



CAMPO
City of Columbus
123 Washington St
Columbus, IN 47201

Sept 30, 2013

Dave Navecky
Surface Transportation Board
395 E Street, SW
Room 1104
Washington, DC 20423

Board Members,

We write this letter as a comment to the Draft Environmental Assessment CSX Transportation, Inc. Joint Use Louisville & Indiana Railroad Company, Inc., and the Surface Transportation Board Decision Document, Docket Number: FD_35523_0.

Columbus Area Metropolitan Planning Organization (CAMPO) is concerned about the impact of this increased train traffic to the movement of people and goods in Columbus. The impact of increasing from 2 trains per day to up to 17 trains per day, and longer trains is substantial. The document also indicates that the track upgrades may take 7 years to accomplish such that the trains continue at their current slow speeds until then.

Of key importance is where SR46 and the L&I railroad meet. This is a very high traffic area where many local commuters, students and shoppers travel along with inter-state travelers. This is the main corridor in our city and there are currently no reasonable alternatives to this corridor when traveling east-west. This also separates a large portion of the city and its residence from the area's hospital. Although there are emergency services on both sides, they share resources when necessary and use this corridor to do so.

Given the importance of this corridor to all modes of travel, including transit and People Trail users, the CAMPO Policy Board has asked CAMPO staff to look into a grade separation at this intersection. Given that this intersection is in a flood plain, the solution would likely be SR46 going over the railroad, and given the clearances required for these larger railroad cars and the close proximity of the rail to the SR46 bridges, it would be very difficult and extremely expensive to develop such an overpass that allows us to use the existing bridges as they are currently used for SR46.

Much of the new development in Columbus has been on the west side, but yet the schools, hospital, employment centers and governmental facilities are east of the tracks. Our new transit



center finds itself east of the river, but west of the tracks, and the new trains have caused the buses to be up to 20 minutes late multiple times.

In short, CAMPO staff believes this will have a substantial impact on our city's ability to function well, and ask that all options be considered to optimize our ability to use this corridor. At the least, we imagine that a realignment of the railroad might make it easier and cheaper to build an overpass. Such an overpass will take years to plan and build and require significant resources. In the interim, we reiterate our concerns and welcome further discussion.

Thank you for your consideration,

A handwritten signature in blue ink that reads "Laurence C. Brown".

Laurence Brown
CAMPO Director

Cc: Mayor Kristen Brown
CAMPO Board Members
Jeff Bergman, Planning Director
Jim Ude, INDOT Planning