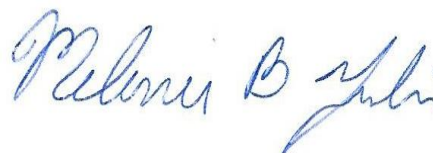


Melanie B. Yasbin
April 4, 2025

HISTORIC REPORT CERTIFICATE OF SERVICE

Pursuant to the requirements of 49 C.F.R. § 1105.8(c), the undersigned hereby certifies that a copy of the Combined Environmental and Historic Report in Docket No. AB-55 (Sub-No. 819X) was submitted via the SHPO's PA=Share platform on March 13, 2025, to the following parties:

Pennsylvania Historical & Museum Commission
State Historic Preservation Office
Commonwealth Keystone Building
Second Floor
400 North Street
Harrisburg, PA 17120-0093
Andrea Lowery Bureau Director
amacdonald@pa.gov



Melanie B. Yasbin
April 4, 2025

COMBINED ENVIRONMENTAL AND HISTORIC REPORT (“CEHR”)
(49 C.F.R. 1105.7 and 1105.8)

Docket No. AB-55 (Sub-No. 819X)

CSX TRANSPORTATION, INC.–ABANDONMENT EXEMPTION–
IN PHILADELPHIA COUNTY, PA

Dated: April 4, 2025

ENVIRONMENTAL REPORT

(1) Proposed Action and Alternatives. Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

CSX Transportation, Inc., (“CSXT”) proposes to abandon the approximately 0.69-mile rail line that runs between milepost BCE 1.41 and milepost BCE 2.1, on its Northern Region, Philadelphia Subdivision, Delaware Industrial Track (the “Line”). The Line runs through the U.S. Postal Zip Codes 19148.

Abandonment of the Line will result in the removal of whatever rail and crossties that remain and possibly the upper layer of ballast. CSXT does not intend to disturb any sub grade or sub grade structures. Any trail related structures, such as bridges, trestles, culverts, and tunnels will not be salvaged.

The only alternative to a full abandonment would be for CSXT not to abandon the Line.

A map of the proposed abandonment is attached hereto as Exhibit 1.

(2) Transportation System. Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

There is no passenger traffic on the Line to be diverted to other modes as a result of the proposed abandonment. There is no freight traffic on the Line to be diverted to motor carrier.

The proposed abandonment should have no adverse effects on regional or local highway systems and traffic patterns.

(3) Land Use. (i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies. (ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land. (iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by 1105.9. (iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. § 10905 and explain why.

(i) CSXT considers the proposed abandonment of the Line to be consistent with existing land use plans. CSXT notified the Philadelphia Department of Planning and Development by letter dated March 14, 2025 (See Exhibit 2) requesting comments and included a copy of the preliminary CEHR. A copy of the Preliminary CEHR has also been mailed to the appropriate local and state agencies for their information and further comment. No comments have been received to date.

(ii) CSXT does not believe that there is any prime agricultural land that will be affected. CSXT notified the United States Department of Agriculture (“USDA”) Natural Resources Conservation Service (the agency succeeding to the responsibilities of the Soil Conservation Service) of the proposed abandonment by letter dated March 14, 2025, (See Exhibit 2) requesting comments and included a copy of the Preliminary CEHR. No comments have been received to date.

(iii) CSXT notified the Pennsylvania Coastal Resource Management Program by letter dated March 14, 2025 (See Exhibit 2) requesting comments and included a copy of the preliminary CEHR. No comments have been received to date.

(iv) CSXT believes the Line would be suitable for interim trail use/rail banking.

(4) Energy. (i) Describe the effect of the proposed action on transportation of energy resources. (ii) Describe the effect of the proposed action on recyclable commodities. (iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why. (iv) If the proposed action will cause diversions from rail to motor carriage of more than: (A) 1,000 rail carloads a year; or (B) an average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.

(i) The proposed abandonment will have no effect on the ability to transport energy resources.

(ii) The proposed abandonment will have no effect on the transportation of recyclable commodities.

(iii) The proposed abandonment will not change the use of railroad transportation over the line as CSX doesn't currently ship over the line.

(iv) The proposed abandonment will not cause the diversion of more than 1,000 rail carloads a year; or an average of 50 rail carloads per mile per year for any part of the line segments of rail traffic to motor carriage.

(5) Air. (i) If the proposed action will result in either: (A) An increase in rail traffic of at least 100 percent (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or (B) an increase in rail yard activity of at least 100 percent (measured by carload activity), or (C) an average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. § 10901 (or § 10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in sub-section (5)(i)(A) will apply. (ii) If the proposed action affects a class I or nonattainment area under the Clean Air Act, and will result in either: (A) an increase in rail traffic of at least 50 percent (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line; (B) an increase in rail yard activity of at least 20 percent (measured by carload activity); or (C) an average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. § 10901 (or 49 U.S.C. § 10505), or a case involving the reinstitution of service over a previously abandoned line, only the three train a day threshold in this item shall apply. (iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and

spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

(i) The proposed abandonment will not result in meeting or exceeding the specified thresholds.

(ii) The proposed abandonment will not result in meeting or exceeding the specified thresholds.

(iii) The proposed abandonment will not affect the transportation of ozone depleting materials.

(6) Noise. If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause: (i) an incremental increase in noise levels of three decibels Ldn or more; or (ii) an increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area, and quantify the noise increase for these receptors if the thresholds are surpassed.

Not applicable.

(7) Safety. (i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings). (ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials. (iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

(i) The proposed abandonment will have no detrimental effects on public health and safety. There are six public road crossings that are either out of service or closed.

(ii) The proposed abandonment will not affect the transportation of hazardous materials.

(iii) CSXT is not aware of any known hazardous waste sites or sites where there have been known hazardous materials spills on the Line.

(8) Biological Resources. (i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects. (ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

(i) CSXT does not believe that the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat. CSXT has notified the U.S. Fish and Wildlife Service (“USF&W”) of the proposed abandonment by letter dated March 14, 2025 (See Exhibit 2) requesting assistance in determining whether the proposed abandonment will adversely affect endangered or threatened species or areas designated as a critical habitat and included a copy of this Preliminary CEHR.

Through use of the USF&W website <https://ecos.fws.gov/ipac/> a letter listing threatened, and endangered species was generated on March 11, 2025, finding the Monarch Butterfly may be in the area but that there are no critical habitats within the project area under USF&W’s jurisdiction. (See Exhibit 2). The letter generated on March 11, 2025, also provides a Probability of Presence Summary for migratory birds. (See Exhibit 2). The Line is located in an urban area and CSXT does not believe abandonment of the Line will affect the migratory birds listed in the species report.

(ii) CSXT does not believe any wildlife sanctuaries or refuges, National or State parks or forests would be adversely affected by the proposed abandonment.

CSXT has notified the National Parks Service of the proposed abandonment by letter dated March 14, 2025 (See Exhibit 2) requesting assistance in identifying any potential effects on wildlife sanctuaries or refuges, National or State parks or forests and included a copy of the Preliminary CEHR. No comments have been received to date.

(9) Water. (i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards.

Describe any inconsistencies. (ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects. (iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action.

(i) CSXT is confident that the proposed abandonment will be consistent with applicable water quality standards. CSXT notified the State Environmental Protection Agency (“SEPA”), and the United States Environmental Protection Agency (“USEPA”) by letters dated March 14, 2025 (*See Exhibit 2*) requesting assistance in identifying any potential effects on water quality standards and included a copy of the Preliminary CEHR. By email dated April 3, 2025, the USEPA states it has no comments regarding the proposed abandonment at this time. (*See Exhibit 2*).

(ii) CSXT believes that no permits under section 404 of the Clean Water Act are required for the proposed abandonment and that no designated wetlands or 100-year flood plains will be affected by the proposed abandonment. Upon receiving abandonment authority, removal of material will be accomplished by use of the right-of-way for access. No new access roads are contemplated. CSXT does not intend to disturb any of the underlying roadbed or perform any activities that would cause sedimentation or erosion of the soil and does not anticipate any dredging or use of fill in the removal of the track material. CSXT will transport crossties and/or other debris away from the Line and will not discard them along the right-of-way or place or leave them in streams or wetlands, or along the banks of such waterways. Also, during track removal, appropriate measures will be implemented to prevent or control spills from fuels, lubricants or any other pollutant materials from entering any waterways. Based upon this course of action, CSXT does not believe a permit under Section 404 of the Clean Water Act will be required.

CSXT notified the U.S. Army Corps of Engineers by letter dated March 14, 2025 (See Exhibit 2) requesting assistance in identifying whether permits under section 404 of the Clean Water Act are required for the proposed abandonment and that no designated wetlands or 100-year flood plains will be affected by the proposed abandonment and included a copy of the Preliminary CEHR. No comments have been received to date.

(iii) CSXT believes that no permit under section 402 of the Clean Water Act would be required for the abandonment. CSXT notified the SEPA and the USEPA by letter dated March 14, 2025 (See Exhibit 2) requesting assistance in identifying whether permit under section 402 of the Clean Water Act would be required for the abandonment and included a copy of the Preliminary CEHR. No comments have been received to date.

(10) Proposed Mitigation. Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

CSXT does not expect any adverse environmental impact from the proposed abandonment and, therefore, sees no need for any mitigating actions. CSXT will, of course, adhere to any remedial actions required by the Board.

HISTORIC REPORT

1. A U.S.G.S. topographic map (or alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action;

U.S. Geological Survey Maps have been supplied to the State Department of Archeology and Historic Preservation (*See Exhibit 3*) along with this preliminary CEHR.

2. A written description of the right of way (including approximate widths, to the extent known), and the topography and urban and/or rural characteristics of the surrounding area;

The right of way is 60 feet wide. The Line begins north of Wolf Street and runs northeast parallel to Swanson Street. It crosses Weccacoe Ave, Snyder Avenue, Mifflin Street, Columbus Blvd, Morris Street, and Tasker Street. All of these crossings are either out of service or have been closed because of the lack of traffic on the Line.

3. Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area;

There are no CSXT owned structures that are 50 years old or older.

4. The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations, to the extent such information is known;

There are no structures on the Line.

5. A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action;

The Delaware Industrial Track was originally part of the Schuylkill River East Side Company, established on May 21, 1886. This railroad was a consolidation of the Schuylkill River East Side Railroad Company (1883) and the Philadelphia, Newtown Square and Chester Railroad Company (1886). After the consolidation, the Company leased the property to

Baltimore and Ohio Railroad (“B&O”) to operate. By 1918, the B&O had taken ownership control of the Schuylkill River East Side Company and in 1987 the B&O became part of the CSX rail network. The Delaware Industrial Track starts at the East end of CSX Philadelphia Greenwich Yard and operates North from Pattison Avenue Road. The track is located between Interstate 95 and the Delaware River and has supported the Philadelphia Piers and warehousing customers for over one hundred years. When CSX and Norfolk Southern Railway took over control of Conrail in 1999, they both gained rail access to the Philadelphia Ports which made this track redundant. There is no future rail opportunity at this location,

7. An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C.F.R. 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities);

It is CSXT’s opinion that there are no archeological resources or other railroad related historic properties in the project area.

8. A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic waste), and the surrounding terrain.

Based on a review of its records, CSXT believes that there are no known subsurface ground disturbances or fill, or environmental conditions that might affect the archeological recovery of any potential resources. The Line was disturbed during construction by cuts and fill and any archeological resources that may have been located in the proposed project area would have been affected at that time versus during the proposed salvage operations associated with rail

removal.

9. Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specific non railroad owned properties or groups of properties immediately adjacent to the railroad right-of-way: photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the location and type of the site (*i.e.* prehistoric or native American).

CSXT does not foresee the likelihood that any additional information will need to be supplied in association with the proposed abandonment other than that information previously submitted. But, if any additional information is requested, CSXT will promptly supply the necessary information.

CSXT notified the Pennsylvania Historical & Museum Commission State Historic Preservation Office via its PA-Share website (*See Exhibit 2*) requesting assistance to determine whether there are any archeological resources or any other previously unknown historic properties and included a copy of the Preliminary CEHR. By letter dated March 17, 2025, the SHPO states that the proposed action will have No Effect on above ground historic properties or archaeological resources. (*See Exhibit 2*).

EXHIBIT 1 – MAP

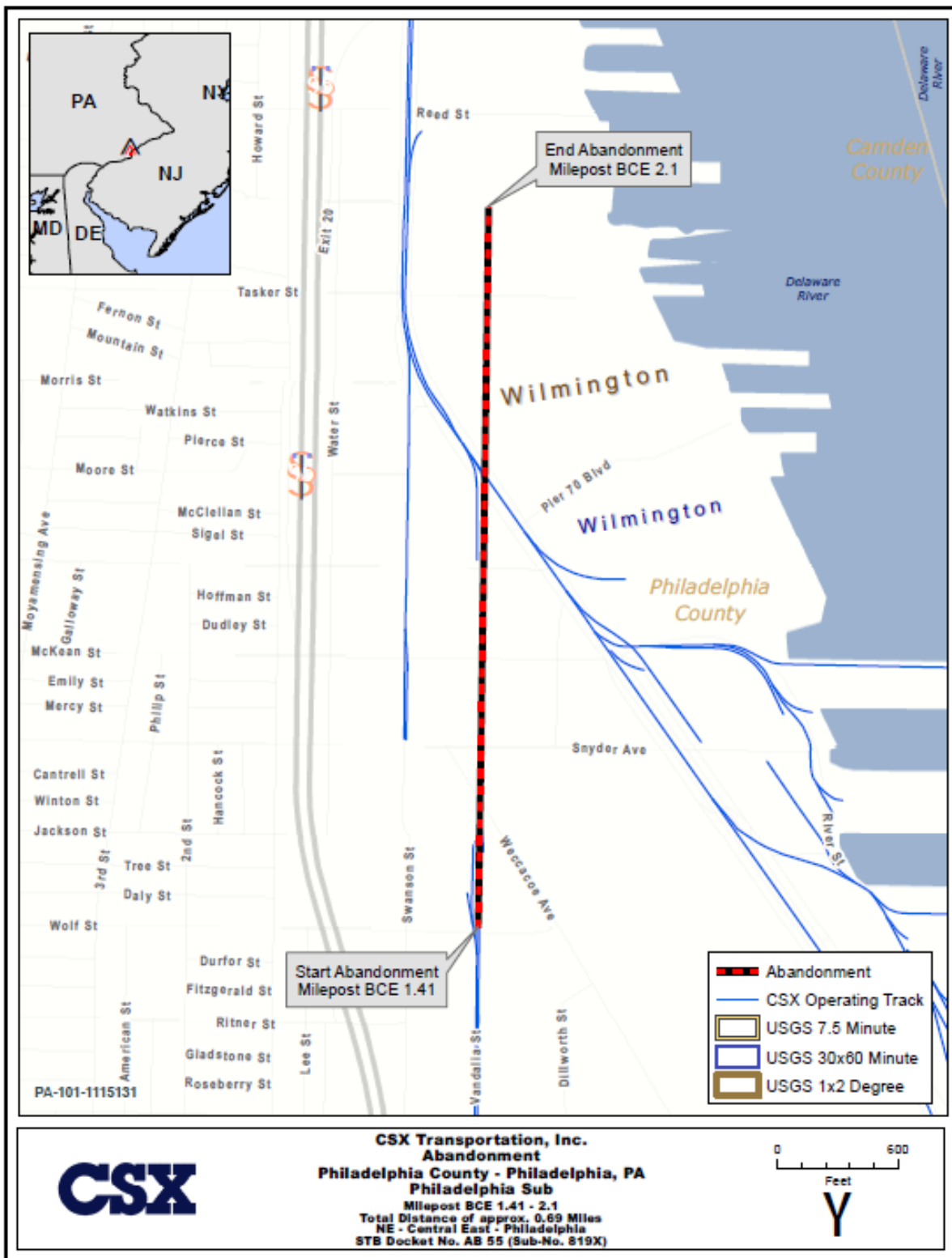


EXHIBIT 2 – LETTERS (WITHOUT MAPS)



500 Water Street, J801
Jacksonville, Florida 32202
Phone (904) 366-4457
Email: Kevin_Hardee@csx.com

Kevin Hardee
Joint Facilities

March 14, 2025

Department of Planning and Development
1515 Arch St.
13th Floor
Philadelphia, PA 19102
planning.development@phila.gov

Re: STB Docket No. AB-55 (Sub-No. 819X), CSX Transportation, Inc.—Abandonment
Exemption—in Philadelphia County, PA

To Whom it May Concern:

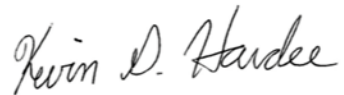
On or after April 3, 2025, CSX Transportation, Inc. (“CSXT”) plans to file with the Surface Transportation Board a Notice of Abandonment seeking authority to abandon the approximately 0.69-mile rail line that runs between milepost BCE 1.41 and milepost BCE 2.1, on its Northern Region, Philadelphia Subdivision, Delaware Industrial Track (the “Line”). Attached is a Combined Environmental and Historic Report describing the proposed action and any expected environmental and/or historic effects, as well as a map of the affected area.

We are providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of this proceeding. If any of the information is misleading or incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Office of Environmental Analysis (OEA), Surface Transportation Board, Washington, DC, telephone (202) 245-0295 and refer to Docket No. AB-55 (Sub-No. 819X). Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to OEA (with a copy to our representative) would be appreciated within 3 weeks.

Your comments will be considered by the Board in evaluating the environmental and/or historic preservation impacts of the contemplated action. If there are any questions concerning this proposal, please contact me by email Kevin_Hardee@csx.com or by mail to the above address. our representative directly.

Also enclosed is the distribution list of all parties who have been provided with the CEHR. If you have any questions, please feel free to call or email me.

Sincerely,

A handwritten signature in cursive script that reads "Kevin D. Hardee". The ink is dark and the signature is fluid.

Kevin Hardee



500 Water Street, J801
Jacksonville, Florida 32202
Phone (904) 366-4457
Email: Kevin_Hardee@csx.com

Kevin Hardee
Joint Facilities

March 14, 2025

Mayor Cherelle Parker
City Hall, Office 215
1400 John F. Kennedy Blvd
Philadelphia, PA 19107
Kathleen.lonie@phila.gov

Re: STB Docket No. AB-55 (Sub-No. 819X), CSX Transportation, Inc.—Abandonment
Exemption—in Philadelphia County, PA

Dear Mayor Parker:

On or after April 3, 2025, CSX Transportation, Inc. (“CSXT”) plans to file with the Surface Transportation Board a Notice of Abandonment seeking authority to abandon the approximately 0.69-mile rail line that runs between milepost BCE 1.41 and milepost BCE 2.1, on its Northern Region, Philadelphia Subdivision, Delaware Industrial Track (the “Line”). Attached is a Combined Environmental and Historic Report describing the proposed action and any expected environmental and/or historic effects, as well as a map of the affected area.

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Kevin Hardee



500 Water Street, J801
Jacksonville, Florida 32202
Phone (904) 366-4457
Email: Kevin_Hardee@csx.com

Kevin Hardee
Joint Facilities

March 14, 2025

National Geodetic Survey
RRAE@noaa.gov

Re: STB Docket No. AB-55 (Sub-No. 819X), CSX Transportation, Inc.—Abandonment
Exemption—in Philadelphia County, PA

To Whom it May Concern:

On or after April 3, 2025, CSX Transportation, Inc. (“CSXT”) plans to file with the Surface Transportation Board a Notice of Abandonment seeking authority to abandon the approximately 0.69-mile rail line that runs between milepost BCE 1.41 and milepost BCE 2.1, on its Northern Region, Philadelphia Subdivision, Delaware Industrial Track (the “Line”). Attached is a Combined Environmental and Historic Report describing the proposed action and any expected environmental and/or historic effects, as well as a map of the affected area.

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Sincerely,

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Kevin Hardee



500 Water Street, J801
Jacksonville, Florida 32202
Phone (904) 366-4457
Email: Kevin_Hardee@csx.com

Kevin Hardee
Joint Facilities

March 14, 2025

Coastal Resources Management Program,
ra-epcoastalzone@pa.gov

Re: STB Docket No. AB-55 (Sub-No. 819X), CSX Transportation, Inc.—Abandonment
Exemption—in Philadelphia County, PA

To Whom it May Concern:

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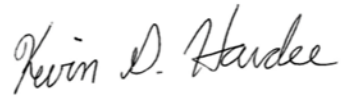
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Sincerely,

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500 Water Street, J801
Jacksonville, Florida 32202
Phone (904) 366-4457
Email: Kevin_Hardee@csx.com

Kevin Hardee
Joint Facilities

March 14, 2025

National Park Service
Northeast Region
1234 Market Street
Philadelphia, PA 19107

Re: STB Docket No. AB-55 (Sub-No. 819X), CSX Transportation, Inc.—Abandonment
Exemption—in Philadelphia County, PA

To Whom it May Concern:

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Kevin Hardee



500 Water Street, J801
Jacksonville, Florida 32202
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Email: Kevin_Hardee@csx.com

Kevin Hardee
Joint Facilities

March 14, 2025

Regional Director Patrick Patterson
Commonwealth of Pennsylvania
Department of Environmental Protection
Southeast Regional Office
2 E. Main Street
Norristown, PA 19491-4915
patpatters@pa.gov

Re: STB Docket No. AB-55 (Sub-No. 819X), CSX Transportation, Inc.—Abandonment
Exemption—in Philadelphia County, PA

Dear Director Patterson:

On or after April 3, 2025, CSX Transportation, Inc. (“CSXT”) plans to file with the Surface Transportation Board a Notice of Abandonment seeking authority to abandon the approximately 0.69-mile rail line that runs between milepost BCE 1.41 and milepost BCE 2.1, on its Northern Region, Philadelphia Subdivision, Delaware Industrial Track (the “Line”). Attached is a Combined Environmental and Historic Report describing the proposed action and any expected environmental and/or historic effects, as well as a map of the affected area.

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Jacksonville, Florida 32202
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Email: Kevin_Hardee@csx.com

Kevin Hardee
Joint Facilities

March 14, 2025

Environmental Protection Agency
Region 3
Four Penn Center
1600 JFK Blvd.
Philadelphia, PA 19103-2029
Davis.ginny@epa.gov

Re: STB Docket No. AB-55 (Sub-No. 819X), CSX Transportation, Inc.—Abandonment
Exemption—in Philadelphia County, PA

To Whom it May Concern:

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Kevin Hardee

CSX Transportation Abandonment Exemption CEHR Comments



Esch, Emma <Esch.Emma@epa.gov>

To ● Melanie Yasbin

Cc ○ Witman, Timothy



Thu 4/3/2025 3:03 PM

Good Afternoon,

Thank you for the opportunity to review the Combined Environmental and Historic Report (CEHR) for CSX Transportation's proposed abandonment of the approximately 0.69-mile rail line in Philadelphia County, PA (Docket No. AB-55 (Sub-No. 819X)). We have no comments at this time but look forward to reviewing any future NEPA documents for this project. Please feel free to reach out to me at esch.emma@epa.gov if you have any questions.

Please note, EPA Region 3's NEPA program has a new way to receive NEPA documents (e.g. NOI, EA, pre NEPA technical reports) electronically to our office. In addition to individual NEPA staff contacts, please add R3NEPA@epa.gov to your distribution lists. And as always, please continue to submit draft and final EIS documents to the e-NEPA electronic filing system.

Best,

Emma Esch

Life Scientist, NEPA and Technical Assistance Branch

EJ, Community Health, & Environmental Review Division, U.S. EPA R3

Phone: 215-814-2723

Email: esch.emma@epa.gov



500 Water Street, J801
Jacksonville, Florida 32202
Phone (904) 366-4457
Email: Kevin_Hardee@csx.com

Kevin Hardee
Joint Facilities

March 14, 2025

USACE Philadelphia District
1650 Arch Street
Philadelphia, PA 19103
stephen.rochette@usace.army.mil

Re: STB Docket No. AB-55 (Sub-No. 819X), CSX Transportation, Inc.—Abandonment
Exemption—in Philadelphia County, PA

Dear Mr. Rochette:

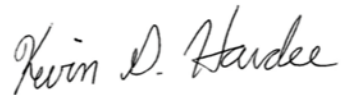
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Sincerely,

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Kevin Hardee



500 Water Street, J801
Jacksonville, Florida 32202
Phone (904) 366-4457
Email: Kevin_Hardee@csx.com

Kevin Hardee
Joint Facilities

March 14, 2025

Denise Coleman
State Conservationist
United States Department of Agriculture
Natural Resources Conservation Service
359 East Park Drive, Suite 2
Harrisburg, PA 17111
Denise.coleman@usda.gov

Re: STB Docket No. AB-55 (Sub-No. 819X), CSX Transportation, Inc.—Abandonment
Exemption—in Philadelphia County, PA

Dear Conservationist Coleman:

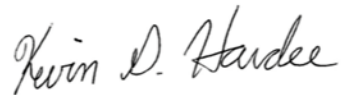
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Your comments will be considered by the Board in evaluating the environmental and/or historic preservation impacts of the contemplated action. If there are any questions concerning this proposal, please contact me by email Kevin_Hardee@csx.com or by mail to the above address. our representative directly.

Also enclosed is the distribution list of all parties who have been provided with the CEHR. If you have any questions, please feel free to call or email me.

Sincerely,

A handwritten signature in cursive script that reads "Kevin D. Hardee". The ink is dark and the signature is fluid.

Kevin Hardee



500 Water Street, J801
Jacksonville, Florida 32202
Phone (904) 366-4457
Email: Kevin_Hardee@csx.com

Kevin Hardee
Joint Facilities

March 14, 2025

U.S. Fish & Wildlife Service
Pennsylvania Field Office
110 Radnor Rd, Suite 101
State College, PA 16801
IR1_ESPenn@fws.gov

Re: STB Docket No. AB-55 (Sub-No. 819X), CSX Transportation, Inc.—Abandonment
Exemption—in Philadelphia County, PA

To Whom it May Concern:

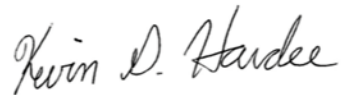
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We are providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of this proceeding. If any of the information is misleading or incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Office of Environmental Analysis (OEA), Surface Transportation Board, Washington, DC, telephone (202) 245-0295 and refer to Docket No. AB-55 (Sub-No. 819X). Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to OEA (with a copy to our representative) would be appreciated within 3 weeks.

Your comments will be considered by the Board in evaluating the environmental and/or historic preservation impacts of the contemplated action. If there are any questions concerning this proposal, please contact me by email Kevin_Hardee@csx.com or by mail to the above address. our representative directly.

Also enclosed is the distribution list of all parties who have been provided with the CEHR. If you have any questions, please feel free to call or email me.

Sincerely,

A handwritten signature in cursive script that reads "Kevin D. Hardee". The ink is dark and the signature is fluid.

Kevin Hardee



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Pennsylvania Ecological Services Field Office
110 Radnor Road Suite 101
State College, PA 16801-7987
Phone: (814) 234-4090 Fax: (814) 234-0748



In Reply Refer To:

03/11/2025 15:11:50 UTC

Project Code: 2025-0067117

Project Name: CSXT Abandonment Exemption--Philadelphia County, PA AB-55 (Sub-No. 819X)

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2))

(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see <https://www.fws.gov/program/migratory-bird-permit/what-we-do>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see <https://www.fws.gov/library/collections/threats-birds>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/partner/council-conservation-migratory-birds>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Pennsylvania Ecological Services Field Office
110 Radnor Road Suite 101
State College, PA 16801-7987
(814) 234-4090

PROJECT SUMMARY

Project Code: 2025-0067117

Project Name: CSXT Abandonment Exemption--Philadelphia County, PA AB-55 (Sub-No. 819X)

Project Type: Abandonment of Rail Line

Project Description: CSX Transportation, Inc., ("CSXT") proposes to abandon the approximately 0.69-mile rail line that runs between milepost BCE 1.41 and milepost BCE 2.1, on its Northern Region, Philadelphia Subdivision, Delaware Industrial Track (the "Line"). The Line runs through the U.S. Postal Zip Codes 19148

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@39.9230129,-75.14434581445,14z>



Counties: Philadelphia County, Pennsylvania

ENDANGERED SPECIES ACT SPECIES

There is a total of 1 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i>	Proposed
There is proposed critical habitat for this species. Your location does not overlap the critical habitat.	Threatened
Species profile: https://ecos.fws.gov/ecp/species/9743	

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

BALD & GOLDEN EAGLES

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act² and the Migratory Bird Treaty Act (MBTA)¹. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

1. The [Bald and Golden Eagle Protection Act](#) of 1940.
2. The [Migratory Birds Treaty Act](#) of 1918.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are Bald Eagles and/or Golden Eagles in your [project](#) area.

Measures for Proactively Minimizing Eagle Impacts

For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the [National Bald Eagle Management Guidelines](#). You may employ the timing and activity-specific distance recommendations in this document when designing your project/

activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to [Bald Eagle Nesting and Sensitivity to Human Activity](#).

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

If disturbance or take of eagles cannot be avoided, an [incidental take permit](#) may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the [Do I Need A Permit Tool](#). For assistance making this determination for golden eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

Ensure Your Eagle List is Accurate and Complete

If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the [Supplemental Information on Migratory Birds and Eagles](#), to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i>	Breeds Oct 15 to Aug 31
This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "[Supplemental Information on Migratory Birds and Eagles](#)", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)

Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

NAME	BREEDING SEASON
American Oystercatcher <i>Haematopus palliatus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8935	Breeds Apr 15 to Aug 31
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Oct 15 to Aug 31
Black Skimmer <i>Rynchops niger</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/5234	Breeds May 20 to Sep 15
Black-billed Cuckoo <i>Coccyzus erythrophthalmus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9399	Breeds May 15 to Oct 10
Blue-winged Warbler <i>Vermivora cyanoptera</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9509	Breeds May 1 to Jun 30
Bobolink <i>Dolichonyx oryzivorus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9454	Breeds May 20 to Jul 31
Canada Warbler <i>Cardellina canadensis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9643	Breeds May 20 to Aug 10
Cerulean Warbler <i>Setophaga cerulea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/2974	Breeds Apr 29 to Jul 20
Chimney Swift <i>Chaetura pelagica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9406	Breeds Mar 15 to Aug 25
Gull-billed Tern <i>Gelochelidon nilotica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9501	Breeds May 1 to Jul 31

NAME	BREEDING SEASON
Hudsonian Godwit <i>Limosa haemastica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9482	Breeds elsewhere
Kentucky Warbler <i>Geothlypis formosa</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9443	Breeds Apr 20 to Aug 20
Least Tern <i>Sternula antillarum antillarum</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/11919	Breeds Apr 25 to Sep 5
Lesser Yellowlegs <i>Tringa flavipes</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Long-eared Owl <i>asio otus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3631	Breeds Mar 1 to Jul 15
Pectoral Sandpiper <i>Calidris melanotos</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9561	Breeds elsewhere
Prairie Warbler <i>Setophaga discolor</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9513	Breeds May 1 to Jul 31
Prothonotary Warbler <i>Protonotaria citrea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9439	Breeds Apr 1 to Jul 31
Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9398	Breeds May 10 to Sep 10
Rusty Blackbird <i>Euphagus carolinus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9478	Breeds elsewhere

NAME	BREEDING SEASON
Scarlet Tanager <i>Piranga olivacea</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/11967	Breeds May 10 to Aug 10
Semipalmated Sandpiper <i>Calidris pusilla</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9603	Breeds elsewhere
Short-billed Dowitcher <i>Limnodromus griseus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9480	Breeds elsewhere
Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9431	Breeds May 10 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "[Supplemental Information on Migratory Birds and Eagles](#)", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)

Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

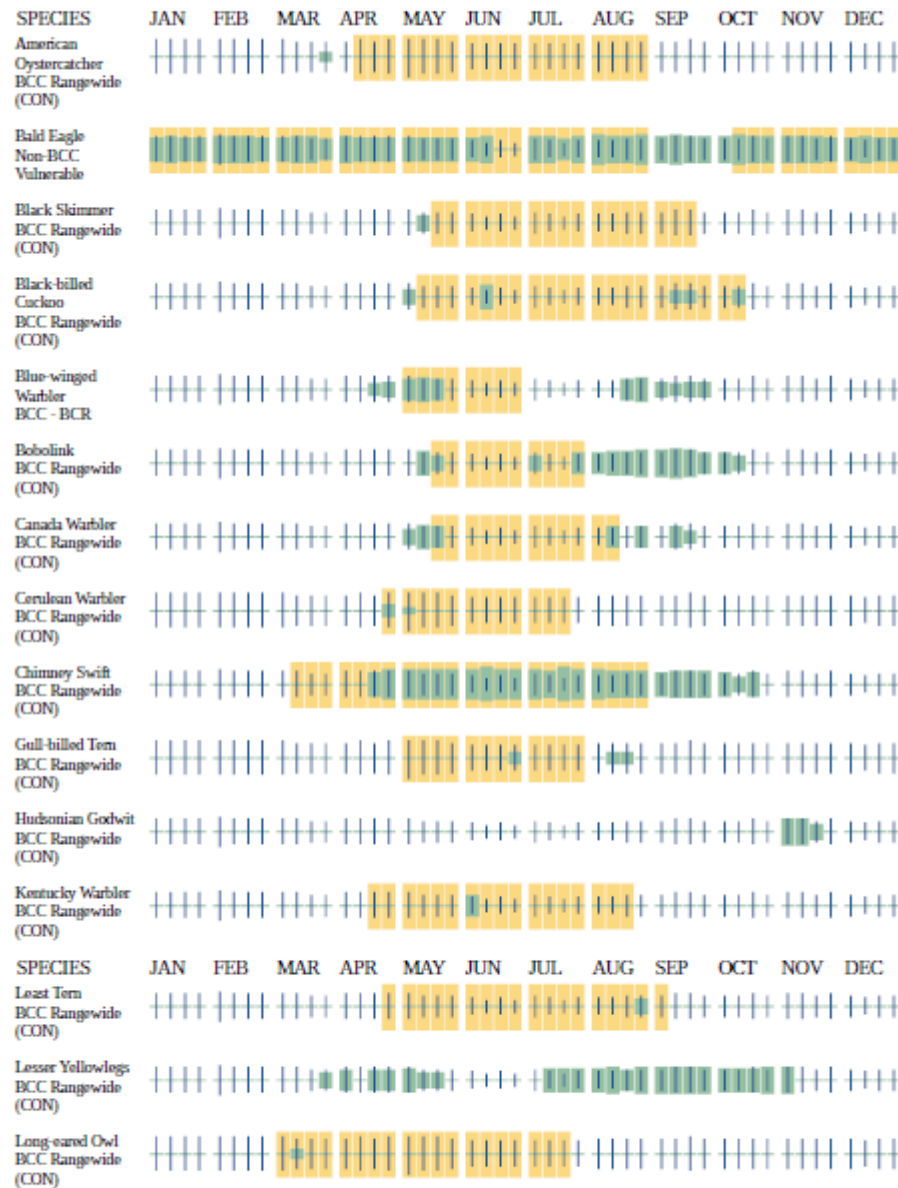
Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (—)

A week is marked as having no data if there were no survey events for that week.

■ probability of presence ■ breeding season | survey effort — no data





Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>
- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

WETLANDS

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

THERE ARE NO WETLANDS WITHIN YOUR PROJECT AREA.

IPAC USER CONTACT INFORMATION

Agency: The Law Offices of Louis E. Gitomer, LLC

Name: Melanie Yasbin

Address: 600 Baltimore Ave, Suite 301

City: Towson

State: MD

Zip: 21204

Email: melanie@lgraillaw.com

Phone: 4102962205



500 Water Street, J801
Jacksonville, Florida 32202
Phone (904) 366-4457
Email: Kevin_Hardee@csx.com

Kevin Hardee
Joint Facilities

March 14, 2025

Pennsylvania Historical & Museum Commission
State Historic Preservation Office
Commonwealth Keystone Building
Second Floor
400 North Street
Harrisburg, PA 17120-0093
Andrea Lowery Bureau Director
amacdonald@pa.gov

Re: STB Docket No. AB-55 (Sub-No. 819X), CSX Transportation, Inc.—Abandonment
Exemption—in Philadelphia County, PA

Dear Director Lowery:

On or after April 3, 2025, CSX Transportation, Inc. (“CSXT”) plans to file with the Surface Transportation Board a Notice of Abandonment seeking authority to abandon the approximately 0.69-mile rail line that runs between milepost BCE 1.41 and milepost BCE 2.1, on its Northern Region, Philadelphia Subdivision, Delaware Industrial Track (the “Line”). Attached is a Combined Environmental and Historic Report describing the proposed action and any expected environmental and/or historic effects, as well as a map of the affected area.

We are providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of this proceeding. If any of the information is misleading or incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Office of Environmental Analysis (OEA), Surface Transportation Board, Washington, DC, telephone

(202) 245-0295 and refer to Docket No. AB-55 (Sub-No. 819X). Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to OEA (with a copy to our representative) would be appreciated within 3 weeks.

Your comments will be considered by the Board in evaluating the environmental and/or historic preservation impacts of the contemplated action. If there are any questions concerning this proposal, please contact me by email Kevin_Hardee@csx.com or by mail to the above address. our representative directly.

Also enclosed is the distribution list of all parties who have been provided with the CEHR. If you have any questions, please feel free to call or email me.

Sincerely,

A handwritten signature in cursive script that reads "Kevin D. Hardee". The signature is written in dark ink and is positioned below the "Sincerely," text.

Kevin Hardee



Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

March 17, 2025

Sent Via PA-SHARE

RE: ER Project # 2025PR01395.001, CSX Transportation, Inc.—Abandonment Exemption—in Philadelphia County, PA STB Docket No. AB-55 (Sub-No. 819X), Surface Transportation Board, Philadelphia City, Philadelphia County

Dear Submitter,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Above Ground Resources

No Above Ground Concerns - Environmental Review - No Effect - Above Ground

Based on the information received and available within our files, it is our opinion that the proposed project will have No Effect on above ground historic properties, including historic buildings, districts, structures, and/or objects, should they exist. Should the scope of the project change and/or should you be made aware of historic property concerns, you will need to reinitiate consultation with our office using PA-SHARE.

For questions concerning above ground resources, please contact Sara-Ladd Manley at samanley@pa.gov.

Archaeological Resources

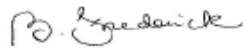
No Archaeological Concerns - Environmental Review - No Effect - Archaeological

Based on the information received and available in our files, in our opinion, the proposed project should have No Effect on archaeological resources. Should the scope of the project be amended to include additional ground-disturbing activity and/or should you be made aware of historic property concerns regarding archaeological resources, you will need to reinitiate consultation with our office using PA-SHARE.

For questions concerning archaeological resources, please contact Sara-Ladd Manley at samanley@pa.gov.

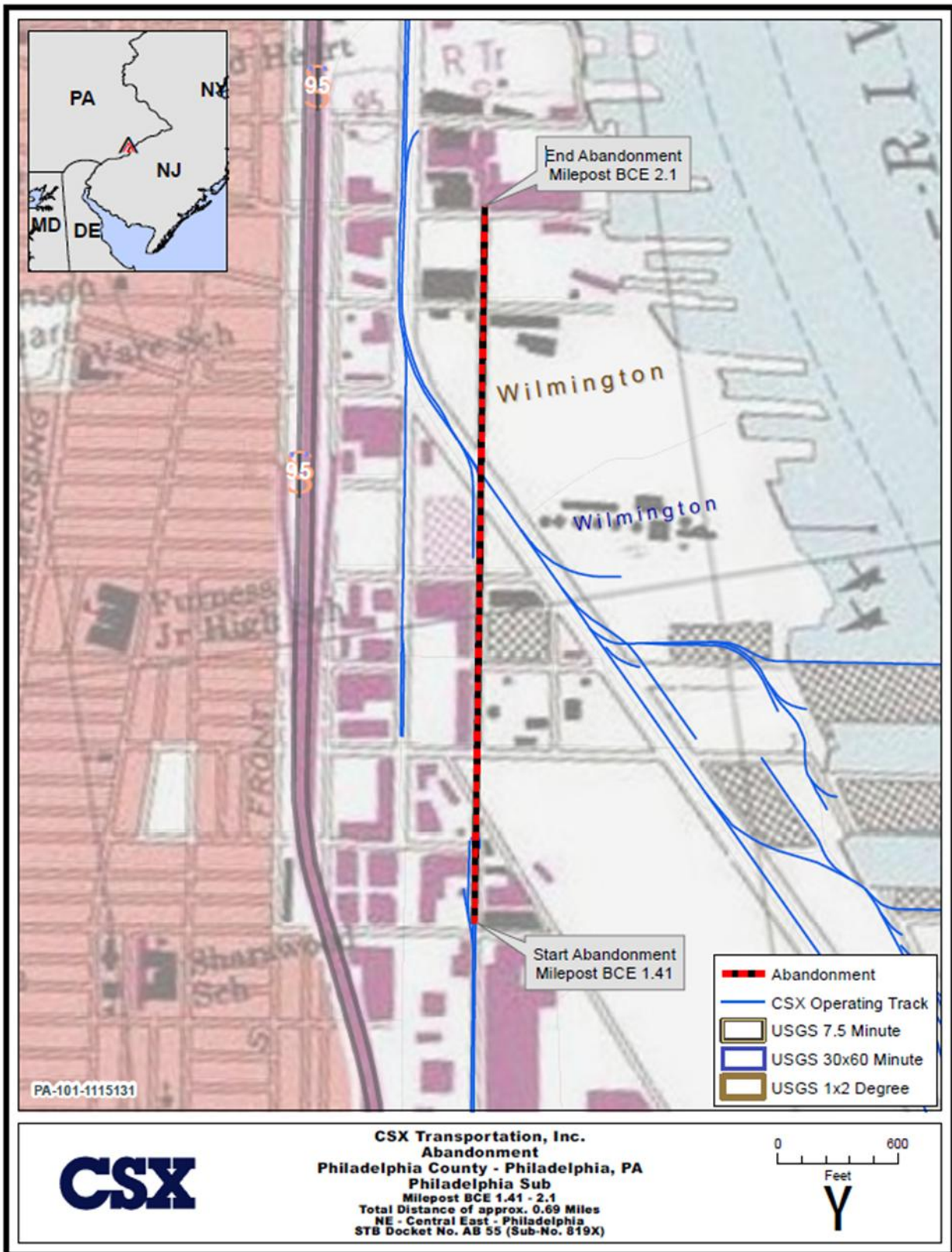
Sincerely,

ER Project # 2025PR01395.001
Page 2 of 2

A handwritten signature in black ink, appearing to read "B. Frederick".

Barbara Frederick
Environmental Review Division Manager

EXHIBIT 3 – USGS MAPS



**SURFACE TRANSPORTATION BOARD
WASHINGTON, DC 20423**

DRAFT ENVIRONMENTAL ASSESSMENT

Docket No. AB 55 (Sub-No. 819X)

**CSX Transportation, Inc. – Abandonment Exemption –
in Philadelphia County, Penn.**

BACKGROUND

In this proceeding, CSX Transportation, Inc. (CSXT) filed a notice of exemption under 49 C.F.R. § 1152.50 seeking exemption from the prior approval requirements of 49 U.S.C. § 10903 in connection with the abandonment of a line of railroad in Philadelphia County, Pennsylvania. The rail line proposed for abandonment extends approximately 0.69 miles from milepost BCE 1.41 north of Wolf Street to milepost BCE 2.1 north of Tasker Street, on CSXT's Northern Region, Philadelphia Subdivision, Delaware Industrial Track (the Line). A map depicting the Line in relationship to the area served is appended to this Draft Environmental Assessment (Draft EA). If the notice becomes effective, the railroad will be able to salvage track, ties, and other railroad appurtenances and to dispose of the right-of-way.

DESCRIPTION OF THE LINE

The Line is located in Philadelphia, Pennsylvania, between Interstate 95 and the Delaware River. According to CSXT the right-of-way is 60 feet wide. CSXT states that the Line was originally part of the Schuylkill River East Side Company which was established in 1886. Ownership of the Line was transferred several times over the years before being acquired by CSXT in 1987. CSXT indicates that when CSXT and Norfolk Southern Railway acquired Conrail in 1999, they both gained rail access to Philadelphia Ports, making the Line redundant. CSXT states that the last shipper on the Line stopped receiving cars in 2010 and that a portion of the track, between mileposts BCE 1.81 and BCE 2.1, was removed after it was disconnected at Columbus Boulevard. Based on a desktop review of the Line, OEA has determined that the only track remaining to be salvaged is located between Weccacoe Avenue and Columbus Boulevard, which is approximately 0.3 miles.

ENVIRONMENTAL REVIEW

CSXT submitted a combined environmental and historic report (E&H Report) that concludes the quality of the human environment would not be affected significantly as a result of the proposed abandonment of the Line, including salvage. CSXT served the E&H Report on a number of appropriate federal, state, and local agencies as required by the Surface Transportation

Board's (Board) environmental rules [49 C.F.R. § 1105.7(b)]¹ implementing the National Environmental Policy Act. The Board's Office of Environmental Analysis (OEA) has reviewed and investigated the record in this proceeding.

Diversion of Traffic

According to CSXT, no local traffic has moved over the Line over the last two years, and there is no overhead traffic on the Line that would have to be rerouted. Therefore, the proposed abandonment would not result in the diversion of rail traffic to truck traffic that could result in significant impacts to air quality or the local transportation network. Nor would the proposed abandonment adversely impact the development, use and transportation of energy resources or recyclable commodities or the transportation of ozone-depleting materials.

Salvage Activities

Impacts from salvage and disposal of a rail line typically include removal of tracks and ties, removal of ballast, dismantling of any bridges or other structures that may be present on the rail right-of-way, and regrading of the right-of-way. Salvage may be performed within the right-of-way, or, if necessary, via the construction of new access points to the right-of-way. If abandonment authority is granted, CSXT plans to remove any rail and crossties that remains on the Line, and possibly the upper layer of ballast. CSXT does not intend to disturb any subgrade or subgrade structures or salvage any bridges trestles, culverts, and tunnels on the Line. Based on a desktop review, OEA has concluded that there are no bridges, trestles, culverts, or tunnels located on the Line.

Upon receiving abandonment authority, removal of track material would be accomplished by use of the right-of-way for access. No new access roads are contemplated. CSXT does not intend to disturb any of the underlying roadbed or perform any activities that would cause sedimentation or erosion of the soil and does not anticipate any dredging or use of fill in the removal of the track material.

CSXT states that it would transport crossties and/or other debris away from the Line and would not discard them along the right-of-way or place or leave them in streams or wetlands or along the banks of such waterways. Also, during track removal, appropriate measures would be implemented to prevent or control spills from fuels, lubricants, or any other pollutant materials from entering waterways.

Land Use

CSXT considers the proposed abandonment to be consistent with existing land use plans. CSXT requested comments on the proposed abandonment from the Philadelphia Department of

¹ The E&H Report is available for viewing on the Board's website at www.stb.gov by clicking "Search STB Records;" selecting "Filings" in the "Search for" dropdown menu; entering "AB" "55" "819" "X" sequentially in the four boxes for "Docket Number," then selecting "Search." The E&H Report was filed on April 4, 2025.

Planning and Development (PDPD). To date, OEA has not received a response. OEA is providing the PDPD a copy of this Draft EA for review.

CSXT notified the United States Department of Agriculture's Natural Resources Conservation Service (NRCS) of the proposed abandonment by letter dated March 14, 2025. To date, OEA has not received a response. However, because the proposed abandonment is located in an urban area and no subgrade salvage activities are proposed, OEA concludes that the proposed abandonment would have no effect on prime agricultural land.

The Line is located within a Coastal Zone. CSXT notified the Pennsylvania Coastal Resource Management Program (PCRMP) of the proposed abandonment by letter dated March 14, 2025. To date, PCRMP has not provided comments. Accordingly, OEA is recommending that any decision granting abandonment authority include a condition requiring CSXT to consult with PCRMP and obtain state coastal management consistency certification, if necessary. OEA is providing a copy of this Draft EA to PCRMP for its review.

Hazardous Materials/Spills and Safety

CSXT states that the proposed abandonment would have no detrimental effects on public health and safety. There are no known hazardous waste sites or sites where there have been known hazardous material spills on the Line. Therefore, OEA concludes that the proposed abandonment is unlikely to affect the transportation of hazardous materials.

Biological Resources

CSXT requested comments from U.S. Fish and Wildlife Service (USFWS) regarding the potential impact of the proposed abandonment to protected wildlife, including federally listed threatened and endangered species. The Pennsylvania Ecological Services Field Office of the USFWS sent CSXT an Official Species List (dated March 11, 2025) generated from USFWS' Information for Planning and Consultation (IPaC) system. To date, USFWS has not provided any additional comments. One proposed threatened species, monarch butterfly (*Danaus plexippus*), was identified by the field office that may be affected by the proposed abandonment. No critical habitat was identified within the area of the proposed abandonment.

To identify any changes to the species list generated in March 2025 and any wildlife refuges in the project area, OEA conducted its own search of the IPaC system.² No change to the species list was identified. OEA's search also confirmed that there were no wildlife refuges within the area of the proposed abandonment.

Because the Line is in an urban landscape and salvage activities are not proposed in any grasslands, shrublands, or forested habitat; no tree removal is contemplated; no subgrade salvage activities are proposed; and no critical habitat is present, OEA concludes that the proposed abandonment would have no effect on the monarch butterfly. OEA is providing a copy of this

² U.S. Fish and Wildlife Service, Information for Planning and Consultation Tool (IPaC), <https://ipac.ecosphere.fws.gov> (OEA accessed on June 25, 2025, Project Code: 2005-0113764.)

Draft EA to the USFWS, Pennsylvania Ecological Services Field Office and Pennsylvania Game Commission for its review.

CSXT notified the National Park Service (NPS) of the proposed abandonment and requested assistance in identifying any potential effects on wildlife sanctuaries or refuges, National or State parks or forests. To date, NPS has not provided comments. Because the Line does not cross any wildlife sanctuaries or refuges, National or State parks or forests, OEA believes that no such area would be affected by the proposed abandonment.

Water Resources

CSXT requested assistance from the U.S. Army Corps of Engineers (USACE), Philadelphia District in identifying whether permits under Section 404 of the Clean Water Act (CWA) would be required for the proposed abandonment. To date, USACE has not replied. Because no instream work is contemplated; no bridge, viaduct, embankment, or tree removal is contemplated; the scope of salvage is limited; no subgrade salvage activities are proposed; no dredging or use of fill in the removal of the track material is contemplated; and no salvage debris will be discarded along the right-of-way or placed or left in streams or wetlands or along the banks of such waterways, OEA believes that abandonment-related salvage activities would not require a permit under section 404 of the CWA, and that no waterways, wetlands, or 100-year flood plains would be affected. OEA is providing USACE, Philadelphia District a copy of this Draft EA for its review.

CSXT requested assistance from the U.S. Environmental Protection Agency (USEPA), Region 3 in identifying whether permits under Section 402 of the CWA are required for the proposed abandonment. By email received on April 3, 2024, USEPA responded that they had no comment.

By letter dated March 14, 2025, CSXT requested assistance from Pennsylvania's Department of Environmental Protection (DEP) in identifying any potential effects on water quality standards. To date, DEP has not provided any comments. OEA is providing DEP a copy of this Draft EA for review.

Air Quality and Noise

OEA believes air emissions associated with abandonment-related salvage activities would be temporary and would not have a significant impact on air quality. Similarly, any noise related to abandonment-related salvage activities would also be temporary and should not have a significant impact on the area surrounding the proposed abandonment.

Summary

Based on all information available to date, OEA does not believe that the proposed abandonment would cause significant environmental impacts. In addition to the parties on the Board's service list for this proceeding, OEA is providing a copy of this Draft EA to the following agencies for review and comment: PDPD; PCRMP; USFWS, Pennsylvania

Ecological Services Field Office; USACE, Pennsylvania District; USEPA, Region 3; and Pennsylvania DEP.

HISTORIC REVIEW

CSXT served the E&H Report on the Pennsylvania Historical & Museum Commission (State Historic Preservation Office or SHPO), pursuant to 49 C.F.R. § 1105.8(c).³ Based on available information, the SHPO submitted comments stating that no historic properties listed in or eligible for inclusion in the National Register of Historic Places (National Register) would be affected within the right-of-way (the Area of Potential Effect, or APE) of the proposed abandonment.

Therefore, pursuant to the Section 106 regulations of the National Historic Preservation Act 36 C.F.R. § 800.4(d)(1), and following consultation with the SHPO and the public, OEA has determined that the proposed abandonment would not affect historic properties listed in or eligible for inclusion in the National Register. The documentation for this finding as specified at 36 C.F.R. § 800.11(d), consists of CSXT's historic report, all relevant correspondence, and this Draft EA, which have been provided to the SHPO and made available to the public through posting on the Board's website www.stb.gov.

Pursuant to 36 C.F.R. § 800.2, OEA conducted a search of the U.S. Department of Housing and Urban Development's Tribal Directory Assessment Tool (TDAT) to identify federally recognized Tribes that may have ancestral connections to the project area.⁴ The database indicated that the following federally-recognized Tribes may have knowledge regarding properties of traditional religious and cultural significance within the right-of-way (the APE) of the proposed abandonment: Delaware Nation, Oklahoma; Delaware Tribe of Indians; and Eastern Shawnee Tribe of Oklahoma. Accordingly, OEA is sending a copy of this Draft EA to these Tribes for review and comment.

CONDITIONS

OEA recommends that the following condition be imposed on any decision granting abandonment authority:⁵

³ Applicants seeking authority from the Board to abandon railroad lines may act on behalf of the Board when complying with the Section 106 regulations of the National Historic Preservation Act. Applicants are authorized to initiate the Section 106 review process and carry out some of its steps, but the Board retains overall responsibility for the Section 106 review. See 36 C.F.R. § 800.2(c)(4); 49 C.F.R. part 1105; Delegation Letter (Dec. 9, 2009). The Delegation Letter can be found at a link on the bottom of the Board's website overlooking historic preservation at <https://www.stb.gov/resources/environmental/historic-preservation-overview>.

⁴ U.S. Department of Housing and Urban Development, Tribal Directory Assessment Tool, <https://egis.hud.gov/tdat> (last accessed June 25, 2025).

⁵ If an interim trail use agreement under 16 U.S.C. § 1247(d) and 49 C.F.R. § 1152.29 is reached for the Line (or a portion thereof), compliance with this condition is not required with

Pursuant to the Coastal Zone Management Act (16 U.S.C. § 1451 et seq.) and the Board's environmental regulations at 49 C.F.R. § 1105.9, CSXT Transportation, Inc. (CSXT) shall consult with the Pennsylvania Coastal Resource Management Program and obtain state coastal management consistency certification, if necessary. CSXT may not file its consummation notice or initiate any salvage activities related to abandonment (including removal of tracks and ties) until it reports the results of these consultations in writing to the Board's Office of Environmental Analysis and the Board has removed this condition.

CONCLUSIONS

Based on the information provided from all sources to date, OEA concludes that, as currently proposed, and the recommended condition is imposed, abandonment of the Line would not significantly affect the quality of the human environment. Therefore, the environmental impact statement process is unnecessary.

Alternatives to the proposed abandonment would include denial (and therefore no change in operations), discontinuance of service without abandonment, and continued operation by another operator. In any of these cases, the existing quality of the human environment and energy consumption should not be affected.

PUBLIC USE

Following abandonment and salvage of the rail line, the right-of-way may be suitable for other public use. A request containing the requisite four-part showing for imposition of a public use condition (49 C.F.R. § 1152.28) must be filed with the Board and served on the railroad within the time specified in the Board's Federal Register notice of the proposed abandonment. The Federal Register notice is also issued as a Board decision and is available on the Board's website.⁶

TRAIL USE

A request for a notice of interim trail use (NITU) is due to the Board, with a copy to the railroad, within 10 days of publication of the notice of exemption in the Federal Register. Nevertheless, the Board will accept late-filed requests as long as it retains jurisdiction to do so in a particular case. This request must comply with the Board's rules for use of rights-of-way as trails (49 C.F.R. § 1152.29). The Federal Register notice is also issued as a Board decision and is available on the Board's website.⁷

respect to any portion of the Line covered by the interim trail use agreement for the duration of the agreement.

⁶ Board decisions are available for viewing on the Board's website at <https://www.stb.gov> by clicking "Search STB Records;" selecting "Decisions" in the "Search for" dropdown menu; entering "AB" "55" "819" "X" sequentially in the four boxes for "Docket Number," then selecting "Search."

⁷ Id.

PUBLIC ASSISTANCE

The Board's Office of Public Assistance, Governmental Affairs, and Compliance responds to questions regarding interim trail use, public use, and other reuse alternatives. You may contact this office directly at (202) 245-0238, or mail inquiries to Surface Transportation Board, Office of Public Assistance, Government Affairs, and Compliance, Washington, DC 20423.

COMMENTS

OEA encourages interested parties to submit their comments on the Draft EA electronically through the Board's website at <https://www.stb.gov/>. From the Board's home page, select "File an Environmental Comment" below the "Need Assistance?" button. Log-in accounts are not needed to file environmental comments electronically. Brief comments can be typed in the comment field, and lengthier comments can be attached as Word, Adobe Acrobat, or other file formats.

Alternatively, comments submitted by mail should be addressed to: Karen Stevens, Surface Transportation Board, 395 E Street SW, Washington, DC 20423-0001, Attention: Environment Filing, Docket No. AB-55 (Sub-No. 819X). If you have any questions, please contact Karen Stevens by email at Karen.Stevens@stb.gov or by phone at 202-245-0304.

Date made available to the public: July 18, 2025.

Comment due date: August 1, 2025.

By the Board, Danielle Gosselin, Director, Office of Environmental Analysis.

Attachment



Docket No. AB 55 (Sub-No. 819X)
CSX Transportation, Inc.
Abandonment Exemption
Philadelphia County, Penn.

Legend

The Line

Note: Maps produced by the STB's Office of Environmental Analysis are based on information provided by the applicant and are for reference purposes only.



Philadelphia County



Pennsylvania