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OEA

SERVICE DATE – AUGUST 8, 2025

SURFACE TRANSPORTATION BOARD
WASHINGTON, DC 20423

FINAL ENVIRONMENTAL ASSESSMENT

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

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

ABANDONMENT TYPE

The time for comments on the Draft Environmental Assessment (Draft EA) has expired in this:

(X) Notice of Exemption () Petition for Exemption () Regulated Abandonment

() **NO NEW COMMENTS WERE RECEIVED**

(X) **NEW COMMENTS WERE RECEIVED**

In this proceeding, CSX Transportation, Inc. (CSXT) filed a notice of exemption with the Surface Transportation Board 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). The Office of Environmental Analysis (OEA) served a Draft EA for this proceeding, on July 18, 2025, for public review and comment. In the Draft EA, OEA recommended one environmental condition and concluded that the proposed action would not significantly impact the quality of the human environment.

Comments on the Draft EA

OEA received two comments after issuance of the Draft EA. On July 21, 2025, the U.S. Army Corp of Engineers (USACE) submitted a comment stating that without an aquatic resource determination/delineation and without a more complete understanding of whether any regulated activities would occur, USACE could not make a determination on whether a USACE permit would be required. However, USACE clarified that CSXT is not required to request a No Permit Required letter but if regulated activities occur in or affect waters of the U.S., then a USACE permit may be required. Because CSXT's proposed abandonment-related salvage activities would not be conducted in navigable waters of the U.S. (see attached map); no salvage debris would be discharged into waters of the U.S., or wetlands; and no salvage debris would be transported for the purpose of dumping it in ocean waters, OEA continues to believe a permit under section 404 of the Clean Water Act (CWA) would not be required. Thus, no modifications to the Draft EA are warranted.

On August 1, 2025, the U.S. Environmental Protection Agency (USEPA), Region 3, submitted a comment advising CSXT to avoid and minimize environmental impacts to the extent practicable and obtain any necessary permits. USEPA, Region 3, explained that it delegated authority to issue permits under section 402 of the Clean Water Act to the Pennsylvania Department of Environmental Protection (DEP) and that CSXT should reach out to DEP for any required state-issued permits. As explained in the Draft EA, CSXT, via letter dated March 14, 2025, requested assistance from Pennsylvania DEP in identifying any potential effects on water quality standards from the proposed abandonment. OEA also provided a copy of the Draft EA to DEP. To date DEP has not provided any comments. Because CSXT's proposed abandonment-related salvage activities would not result in debris being discharged into water of the U.S., OEA believes a permit under section 402 of the CWA would not be required. Therefore, no further consultation with DEP is necessary.

Conclusions

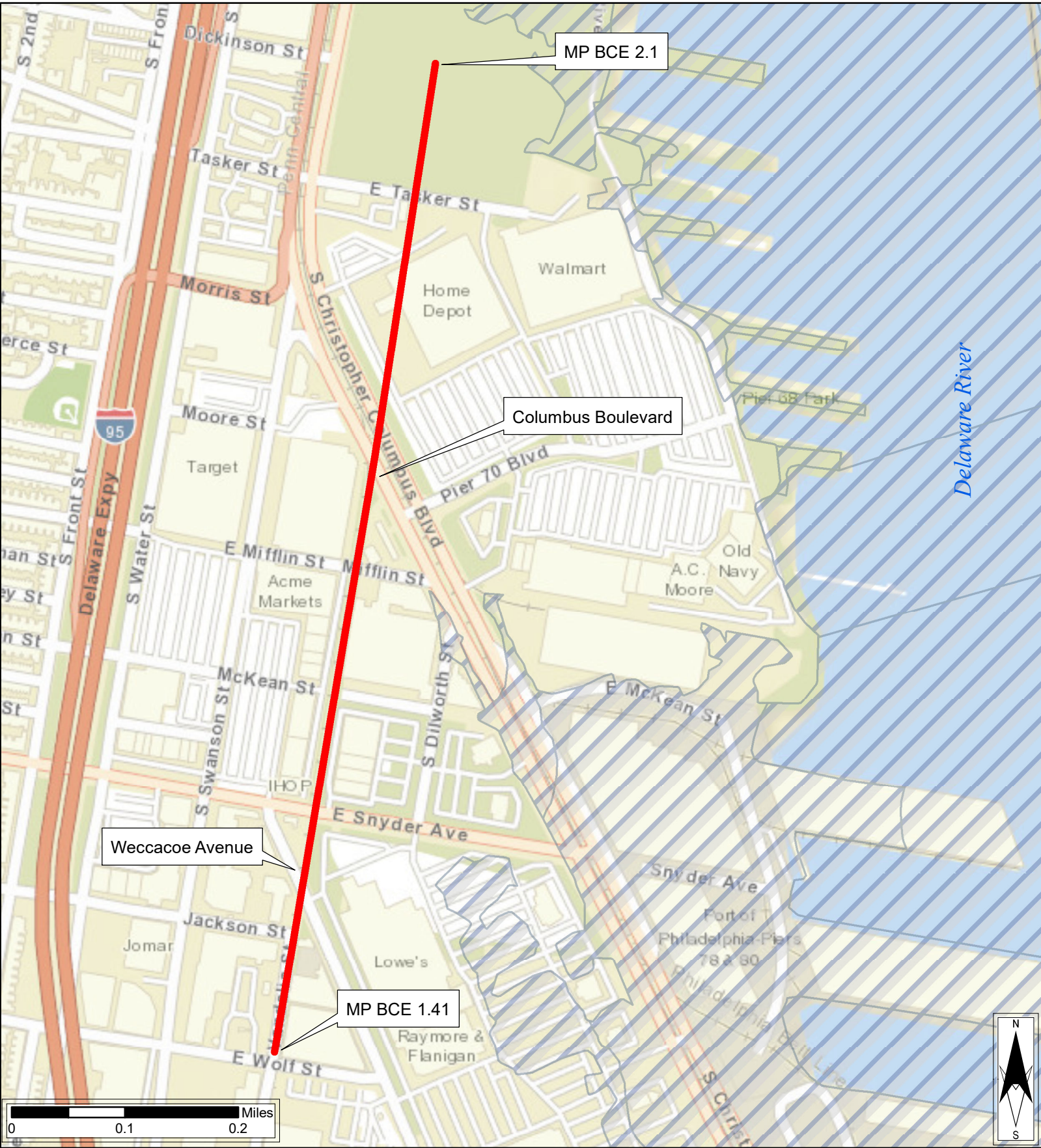
The Draft EA comment period has ended. Accordingly, OEA recommends that the following condition previously recommended in the Draft EA should be imposed upon any decision granting abandonment authority:¹

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.

If the above condition is imposed, OEA believes that the proposed action will not significantly affect the quality of the human environment.

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

¹ 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 respect to any portion of the Line covered by the interim trail use agreement.



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100-Year Floodplain Map

Legend

- The Line
- 100-Year Floodplain

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