

EO - 2328



RE: FD 35523 Voluntary Mitigation

David Navecky to: Louis E. Gitomer
Cc: Melanie Yasbin, "Vicki.Rutson@stb.dot.gov"

08/26/2014 02:35 PM

Thanks, Lou. After a preliminary look, the correct lines are addressed in the Supplemental EA, it's the naming that may be off. I'll review with HDR and get back to you.

Dave

Dave Navecky
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
202-245-0294
www.stb.dot.gov

"Louis E. Gitomer" Dave - We're still going over the proposals, but I... 08/26/2014 02:10:20 PM

From: "Louis E. Gitomer" <Lou@lgrailaw.com>
To: "David.Navecky@stb.dot.gov" <David.Navecky@stb.dot.gov>, Melanie Yasbin
<Melanie@lgrailaw.com>,
Cc: "Vicki.Rutson@stb.dot.gov" <Vicki.Rutson@stb.dot.gov>
Date: 08/26/2014 02:10 PM
Subject: RE: FD 35523 Voluntary Mitigation

Dave – We're still going over the proposals, but I want to clarify that the Indianapolis Belt Line is not involved in the proposed operations. Attached is a map of the rail lines in and around Indianapolis. Entering from the southeast is the LIRC line in black. It becomes the CSXT Indianapolis Terminal Subdivision – Louisville Secondary Branch at MP 4 (in light brown) on the map and runs through Southport and Dale and then pretty much due north to the yellow dot called Indianapolis, which we have referred to as the IU Tower at MP 0. At that point the CSXT Indianapolis Terminal Subdivision – Louisville Secondary Branch connects to the CSXT Indianapolis Line Subdivision that runs east to Sidney, OH.

The Indianapolis Belt Line runs east and west from Dale. Going east, it runs through Bell Crossing, Ham Jct., and East Side Yard. Going west, it runs through Woods and then north to the end of the line.

CSXT uses the CSXT Indianapolis Terminal Subdivision – Louisville Secondary Branch to connect the LIRC and the Indianapolis Line Subdivision. Let me know if you have any questions. Lou

Louis E. Gitomer

600 Baltimore Avenue, Suite 301
Towson, MD 21204
(410) 296-2250
Lou@lgrailaw.com

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-----Original Message-----

From: David.Navecky@stb.dot.gov [mailto:David.Navecky@stb.dot.gov]
Sent: Monday, August 25, 2014 1:43 PM
To: Louis E. Gitomer; Melanie Yasbin
Cc: Vicki.Rutson@stb.dot.gov
Subject: FD 35523 Voluntary Mitigation

Lou and Melanie -

Two questions related to voluntary mitigation for the Supplemental EA.

1. Do Applicants agree to extend the operations-related Voluntary Mitigation in the Draft EA (i.e., VM 33 through VM 61) to CSXT's Louisville Connection, Indianapolis Belt Line and Indianapolis Line Subdivision in the Supplemental EA, as applicable?
2. For the Indianapolis Belt Line, environmental justice communities in Indianapolis (specifically, low-income populations) would disproportionately bear potentially adverse noise impacts, that is, noise levels that exceed 70 dBA Ldn and an increase in Ldn of 5 dBA or greater. On the Belt Line, the number of noise sensitive receptors exposed to greater than 70 and 5 would increase from zero under existing conditions to 346 under the Proposed Transaction. 200 of these receptors are low-income. Would the Applicants be willing to volunteer more specific mitigation to address these potential noise impacts? In the absence of any voluntary mitigation, OEA may recommend mitigation that would require Applicants to conduct targeted outreach to the Indianapolis community containing these 200 receptors as well as community's leaders/elected officials, disclose the potentially adverse noise impacts.

In addition, to comply with the Executive Order on environmental justice, OEA will be taking additional steps to facilitate the affected community's ability to participate in the environmental review process. To accomplish this, we envision mailing a hard copy of the Executive Summary of the Supplemental EA (along with the disk) to each mailing address in the affected community. The Final EA would also go out to the expanded mailing list. These steps will add reproduction and mailing cost not currently covered in HDR's budget.

Once you've had a chance to consider these questions, and perhaps discuss them CSXT, I would be happy to speak about them over the phone.

Thanks,

Dave

Dave Navecky
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
202-245-0294
www.stb.dot.gov

[attachment "DOC082614.pdf" deleted by David Navecky/STB]