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January 26, 2018

Scott Zimmerman
Acting Director, Office of Proceedings
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423

RE: **Docket No. AB-55 (Sub-No. 775x), CSX Transportation, Inc. -
Abandonment - in Clark, Floyd, Lawrence, Orange, and Washington
Counties, IN**

Dear Mr. Zimmerman,

As Executive Director for Washington County Economic Growth Partnership, Inc. , I am interested in the corridor in the above-mentioned case because of the direct effect that the railroad could/can provide the people and businesses of my area.

In an effort to diligently market and continue to grow our industry base in Washington County, IN, there are certain “checklists” that industrial developers adhere to when making location decisions. Per site selection data we receive quarterly from the IN Economic Development Corporation, 21% of the companies looking at Indiana are requesting properties that have railroad access. We realize that the railroad mentioned above has not been used for 7+ years, however, we have been making great strides in Washington County, IN to set ourselves apart and be more marketable to industry development. In the last 7+ years Washington County, IN has had local investors see the need and invest in the construction of Cobblestone Hotel. Washington County, IN, thanks to our elected bodies and INDOT have made major road improvements and completed a truck by-pass in our industrial areas. Last year alone, we have our City of Salem committed to and starting construction on a \$12m water treatment facility that will increase our water availability, local REMC beginning construction on a \$19m investment in fiber-to-the-home throughout 73% of Washington County, school systems opening their doors to industries to better understand training needs of our future workforce, and our ongoing efforts to build housing that attracts the population and workforce we need to support our existing industry and continue to grow.

Availability of a railroad, being a part of that industrial “checklist” is without a doubt important to remain intact and in service. I am a proponent for trails as much as a railroad and am aware of both the trail and individual parties interested in the corridor. However, it is apparently common that once the railroad is gone, it is gone and not coming back. This is a most unfortunate policy that will be detrimental to the viability of the corridor and any potential future benefits that it could provide to the communities along it.

While aware that speaking up for any one group or entity would be considered bias or preferential, it is in my opinion that any group or entity that wants to keep the corridor together as a whole and operate it as a functional railroad should receive preference in this matter.

Thank you for the assistance. If you have any questions or concerns, please contact me at your convenience.

Sincerely,

Sabrina Burdine

Sabrina Burdine
Executive Director
Washington County Economic Growth Partnership
Office: 812.883.8803
1707 N. Shelby Street, Suite 109 Salem, IN 47167

I certify that I have this day served copies of the document upon the Parties of Record in this proceeding, by E-mail.

Signature /s/ James H. M. Savage

Date _February 6, 2018