



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

January 9, 2015

Mitchell K. Zoll
Deputy State Historic Preservation Officer
Division of Historic Preservation & Archaeology
Indiana Department of Natural Resources
402 W. Washington Street, W274
Indianapolis, IN 46204-2739

Re: Docket No. FD 35523, CSX Transportation, Inc. – Joint Use – Louisville and Indiana Railroad Company, Inc. (DHPA #11979): **Submittal of Memorandum of Agreement for Signature**

Dear Mr. Zoll:

Enclosed please find the Memorandum of Agreement (MOA) for the proposed replacement of the Flatrock River Bridge at Milepost 40.19 near Columbus, Indiana (see Attachment 1). On behalf of the Surface Transportation Board (Board), I am sending you the MOA for your signature, pursuant to the regulations implementing the National Historic Preservation Act, 54 U.S.C § 300101 et seq. (NHPA), and 36 C.F.R. Part 800. As we have discussed, replacement of the bridge would enable implementation of the proposed joint use of the Louisville and Indiana Railroad Company's (L&I) rail line between Indianapolis, Indiana and Louisville, Kentucky by L&I and CSX Transportation, Inc. (CSXT).

You may recall that previously, in a letter dated September 23, 2014, the Board submitted a draft MOA to the Indiana SHPO, CSXT and L&I for review and comment. In a letter dated October 7, 2014, the Indiana SHPO stated it would be willing to sign the MOA as drafted. In an email dated November 28, 2014, Louis Gitomer, outside legal counsel representing CSXT and L&I, provided two comments on the draft MOA (see Attachment 2).

On December 3, 2014, Dave Navecky of my office spoke with Cathy Draeger-Williams of your office regarding Mr. Gitomer's two comments. One of his comments would result in deleting the phrase "dating on or before December 31, 1939" in reference to an unanticipated discovery of human remains and the age of those remains. Ms. Draeger-Williams expressed a willingness to accept this deletion. Mr. Gitomer's second comment is intended to place a distance limit on any stop work order imposed in the event of an unanticipated discovery of an historic property. Specifically, he requested that the immediate area of the discovery, for the purposes of the stop work order, be defined as being "no greater than a 50 foot diameter or 25

foot radius” of the discovery. In the December 3, 2014 discussion with Mr. Navecky, Ms. Draeger-Williams stated that the 25-foot radius would provide insufficient protection to the discovery and she suggested that a 100-foot radius would be more appropriate. She noted that the 100-foot radius mirrors that used in Indiana to define when a cemetery plan is required (i.e., when ground-disturbing activities would occur within 100-feet of a cemetery). The Board agreed with Ms. Draeger-Williams’ suggested compromise and forwarded that reply to Mr. Gitomer in a December 4, 2014 email. In a message received on January 5, 2015 from Mr. Gitomer, he stated that CSXT and L&I would be willing to accept the 100-foot radius limitation.

Accordingly, the attached MOA for signature includes (1) the deletion of the phrase on the date of human remains and (2) a limit on any stop work order in the event of an unanticipated discovery to a 100-foot radius of the discovery. Should you decide to sign the MOA, please email a copy of the signature page to Dave Navecky at the address below, and return the original signature page by regular mail.

Thank you for your consideration of this MOA for signature. If you have any questions, please contact Dave Navecky by phone at 202-245-0294, or by email at david.navecky@stb.dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name "Victoria" and last name "Rutson" clearly distinguishable.

Victoria Rutson
Director
Office of Environmental Analysis

Attachment 1: MOA for Signature

Attachment 2: Louis Gitomer Comments on Draft MOA

cc: Louis Gitomer, Outside Legal Counsel Representing CSXT and L&I (w/ attachments)

ATTACHMENT 1
MOA FOR SIGNATURE

**MEMORANDUM OF AGREEMENT
AMONG THE SURFACE TRANSPORTATION BOARD,
CSX TRANSPORTATION, INC.,
LOUISVILLE & INDIANA RAILROAD COMPANY, INC. AND
INDIANA DEPARTMENT OF NATURAL RESOURCES, DIVISION OF HISTORIC
PRESERVATION & ARCHAEOLOGY**

**REGARDING
STB DOCKET NO. FD 35523, CSX TRANSPORTATION, INC. —JOINT USE —
LOUISVILLE & INDIANA RAILROAD COMPANY, INC.
(DHPA #11979)**

WHEREAS, on June 14, 2013, CSX Transportation, Inc. (“CSXT”) and Louisville & Indiana Railroad Company, Inc. (L&I) filed an application with the Surface Transportation Board (Board) seeking approval for joint use by CSXT and L&I of L&I’s 106.5-mile rail line between Indianapolis, Indiana and Louisville, Kentucky (“L&I Line”); and

WHEREAS, CSXT and L&I would like to replace the Flatrock River Bridge on the L&I Line at Milepost 40.19 because the bridge cannot accommodate the modern rail traffic including the heavier, taller and faster trains that would move on the L&I Line under the proposed joint use; and

WHEREAS, the Board has determined that the replacement of the Flatrock River Bridge constitutes an Undertaking, as defined in 36 C.F.R. §800.3(a); and

WHEREAS, the Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology (DHPA), acting in its designated capacity as the State of Indiana’s Historic Preservation Officer (“Indiana SHPO”), has advised in letters to CSXT dated October 11, 2011, and October 3, 2013, that the Flatrock River Bridge located at Milepost 40.19 is eligible for listing in the National Register of Historic Places (“NRHP”), and that replacement of the Flatrock Rover Bridge would result in an adverse effect on an historic property; and

WHEREAS, the Board, through its Office of Environmental Analysis (“OEA”), consulted with Indiana SHPO pursuant to regulations at 36 C.F.R. Part 800, effective August 30, 2004, implementing Section 106 of the NHPA, and determined that the proposed joint use would have an adverse effect on the Flatrock River Bridge; and

WHEREAS, in a letter dated July 25, 2014, OEA notified the Advisory Council on Historic Preservation (Advisory Council) of the adverse effect on the bridge in accordance with 36 C.F.R § 800.6(a)(1); and

WHEREAS, in a letter dated August 6, 2014, the Advisory Council declined to participate in the negotiation of this Memorandum of Agreement (“MOA”); and

WHEREAS, pursuant to 36 C.F.R. §800.6, OEA has consulted with Indiana SHPO, L&I and CSXT regarding ways to avoid, minimize, or mitigate potential effects to the Flatrock River

Bridge as a result of the proposed joint use, and the Board, Indiana SHPO, L&I and CSXT have all agreed upon the measures described below under “Stipulations;” and

WHEREAS, the Board provided opportunities for public and Tribal participation during the Board’s environmental review under the National Environmental Policy Act including distribution of and posting to its website a Draft Environmental Assessment (EA) and Supplemental EA, with the latter also containing (1) the conclusion of adverse effect on the Flatrock River Bridge, (2) documentation of the Flatrock River Bridge to DHPA Minimum Architectural Documentation Standards (“DHPA Standards”), and (3) a draft MOA; and

WHEREAS, the Board consulted Indiana SHPO, and reviewed data in Indiana Survey of Historic Sites and Structures reports, State Historic Architectural and Archaeological Research Database and the NRHP, and did not identify any documented archaeological resources in the L&I Line right-of-way that encompasses the Flatrock River Bridge; and

WHEREAS, the Board concurs with Indiana SHPO’s conclusion that no archaeological investigations are necessary if construction activities associated with replacement of the Flatrock River Bridge are limited to areas within the disturbed L&I Line right-of-way; and

WHEREAS, CSXT and L&I agree to limit construction activities associated with replacement of the Flatrock River Bridge to areas within the disturbed L&I Line right-of-way; and

WHEREAS, the definitions listed in 36 C.F.R. § 800.16 are applicable throughout this MOA.

NOW, THEREFORE, the Board, L&I, CSXT, and Indiana SHPO agree that this Undertaking shall be implemented in accordance with the following stipulations in order to take into account the effects of the Undertaking on historic properties, and further agree that these stipulations shall govern the Undertaking and all of its parts until this MOA expires or is terminated. Execution and submittal of the MOA, and implementation of its terms, are evidence that the Board has afforded the Advisory Council an opportunity to comment on the proposed action relating to the Flatrock River Bridge, and that the Board has taken into account the effects of the removal of the Flatrock River Bridge on historic properties and is satisfying the requirements of Section 106 of the NHPA.

STIPULATIONS

The Board shall ensure that the following mitigation measures are carried out:

I. PREPARATION OF PRESENTATION PACKAGE

A. Presentation Package contents. CSXT will prepare a presentation package for the Flatrock River Bridge in compliance with the DHPA Standards. The package will include:

- 1. Black and white photographs providing an overall view of the Flatrock Bridge in its environment and views of its significant components.** Photographic

documentation will be produced in compliance with the camera requirements set forth in the DHPA Standards. All photographs will be labeled in accordance with DHPA Standards.

2. **A written description.** A brief description of the Flatrock Bridge and its condition, including the architectural style, plan, building materials, and details.
3. **Statement of Significance.** The history and significance of the Flatrock River Bridge must be explained in compliance with the DHPA Standards format. The statement will begin with a summary paragraph that succinctly discusses the date or era of construction and why the Flatrock River Bridge is important. Enough history and background will be presented to establish the Flatrock River Bridge's importance. If the Flatrock River Bridge is architecturally significant, the statement must indicate how it is an outstanding example of an important architectural style, type, or work of a significant architect. Dates and descriptions of major alterations, if known, will be included.
4. **Drawings.** If available, architectural drawings will be submitted in the presentation. If architectural drawings are not available, a sketch plan of the site will be included in the presentation. All drawings must be submitted in accordance with DHPA Standards.

B. Completion Schedule. CSXT completed the aforementioned recordation package and related written documentation, and by letter dated November 13, 2013, submitted the recordation package to the Indiana SHPO and Board.

C. Recordation Package Acceptance. In a letter dated November 19, 2013, Indiana SHPO acknowledged receipt of the documentation, stated that it had reviewed the material, and concluded that the documentation is consistent with DHPA's Standards.

D. Public Accessibility. The presentation package for the Flatrock River Bridge has been placed on the Board's website (www.stb.dot.gov, see Environmental Matters, Key Cases) to enhance public accessibility to the documentation.

II. UNANTICIPATED DISCOVERIES

If the Board determines after Flatrock River Bridge replacement has commenced that the Undertaking will affect a previously unidentified property that may be eligible for inclusion in the NRHP, then the Board will address the discovery in accordance with 36 C.F.R. §800.13(b)(3). The Board may assume that the discovered property is eligible for the NRHP in accordance with 36 C.F.R. §800.13(c).

In the event that one or more historic properties—other than the Flatrock River Bridge—are discovered or that unanticipated effects on historic properties are expected after commencement of the Undertaking, the Board shall ensure that the procedure specified in 36 C.F.R. §800.13, as well as IC 14-21-1-27 and IC 14-21-1-29, is followed by stopping work in the immediate area, which shall be no greater than a 100-foot radius from the discovery, and informing the Indiana SHPO of such unanticipated discoveries or effects within (2) business

days. Any necessary archaeological investigations will be conducted according to the provisions of IC 14-21-1, 312 IAC 21, 312 IAC 22, and the most current *Guidebook for Indiana Historic Sites and Structures Inventory—Archaeological Sites*. If human remains are discovered, the appropriate County Coroner and law enforcement officials must also be notified immediately. If Native American human remains and/or objects subject to the provisions of the Native American Graves Protection and Repatriation Act (“NAGPRA”), including human burials, associated and unassociated funerary objects, sacred objects and objects of cultural patrimony, are encountered, the Board shall notify and consult with the culturally affiliated Tribe(s) and lineal descendants to determine appropriate treatment measures for these human remains in agreement with NAGPRA.

III. ADMINISTRATIVE PROVISIONS

A. Dispute Resolution: Should any signatory party to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, the Board shall consult with such party to resolve the objection. If the Board determines that such objection cannot be resolved, the Board will:

1. Forward all documentation relevant to the dispute, including the Board’s proposed resolution, to the Advisory Council. The Advisory Council shall provide the Board with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the Board shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the Advisory Council, signatories and concurring parties, and provide them with a copy of this written response. The Board will then proceed according to its final decision.
2. If the Advisory Council does not provide its advice regarding the dispute within the thirty (30) day time period, the Board may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, the Board shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA, and provide them and the Advisory Council with a copy of such written response.
3. Carry out all other actions subject to the terms of this MOA that are not the subject of the dispute.

B. Amendments: This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the Advisory Council.

C. Termination: If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation III-B, above. If within thirty (30) days an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the Undertaking, the Board must either (a) execute an MOA pursuant to 36 C.F.R. § 800.6, or (b) request, take into account, and respond to the comments of the Advisory Council under 36 C.F.R. § 800.7. The Board shall notify the signatories as to the course of action it will pursue.

D. Duration of the MOA: This MOA will expire if its stipulations are not carried out within 8 years from the date of its execution. At such time, and prior to work continuing on the Undertaking, the Board shall either (a) execute a MOA pursuant to 36 C.F.R. § 800.6, or (b) request, take into account, and respond to the comments of the Advisory Council under 36 C.F.R. § 800.7. Prior to such time, the Board may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation III-B above. The Board shall notify the signatories as to the course of action it will pursue.

E. Counterparts: This MOA may be executed in any number of counterparts, each of which shall be an original, all of which when taken together shall constitute one agreement binding on all parties, notwithstanding that all parties are not signatories to the same counterpart.

F. Effective Date: This MOA will take effect on the date the fourth and final signatory signs and dates the document.

IV. SCOPE OF AGREEMENT

This MOA is limited in scope to the proposed undertaking, and, more particularly, to the Flatrock River Bridge located on the L&I Line, and it is entered into solely for purposes of historic impacts mitigation associated with the replacement of the Flatrock River Bridge.

EXECUTION of this MOA by the Board, L&I, CSXT, and Indiana SHPO; its transmittal to the Advisory Council; and subsequent implementation of its terms, evidences that the Board has afforded the Advisory Council a reasonable opportunity to comment on the Undertaking and its effects on historic properties, that the Board has taken into account the effects of the Undertaking on historic properties, and that the Board has satisfied its responsibilities under Section 106 of the NHPA and applicable implementing regulations.

SIGNATORY PARTIES:

SURFACE TRANSPORTATION BOARD

By: _____ Date: _____
Victoria Rutson
Director, Office of Environmental Analysis

INDIANA DEPARTMENT OF NATURAL RESOURCES, DIVISION OF HISTORIC
PRESERVATION & ARCHAEOLOGY

By: _____ Date: _____

Mitchell K. Zoll

Deputy State Historic Preservation Officer

CSX TRANSPORTATION, INC.

By: _____ Date: _____

Printed Name: _____

Title: _____

LOUISVILLE & INDIANA RAILROAD COMPANY, INC.

By: _____ Date: _____

Printed Name: _____

Title: _____

ATTACHMENT 2
LOUIS GITOMER COMMENTS ON DRAFT MOA



FD 35523 Flat Rock River Bridge MOA

Louis E. Gitomer

to:

David.Navecky@stb.dot.gov

11/28/2014 11:05 AM

Hide Details

From: "Louis E. Gitomer" <Lou@lgraillaw.com>

To: "David.Navecky@stb.dot.gov" <David.Navecky@stb.dot.gov>,

E1 - 20631

1 Attachment



20141126 Draft MOA Redline.doc

Dave – Attached is a redline of the MOA for the Flat Rock River Bridge. With these minor changes the MOA is acceptable to CSXT. If you have any questions or disagree with the changes, let me know. Thanks. Lou

Louis E. Gitomer

600 Baltimore Avenue, Suite 301

Towson, MD 21204

(410) 296-2250

Lou@lgraillaw.com

This email message may contain information that is privileged and/or confidential. The information contained in this email message is intended only for use of the person to whom it is addressed. If the reader of this message is not (1) the intended recipient or (2) the employee or agent responsible to deliver it to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please immediately notify us by telephone (410) 296-2250 or email at Lou@lgraillaw.com, and destroy the original message. Thank you.

DRAFT
MEMORANDUM OF AGREEMENT
AMONG THE SURFACE TRANSPORTATION BOARD,
CSX TRANSPORTATION, INC.,
LOUISVILLE & INDIANA RAILROAD COMPANY, INC. AND
INDIANA DEPARTMENT OF NATURAL RESOURCES, DIVISION OF HISTORIC
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STB DOCKET NO. FD 35523, CSX TRANSPORTATION, INC. —JOINT USE —
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(DHPA #11979)

WHEREAS, on June 14, 2013, CSX Transportation, Inc. (“CSXT”) and Louisville & Indiana Railroad Company, Inc. (L&I) filed an application with the Surface Transportation Board (Board) seeking approval for joint use by CSXT and L&I of L&I’s 106.5-mile rail line between Indianapolis, Indiana and Louisville, Kentucky (“L&I Line”); and

WHEREAS, CSXT and L&I would like to replace the Flatrock River Bridge on the L&I Line at Milepost 40.19 because the bridge cannot accommodate the modern rail traffic including the heavier, taller and faster trains that would move on the L&I Line under the proposed joint use; and

WHEREAS, the Board has determined that the replacement of the Flatrock River Bridge constitutes an Undertaking, as defined in 36 C.F.R. §800.3(a); and

WHEREAS, the Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology (DHPA), acting in its designated capacity as the State of Indiana’s Historic Preservation Officer (“Indiana SHPO”), has advised in letters to CSXT dated October 11, 2011, and October 3, 2013, that the Flatrock River Bridge located at Milepost 40.19 is eligible for listing in the National Register of Historic Places (“NRHP”), and that replacement of the Flatrock River Bridge would result in an adverse effect on an historic property; and

WHEREAS, the Board, through its Office of Environmental Analysis (“OEA”), consulted with Indiana SHPO pursuant to regulations at 36 C.F.R. Part 800, effective August 30, 2004, implementing Section 106 of the NHPA, and determined that the proposed joint use would have an adverse effect on the Flatrock River Bridge; and

WHEREAS, in a letter dated July 25, 2014, OEA notified the Advisory Council on Historic Preservation (Advisory Council) of the adverse effect on the bridge in accordance with 36 C.F.R. § 800.6(a)(1); and

WHEREAS, in a letter dated August 6, 2014, the Advisory Council declined to participate in the negotiation of this Memorandum of Agreement (“MOA”); and

WHEREAS, pursuant to 36 C.F.R. §800.6, OEA has consulted with Indiana SHPO, L&I and CSXT regarding ways to avoid, minimize, or mitigate potential effects to the Flatrock River Bridge as a result of the proposed joint use, and the Board, Indiana SHPO, L&I and CSXT have all agreed upon the measures described below under “Stipulations;” and

WHEREAS, the Board provided opportunities for public and Tribal participation during the Board’s environmental review under the National Environmental Policy Act including distribution of and posting to its website a Draft Environmental Assessment (EA) and Supplemental EA, with the latter also containing (1) the conclusion of adverse effect on the Flatrock River Bridge, (2) documentation of the Flatrock River Bridge to DHPA Minimum Architectural Documentation Standards (“DHPA Standards”), and (3) a draft MOA; and

WHEREAS, the Board consulted Indiana SHPO, and reviewed data in Indiana Survey of Historic Sites and Structures reports, State Historic Architectural and Archaeological Research Database and the NRHP, and did not identify any documented archaeological resources in the L&I Line right-of-way that encompasses the Flatrock River Bridge; and

WHEREAS, the Board concurs with Indiana SHPO’s conclusion that no archaeological investigations are necessary if construction activities associated with replacement of the Flatrock River Bridge are limited to areas within the disturbed L&I Line right-of-way; and

WHEREAS, CSXT and L&I agree to limit construction activities associated with replacement of the Flatrock River Bridge to areas within the disturbed L&I Line right-of-way; and

WHEREAS, the definitions listed in 36 C.F.R. § 800.16 are applicable throughout this MOA.

NOW, THEREFORE, the Board, L&I, CSXT, and Indiana SHPO agree that this Undertaking shall be implemented in accordance with the following stipulations in order to take into account the effects of the Undertaking on historic properties, and further agree that these stipulations shall govern the Undertaking and all of its parts until this MOA expires or is terminated. Execution and submittal of the MOA, and implementation of its terms, are evidence that the Board has afforded the Advisory Council an opportunity to comment on the proposed action relating to the Flatrock River Bridge, and that the Board has taken into account the effects of the removal of the Flatrock River Bridge on historic properties and is satisfying the requirements of Section 106 of the NHPA.

STIPULATIONS

The Board shall ensure that the following mitigation measures are carried out:

I. PREPARATION OF PRESENTATION PACKAGE

A. Presentation Package contents. CSXT will prepare a presentation package for the Flatrock River Bridge in compliance with the DHPA Standards. The package will include:

1. **Black and white photographs providing an overall view of the Flatrock Bridge in its environment and views of its significant components.** Photographic documentation will be produced in compliance with the camera requirements set forth in the DHPA Standards. All photographs will be labeled in accordance with DHPA Standards.
2. **A written description.** A brief description of the Flatrock Bridge and its condition, including the architectural style, plan, building materials, and details.
3. **Statement of Significance.** The history and significance of the Flatrock River Bridge must be explained in compliance with the DHPA Standards format. The statement will begin with a summary paragraph that succinctly discusses the date or era of construction and why the Flatrock River Bridge is important. Enough history and background will be presented to establish the Flatrock River Bridge's importance. If the Flatrock River Bridge is architecturally significant, the statement must indicate how it is an outstanding example of an important architectural style, type, or work of a significant architect. Dates and descriptions of major alterations, if known, will be included.
4. **Drawings.** If available, architectural drawings will be submitted in the presentation. If architectural drawings are not available, a sketch plan of the site will be included in the presentation. All drawings must be submitted in accordance with DHPA Standards.

B. Completion Schedule. CSXT completed the aforementioned recordation package and related written documentation, and by letter dated November 13, 2013, submitted the recordation package to the Indiana SHPO and Board.

C. Recordation Package Acceptance. In a letter dated November 19, 2013, Indiana SHPO acknowledged receipt of the documentation, stated that it had reviewed the material, and concluded that the documentation is consistent with DHPA's Standards.

D. Public Accessibility. The presentation package for the Flatrock River Bridge has been placed on the Board's website (www.stb.dot.gov, see Environmental Matters, Key Cases) to enhance public accessibility to the documentation.

II. UNANTICIPATED DISCOVERIES

If the Board determines after Flatrock River Bridge replacement has commenced that the Undertaking will affect a previously unidentified property that may be eligible for inclusion in the NRHP, then the Board will address the discovery in accordance with 36 C.F.R. §800.13(b)(3). The Board may assume that the discovered property is eligible for the NRHP in accordance with 36 C.F.R. §800.13(c).

In the event that one or more historic properties—other than the Flatrock River Bridge—are discovered or that unanticipated effects on historic properties are expected after commencement of the Undertaking, the Board shall ensure that the procedure specified in 36 C.F.R. §800.13, as well as IC 14-21-1-27 and IC 14-21-1-29, is followed by stopping work in

the immediate area of the discovery which shall be no greater than a 50 foot diameter or 25 foot radius and informing the Indiana SHPO of such unanticipated discoveries or effects within (2) business days. Any necessary archaeological investigations will be conducted according to the provisions of IC 14-21-1, 312 IAC 21, 312 IAC 22, and the most current *Guidebook for Indiana Historic Sites and Structures Inventory—Archaeological Sites*. If human remains dating-on-or-before-December-31,1939 are discovered, the appropriate County Coroner and law enforcement officials must also be notified immediately. If Native American human remains and/or objects subject to the provisions of the Native American Graves Protection and Repatriation Act (“NAGPRA”), including human burials, associated and unassociated funerary objects, sacred objects and objects of cultural patrimony, are encountered, the Board shall notify and consult with the culturally affiliated Tribe(s) and lineal descendants to determine appropriate treatment measures for these human remains in agreement with NAGPRA.

III. ADMINISTRATIVE PROVISIONS

A. Dispute Resolution: Should any signatory party to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, the Board shall consult with such party to resolve the objection. If the Board determines that such objection cannot be resolved, the Board will:

1. Forward all documentation relevant to the dispute, including the Board’s proposed resolution, to the Advisory Council. The Advisory Council shall provide the Board with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the Board shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the Advisory Council, signatories and concurring parties, and provide them with a copy of this written response. The Board will then proceed according to its final decision.
2. If the Advisory Council does not provide its advice regarding the dispute within the thirty (30) day time period, the Board may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, the Board shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA, and provide them and the Advisory Council with a copy of such written response.
3. Carry out all other actions subject to the terms of this MOA that are not the subject of the dispute.

B. Amendments: This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the Advisory Council.

C. Termination: If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation III-B, above. If within thirty (30) days an amendment

cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the Undertaking, the Board must either (a) execute an MOA pursuant to 36 C.F.R. § 800.6, or (b) request, take into account, and respond to the comments of the Advisory Council under 36 C.F.R. § 800.7. The Board shall notify the signatories as to the course of action it will pursue.

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E. Counterparts: This MOA may be executed in any number of counterparts, each of which shall be an original, all of which when taken together shall constitute one agreement binding on all parties, notwithstanding that all parties are not signatories to the same counterpart.

F. Effective Date: This MOA will take effect on the date the fourth and final signatory signs and dates the document.

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This MOA is limited in scope to the proposed undertaking, and, more particularly, to the Flatrock River Bridge located on the L&I Line, and it is entered into solely for purposes of historic impacts mitigation associated with the replacement of the Flatrock River Bridge.

EXECUTION of this MOA by the Board, L&I, CSXT, and Indiana SHPO; its transmittal to the Advisory Council; and subsequent implementation of its terms, evidences that the Board has afforded the Advisory Council a reasonable opportunity to comment on the Undertaking and its effects on historic properties, that the Board has taken into account the effects of the Undertaking on historic properties, and that the Board has satisfied its responsibilities under Section 106 of the NHPA and applicable implementing regulations.

SIGNATORY PARTIES:

SURFACE TRANSPORTATION BOARD

By: _____ Date: _____
Victoria Rutson
Director, Office of Environmental Analysis

INDIANA DEPARTMENT OF NATURAL RESOURCES, DIVISION OF HISTORIC
PRESERVATION & ARCHAEOLOGY

By: _____ Date: _____
Mitchell K. Zoll
Deputy State Historic Preservation Officer

CSX TRANSPORTATION, INC.

By: _____ Date: _____

Printed Name: _____

Title: _____

LOUISVILLE & INDIANA RAILROAD COMPANY, INC.

By: _____ Date: _____

Printed Name: _____

Title: _____