

# **CAMPO Policy Board Packet**

**Monday, December 9, 2013, 1:30pm, City Council Chambers**

Contents:

- 1) Agenda
- 2) Draft Minutes from September 9<sup>th</sup> meeting
- 3) Resolution 2013-10 – Amendments and modifications to INDOT projects in the TIP.
- 4) Resolution 2013-11 – Amendments and modifications to local projects in the TIP.
- 5) Letter to INDOT regarding historic Bridge#26 (Lincoln Park People Trail Project).
- 6) Intro letter to Draft Environment Assessment (EA) for L&I / CSX Partnership (click [here](#) for entire EA)
- 7) CAMPO Comment letter on Draft EA.

**AGENDA**  
**Columbus Area Metropolitan Planning Organization**  
**(CAMPO)**  
**Policy Board Meeting**  
**1:30 PM**  
**Monday, Dec 9, 2013**  
**City Hall – City Council Chamber**

ROLL CALL

**AGENDA**

- A. Minutes from the September 9, 2013 meeting**
- B. Reports from MPO staff**
  - 1. Technical Committee Meeting
  - 2. Planning Project Report
    - a) Transit AC: Call-a-Bus Software/ Eligibility Deadline / Transit Hours*
    - b) Columbus Bike & Pedestrian Plan Update*
    - c) ColumBUS Transit Improvement and Expansion Plan*
    - d) Transportation Safety Committee*
    - e) RFQ - Travel Model / 20-year Plan - Go Columbus*
  - 3. Construction Project Report
    - a) Carr Hill Rd.*
    - b) Indiana Ave.*
    - c) 6 pedestrian crosswalk*
    - d) Lincoln Park People Trail Bridge (#26)*
    - e) Railroad / SR46*
  - 4. 2014 Budget
    - a) City Budget*
    - b) Remainder project – County People Trails*
    - c) INDOT Budget*
    - d) Encumbering 2013*
- C. New Business**
  - 1. Resolution 2013-10 –Amend new and modified INDOT projects into TIP
  - 2. Resolution 2013-11 – Amend new and modified local projects into TIP
- D. Communications from Board members on matters not included in the agenda**
- E. Adjournment**

# **CAMPO Policy Board Meeting**

**September 9, 2013, 1:30pm**

## **Meeting Minutes**

### Attendees:

Jorge Morales – County Council

Zack Ellison – County Plan Commission

Ryan Brand – City Council

Roger Lang – City Plan Commission

Jim Ude / proxy for Tony McClellan – INDOT Seymour District

Rick Flohr – County Commissioner

Absent – Mayor Kristen Brown

Minutes –Rick Flohr motioned to approve the June 10 minutes. Ryan seconded.

Technical Committee Report - Laurence reported on the Technical Committee meeting. Laurence thought it was very productive. In particular, Laurence brought an amendment to the bylaws to the committee, and after much discussion, Laurence decided it needed improvement before he would take it to the Policy Board. The amendment was regarding the definition of the major change. The current bylaw language says a project moving more than one year is a major change, but his resolution was suggesting a tighter requirement that when the construction phase of a project moves a single construction season, then that would be a major change. This language was confusing and Laurence is going to review it before bringing it back. Meanwhile, Laurence indicated the committee will be used as the steering committee for the long-range plan (Metropolitan Transportation Plan). Members of the committee each described what their transportation needs might be over the next 20 years.

Planning Project Report - Laurence put up a few slides of project funding. CAMPO allocations went up to \$1.8M in 2010, and are now going down; it is currently down to just over \$1.5M. We have a number of projects ready for construction that exceed our funding. Rockyford is slated for 2015. Rick asked if this money ever goes away. Laurence said there have been some threats of losing money, but so far that has not happened beyond losing 2012 TE dollars (\$150,000).

Zack wanted to make sure we keep them informed if any funding is pulled. Laurence mentioned the funding being pulled by INDOT for the rehab of Bridge#26. Rick asked about the Bridge#26 project. Danny Hollander (in the audience) said it was on hold. Laurence mentioned that they pulled funding because it was an old project, but that they also delayed the replacement of the bridge to July 2015, which delays the rehab and People Trail placement of the bridge further. Danny pointed out that he can move forward on the bridge replacement without that funding to refurbish it. Laurence said he intends to meet with Tony McClellan, INDOT Seymour District Deputy Commissioner, to see if that money can be returned to this project.

Transit – Laurence talked about the transit route study. They are looking at new routes. They are looking at more frequent headways – every 30 minutes. They are looking at different hubs. He mentioned 3 locations in the central area that they are looking at: near the BCSC headquarters, at the corner of 17<sup>th</sup> and McClure, and at Central and 17<sup>th</sup>.

He also mentioned a bike/ped plan that is moving forward. CAMPO is also writing an RFP for doing the travel demand model and long-range plan. Next meeting we will know who will do that for CAMPO. The transit system has chosen Mobilitat as the provider for the Call-a-Bus scheduling software. They will be training on that and should be fully ready by the end of the year.

Laurence admitted he has not yet set up the Transportation Safety Committee, which he budgeted \$20,000 for. Some of that money has gone to purchasing speed radar equipment for the police. They have made over 2000 stops in the first 8 months of 2013. As a comparison, Bloomington police made only 273 stop in all of 2012.

#### Projects:

Carr Hill – Starting Utility work this fall, and the construction will be started and finished in 2014.

Indiana Ave – to be let in January and should be done by end of the construction season. That’s more than a \$5M project. Zack asked what that project included. Laurence said drainage, tree plot, sidewalks, on-street parking. It will be a very nice street and the East Columbus residents are excited about it.

6 Pedestrian Crossings – Those are to be let May 8<sup>th</sup> and they should be done before the beginning of school 2014.

#### Budget:

2014 – INDOT has allocated enough to have a \$240,000 budget. My budget is \$30,000 less than that. Laurence suggested that if we could find a match for that, he believes that \$30,000 could pay for study of finding routes for People Trails to these smaller towns around the county that would like this. This is a plan of the alignments of the routes to these towns.

Zack believes this would be a good planning product to have so that when developments are requested, these alignments are already planned and can be preserved. Zack recommended that the Heritage Fund and other possible donors. Laurence said he would approach them. Zack suggested some kind of shared agreement.

Laurence pointed out that he did take advantage of the new bylaw’s criteria that allows him to do an administrative modification. A project was over the 20% threshold and under the \$500,000 threshold, so he could do an administrative modification. A similar thing happened for a Safe Routes to School project which changed just a few months but jumped to another fiscal year.

Railroad – Laurence mentioned the expansion of the railroad. Rick wondered if this expansion has been approved. Laurence believes more permits are still being sought. Jim mentioned that the crossing on SR 46 will get gates. Zack said he thought that access to better freight rail will be a benefit to community. In particular, Cummins takes all the Cummins engines by truck to Chicago to put on a train.

Laurence pointed out that the transit station has had 20 minute delays with the longer trains. Zack wondered if we can get agreements with the railroad companies on travel times, and Laurence thought the answer was no.

Danny asked about grade separation, particularly on SR46; is there funding for this? Laurence said such a project would take decades for the MPO to save up for. Jorge emphasized the importance of this corridor to Columbus's growth. Laurence mentioned some expected train speeds. All the Policy members were very concerned about this increase in train traffic and its effect on the city.

Laurence said he would look into this. Roger emphasized we should be proactive on this and learn what the implications are. Jorge was concerned that an overpass is the only option and cannot be done from where the current crossing is now due to the slope down to the bridges. Roger says it would have to move south. Jorge thought that Roger or he might not ever see it, but Ryan might.

Jorge moved to approve the Resolution 2013-9. Roger seconded. Unanimous approval.

Roger asked about the Maple Rd entrance to US31. Laurence explained that that was put in the list of projects due to an earmark that has recently been pulled. Laurence still thought this might be a good project. Zack thought we should definitely keep it on this list so we can prioritize it in with MPO money if appropriate.

Meeting adjourned.

## RESOLUTION 2013 – 10

### RESOLUTION TO AMEND NEW INDOT PROJECTS AND MODIFY EXISTING PROJECTS INTO THE SFY 2012-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**WHEREAS**, the Columbus Area Metropolitan Planning Organization (CAMPO) is the designated Metropolitan Planning Organization the City of Columbus and Bartholomew County; and

**WHEREAS**, development of the annual TIP, listing all federally funded and regionally significant transportation projects is a requirement of the U.S. Department of Transportation; and

**WHEREAS**, INDOT has specific maintenance and improvement projects on their state-owned facilities which are in the CAMPO planning area (Bartholomew County) and thus must be in the TIP if federal funds are to be expended on these projects, and

**WHEREAS**, the TIP is developed by the staff of CAMPO for the Policy Board, and

**WHEREAS**, this Resolution has been reviewed and recommended for approval by the Technical Committee;

**NOW THEREFORE BE IT RESOLVED** by the CAMPO Policy Board that the following projects be amended into the Transportation Improvement Program (TIP) for SFY 2012-2016:

| Route | DES     | Work Type                     | Location  | Fund | Phase | Year                    | Federal                           | Match                           | Total                             |
|-------|---------|-------------------------------|---|------|-------|-------------------------|-----------------------------------|---------------------------------|-----------------------------------|
| SR 7  | 1382144 | Bridge Deck Overlay           | Over Brush Creek, 0.09 mile N of US 31  | STP  | CN    | 2015                    | \$45,840                          | \$11,460                        | \$57,300                          |
| SR 11 | 1382135 | Bridge Deck Overlay           | Over Opossum Creek, 2.04 miles S of SR 46   | STP  | CN    | 2015                    | \$28,800                          | \$7,200                         | \$36,000                          |
| SR 46 | 1382740 | Railroad Protection           | SR 46 at LIRC in City of Columbus   | STP  | CN    | <del>2015</del><br>2014 | <del>\$280,000</del><br>\$350,000 | \$0                             | <del>\$280,000</del><br>\$350,000 |
|       | 1383197 | Traffic Signals Modernization | 2nd @ Jackson; 3rd @ Jackson; 3rd @ Lindsey; 2nd @ Washington; 3rd @ Washington; 3rd @ Franklin; and SR 46 @ Lafayette. | HSIP | CN    | 2015                    | \$590,000                         | \$0                             | \$590,000                         |
| SR 58 | 1173616 | Bridge Deck Overlay           | Bridge over Branch White Creek, 9.57 miles W of I-65  | STP  | RW    | 2015                    | \$12,000                          | \$3,000                         | \$15,000                          |
|       |         |                               |   |      | CN    | 2015                    | <del>\$55,200</del><br>\$118,466  | <del>\$43,800</del><br>\$29,616 | <del>\$69,000</del><br>\$148,082  |
|       |         |                               |   |      |       |                         |                                   |                                 |                                   |
|       |         |                               |   |      |       |                         |                                   |                                 |                                   |

: new project or new project phase  
: modification of existing project

Adopted this 9<sup>th</sup> day of December 2013

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Zack Ellison, Chair

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Laurence Brown, CAMPO Director

## RESOLUTION 2013 – 11

### **RESOLUTION OF THE COLUMBUS AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO) POLICY BOARD TO AMEND AND MODIFY EXISTING LOCAL PROJECTS IN THE SFY 2012-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**WHEREAS**, the Columbus Area Metropolitan Planning Organization is the designated Metropolitan Planning Organization, responsible for transportation planning in the City of Columbus and Bartholomew County, and

**WHEREAS**, development of the annual TIP, listing all federally funded and regionally significant transportation projects is a requirement of the U.S. Department of Transportation; and

**WHEREAS**, the City of Columbus has adjusted plans for projects in the existing, adopted TIP, and

**WHEREAS**, the TIP is developed by the staff of CAMPO for the Policy Board, and

**WHEREAS**, this Resolution has been reviewed and recommended for approval by the Technical Committee;

**NOW THEREFORE BE IT RESOLVED** by the CAMPO Policy Board that the following projects be amended, as noted by the strikethroughs and highlights below, in the Transportation Improvement Program (TIP) for SFY 2012-2016:

| Sponsor            | Road / Bridge                                    | DES#    | Work type                             | Location  | Program                 | Funder | Phase          | Year         | Funding Total                         | Change   |
|--------------------|--|---------|---------------------------------------|---|-------------------------|--------|----------------|--------------|---------------------------------------|--|
| Bartholomew County | Historic Bridge #26, People Trail over Haw Creek | 9982690 | Bridge Replacement                    | Bridge #26 over Clifty Creek on CR 850E                                       | Local Bridge            | INDOT  | CN<br>CE       | 2014         | \$1,764,000<br>\$312,000              | change to 2015 (Sep 2014 letting)                    |
|                    |  | 0401196 | Bridge Rehabilitation Or Repair       | Relocation of Bartholomew Co historic bridge #26 from Newbern to Haw Creek    | TE                      | INDOT  | PE<br>CN<br>CE | 2014         | \$80,000<br>\$610,000<br>\$110,000    | Change to 2015, waiting for INDOT response           |
|                    |  | 1173209 | Bridge Rehabilitation Or Repair       | Stub trail for Bridge #26 relocation and integration into People Trail system | STP                     | CAMPO  | RW<br>CN<br>CE | 2013<br>2014 | \$40,000<br>\$400,000<br>\$60,000     | change to 2014<br>change to 2015                     |
| Columbus           | Maple St   | 1173674 | Road Construction                     | Extension of Maple St to US 31 adjacent to Northside Middle School            | US31 Earmark            | CAMPO  | PE             | 2015         | \$47,000                              | Earmark canceled, change to STP, change to 2017      |
|                    |  |         |                                       |   |                         |        | CN<br>CE       |              | \$469,000<br>\$70,000                 |  |
| Columbus           | Owens Bend Trail                                 | 0201240 | Enhancement                           | Owens bend trail extension at west side of Airport                            | TE                      | INDOT  | CN<br>CE       |              | \$761,568<br>\$190,392                | completed, remove                                    |
|                    | Indiana Ave                                      | 0500876 | Road Reconstruction (3R/4R Standards) | Indiana Ave from State St to Marr Rd  | STP                     | CAMPO  | CN<br>CE       | 2014         | \$5,641,000<br>\$700,000              | changed to 2015 (July 2014 letting)                  |
|                    | Taylor Rd  | 0500875 | Road Reconstruction (3R/4R Standards) | Taylor Rd from 25th St to Rocky Ford Rd                                       | STP                     | CAMPO  | CN<br>CE       | 2016         | \$3,490,000<br>\$500,000              | changed to 2017                                      |
|                    | Fourth St  | 1005233 | Enhancement                           | Franklin St to Jackson St   | TE<br>STP<br>TE         | CAMPO  | CN<br>CN<br>CE |              | \$1,462,000<br>\$338,000<br>\$182,500 | completed, remove                                    |
|                    | Six Pedestrian Crossing Improvements             | 1173210 | Traffic Signals Modernization         | Marr @ CEHS, Home @CNHS (2), 27th & Cal, Lindsey & 5th, River & Royal         | HSIP                    | CAMPO  | PE<br>CN<br>CE | 2013<br>2014 | \$39,000<br>\$390,000<br>\$58,500     | change to 2014<br>change to 2015 (July 2014 letting) |
|                    | Downtown Riverwalk                               | 1383248 | Bike/Pedestrian Facility              | Water St. along White River bank to Mill-Race People Trail                    | STP                     | CAMPO  | CN<br>CE       | 2016         | \$1,000,000<br>\$150,000              | new project  |
|                    | Clifty Creek Trail McKinley Expan.               | 1383247 | Bike/Pedestrian Facility              | Along McKinley east of Marr then South to Clifty Creek Park                   | STP & TA Grant (\$150K) | CAMPO  | PE<br>CN<br>CE | 2014<br>2015 | \$50,000<br>\$220,000<br>\$30,000     | new project  |

Approved this 9<sup>th</sup> day of Dec, 2013

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Zack Ellison, President

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Laurence Brown, Director



October 9, 2013

Deputy Commissioner McClellan,

On October 18<sup>th</sup> a number of Columbus officials are scheduled to meet with you. This letter is to give you some background on the subject matter of the meeting.

Last December, Bartholomew County Engineer Danny Hollander received a phone call from Kathy Eaton-McKalip informing him that a 2004 award of TE money (\$584K) for the relocation and rehabilitation of Bridge#26 was being withdrawn by INDOT. We are concerned that this makes it very difficult, if not impossible, for Bartholomew County to fulfill a mandate to relocate and rehabilitate bridge#26 as required in an MOA signed just a month before the withdrawal; INDOT was one of the signatories.

### **History**

The initial 1999 county project was to replace an old-truss bridge#26 in Newbern (DES#9982690). This bridge was determined to be historically significant by SHPO (State Historic Preservation Organization) and the county is required to relocate and rehabilitate it. The relocation/rehabilitation is a separate DES number (DES#0401196).

After years of searching, a location of Anderson Falls County Park was found. This led to an MOA in October 2007 satisfying the Section 106 requirements and the Environmental document was finally approved in August 2008, 9 years after the project was started. However, issues with the bridge span caused Bartholomew County Parks officials to change their mind and a search for a new location began again.

Finally, the City of Columbus offered to relocate the bridge to a section of the People Trail in Lincoln Park that would complete a very important missing section of the trail, improve pedestrian and bicycle safety, and make the trail contiguous.

Currently, the trail ends at 25<sup>th</sup> Street from the north, and in Lincoln Park from the south. Those that want to continue on the trail have to go along a narrow, scary sidewalk on 25th Street and cross 25th Street – a busy 5-lane road. This new section would go under 25th Street on the east side of Haw Creek, follow Haw Creek for about 500 feet, then cross Haw Creek using this bridge to the existing People Trail in Lincoln Park – no scary sidewalks, no crossing any streets. The bridge would be located in a very scenic, green, quiet location in the center of park. The construction of this path is also a federal-aid project (DES#1173674).

This led to a new MOA which FHWA, INDOT, SHPO and Columbus Parks Department signed on November 15, 2012, just a month before the notification that the grant was withdrawn.

This project will substantially improve People Trail safety and use. This is a high-priority project for the city. The Columbus Parks Foundation found the People Trails to be such a priority among citizens, they began the “People Trail Project” to raise matching funds for this project and 17 other People Trail



improvements. Also, Cummins wants to use the People Trail for the annual Mill-Race Marathon, and this section's completion is paramount.

To complicate things, the initial bridge replacement has still not occurred. It was scheduled to be let in January 2014, but a few months ago it was pushed to September 2015. Just a few weeks ago, INDOT notified us that it was moved up to September of 2014. This is helpful.

### **The MOA**

As noted, INDOT was part of the negotiations and MOA when the bridge location was planned for this Lincoln Park location. In particular, the MOA stipulates the application of the TE funds:

G. The Bartholomew County Commissioners shall apply previously awarded Transportation Enhancement Funds to costs associated with rehabilitation efforts for Bridge No. 26, including, but not limited to, painting, replacement of stringers and wooden decking, and relocation costs. Detailed rehabilitation and reassembly plans for Bridge No. 26 will be submitted to consulting parties as part of the environmental review for the relocation project.

### **Funding**

The city, in their interest to get this section of trail done, has recently looked into building a new pedestrian bridge instead of using the historic bridge. This cost would be \$200K-\$250K for a new bridge compared to \$800K for the rehabilitation and placement of the historic bridge. Restoring the grant of \$584K would make these two very comparable in cost.

Without the grant, the costs are substantially more and the City and Columbus Parks Foundation, in an effort to be good stewards of funding, are likely to pursue the more economical option. This not only means the county highway department will have to look for an alternative location, but they now have no funds to relocate and rehabilitate the bridge as required in the MOA.

In spite of the additional complexity and delays, the city is still willing to wait for the historic bridge if the costs were comparable due to the interest of the community in preserving an historical bridge and the bridge aesthetic. Without the TE grant for relocation and rehabilitation, the costs are not comparable.

We look forward to meeting with you on October 18th.

Sincerely,

A handwritten signature in black ink that reads "Laurence C. Brown". The signature is written in a cursive style.

Laurence Brown  
CAMPO Director



**SURFACE TRANSPORTATION BOARD**  
**Washington, DC 20423**

*Office of Environmental Analysis*

August 30, 2013

Re: Docket No. FD 35523, CSX Transportation, Inc.—Joint Use—Louisville & Indiana Railroad Company, Inc.

Dear Reader:

The Surface Transportation Board’s Office of Environmental Analysis (OEA) is pleased to provide you with your copy of the Draft Environmental Assessment (EA), which analyzes the potential environmental effects of a proposal by CSX Transportation, Inc. (CSXT) and the Louisville and Indiana Railroad Company (L&I) to jointly operate over L&I’s 106.5-mile rail line between Indianapolis, IN, and Louisville, KY. CSXT and L&I (together known as Applicants) are seeking the Board’s permission for CSXT to acquire an operating easement that would allow additional CSXT trains to operate over the L&I rail line, along with the L&I trains that are already operating over the rail line. CSXT would pay L&I \$10 million dollars for the operating easement and would spend between \$70 and \$90 million to improve the rail line to allow CSXT to move longer (up to 7,500 feet from 5,100 feet) faster (up to 49 miles per hour from the current 15 to 25 miles per hour), and heavier (from railcars that can carry 263,000 pounds of freight to ones that can carry 286,000 pounds of freight) trains.

Today, between two and seven trains (mostly L&I but a few CSXT) operate on the rail line between Indianapolis and Louisville. The L&I trains serve rail customers along the 106.5-mile rail line and transport a variety of commodities, including cement, chemicals, food products, grain, lumber, manufactured goods, paper, plastics, scrap and steel. The CSXT trains currently operating over the L&I rail line do not serve shippers located on the rail line; rather, they move over the rail line to other destinations (called “through traffic”).

If the Board should approve the Applicants’ proposal, CSXT would move between 13 and 15 trains per day mostly from its Louisville to Cincinnati rail corridor, known as the “LCL Subdivision” to the L&I rail line. CSXT explains that its LCL Subdivision is close to operating at capacity and that because of the steep grades and tight curves on the LCL Subdivision, CSXT must restrict both the length and speeds of its trains. CSXT states that if the Board approves the proposal, it would take approximately seven years for CSXT to finish the improvements it plans on the L&I rail line. CSXT would not materially increase its train traffic on the L&I rail line until it has completed its planned improvements on the rail line. Once the planned improvements are done, CSXT would move additional through trains, mostly carrying automobiles and automobile parts, over the rail line.

CSXT plans a number of changes to the L&I rail line. These include installing heavier weight and continuously welded rail over the entire 106.5-mile rail line, adding “hot box” detectors (devices located trackside that can prevent overheating by measuring the temperature of bearings), replacing older cross-ties, adding new ballast, and replacing the Flatrock River Railroad Bridge (a truss bridge with height and weight restrictions that spans the Flatrock River), located in Columbus, Bartholomew County, Indiana. CSXT would also increase the size of rail sidings at Elvin and Brook, Indiana, and build new sidings at Crothersville and Underwood, Indiana on the L&I rail line to make it easier for trains to pass one another. All these change would allow CSXT to move freight more quickly and more economically than it moves today.

Before deciding whether to approve the Applicants’ proposal, the Board must consider the potential environmental effects of its decision. The Draft EA is the first step in this process.

This Draft EA examines the potential environmental effects of the Applicant’s proposal on both the natural and human environment, including the many communities located on the L&I rail line. As a result of the Applicants’ proposal to reroute CSXT’s trains from other CSXT rail lines in the Midwest (largely, the LCL Subdivision) to the L&I rail line, train traffic would increase on the L&I rail line, as indicated below:

| <u>Segment of L&amp;I Rail Line</u>   | <u>Numbers of Trains per Day</u> |                           |
|---------------------------------------|----------------------------------|---------------------------|
|                                       | Current                          | Proposed                  |
| Indianapolis to Seymour, IN:          | 2 (2 L&I)                        | 17 (15 CSXT trains added) |
| Seymour to Jeffersonville Yard, IN    | 4 (2 L&I, 2 CSXT)                | 17 (13 CSXT trains added) |
| Jeffersonville Yard to Louisville, KY | 7 (5 L&I, 2 CSXT)                | 20 (13 CSXT trains added) |

Train traffic on the LCL Subdivision currently used by CSXT would decrease.

The Draft EA preliminarily concludes that CSXT’s proposed transaction would adversely affect two environmental resource areas: emergency response/vehicle delay and noise/vibration. To reduce the potential adverse effects to these areas, we have developed mitigation measures and are recommending that the Board impose these (and other) measures in any decision approving the proposed transaction.

We encourage you to send us written comments on all aspects of this Draft EA. OEA will consider and respond to comments in preparing the Final EA. The Final EA will include OEA’s final conclusions on potential impacts that could result from the proposed transaction and OEA’s final recommendations, including final recommended mitigation measures. To be considered, comments must be submitted during the comment period, which will close on **September 30, 2013**. OEA will issue the Final EA on or before November 6, 2013. The Board plans to issue a final decision on the proposed transaction by December 6, 2013.

When submitting comments on the Draft EA, please be as specific as possible. We are particularly interested in your thoughts on the recommended mitigation measures. Any suggestions you may have to improve our recommendations to the Board would be very welcome.

Comments may be submitted by mail or electronically using “E-Filing” button on the Board’s website ([www.stb.dot.gov](http://www.stb.dot.gov)). **However, OEA strongly encourages the submittal of comments electronically to ensure receipt by September 30, 2013.**

- **Electronically:** For electronic comments, simply click on E-filing and then “Environmental Comments” from the E-Filing button on the Board’s website. The next web page will be formatted to allow you to fill in your information and comment directly or you can provide your comments in a file attachment.
- **By Mail:** If you are sending your comment by mail, please be aware that there may be up to a week delay in the delivery of mail to federal agencies. Mail written comments to:

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

If you have questions or need clarification or guidance, please call Dave Navecky at 202-245-0294. You may also email Mr. Navecky at [naveckyd@stb.dot.gov](mailto:naveckyd@stb.dot.gov). We appreciate your time and effort in helping us to carefully evaluate the potential environmental effects here and we look forward to receiving your comments.

Sincerely,



Victoria Rutson  
Director  
Office of Environmental Analysis



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