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ENTERED
Office of Proceedings
November 30, 2017
Part of
Public Record

November 30, 2017

Ms. Victoria Rutson
Chief, Office of Environmental Assessment
Surface Transportation Board
395 E Street S.W.
Washington, D.C. 20423

RE: Docket No. AB-55 (Sub-No. 776X), *CSX Transportation, Inc.—Abandonment
Exemption—in Greenbrier County, WV*

Dear Ms. Rutson:

On or about November 30, 2017, we expect to be filing with the Surface Transportation Board (“STB”) a Petition for Exemption seeking authority for CSX Transportation, Inc. (“CSXT”) to abandon an approximately an approximately 0.42-mile rail line on its Florence Division, Sewell Valley Subdivision, between milepost CAF 20.58 to the end of track at railroad milepost CAF 21.0, near Rainelle, Greenbrier County, WV.

Enclosed for electronic filing is the Combined Environmental and Historic Report (“CEHR”) which describes the proposed action and any expected environmental and/or historical effects, as well as maps of the affected area. The CEHR was mailed vial first class mail to the parties required under 49 C.F.R. 1105.7 and under 49 C.F.R. 1105.8(c) on November 2, 2017.

Sincerely yours,



Melanie B. Yasbin
Attorney for CSX Transportation, Inc.

Enclosure

COMBINED ENVIRONMENTAL AND HISTORIC REPORT (“CEHR”)
(49 C.F.R. 1105.7 and 1105.8)

Docket No. AB-55 (Sub-No. 776X)

**CSX TRANSPORTATION, INC.–ABANDONMENT EXEMPTION–
IN GREENBRIER COUNTY, WV**

Dated: November 30, 2017

ENVIRONMENTAL REPORT

(1) Proposed Action and Alternatives. Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

CSX Transportation, Inc., (“CSXT”) proposes to abandon the approximately 0.42-mile rail line on its Florence Division, Sewell Valley Subdivision, between milepost CAF 20.58 to the end of track at railroad milepost CAF 21.0, near Rainelle, Greenbrier County, WV (the “Line”). The Line runs through U.S. Postal Zip Code 25962.

Abandonment of the Line will result in the removal of the rail, crossties, and possibly the upper layer of ballast. CSXT does not intend to disturb any sub grade or sub grade structures. Any trail related structures, such as bridges, trestles, culverts and tunnels will not be salvaged. Finally, the operations and maintenance of the Line will cease.

The only alternative to a full abandonment would be for CSXT not to abandon the Line.

A map of the proposed abandonment is attached hereto as Exhibit 1.

(2) Transportation System. Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

There is no passenger traffic on the Line to be diverted to other modes as a result of the proposed abandonment. There is no freight traffic on the Line to be diverted to motor carrier.

The proposed abandonment should have no adverse effects on regional or local highway systems and traffic patterns.

(3) Land Use. (i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies. (ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land. (iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by 1105.9. (iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. § 10905 and explain why.

(i) CSXT considers the proposed abandonment of the Line to be consistent with existing land use plans. The Line ends at a previous abandonment that has been converted into the Meadow River Trail. CSXT notified Greenbrier County, WV by letter dated November 2, 2017 (See Exhibit 2) requesting comments and including a copy of the preliminary CEHR. A copy of this Preliminary CEHR was also mailed to the appropriate local and state agencies for their information and further comment. No comments have been received to date.

(ii) CSXT does not believe that there is any prime agricultural land that will be affected. CSXT notified the United States Department of Agriculture (“USDA”) Natural Resources Conservation Service (the agency succeeding to the responsibilities of the Soil Conservation Service) of the proposed abandonment by letter dated November 2, 2017 (See Exhibit 2) requesting comments and including a copy of the preliminary CEHR. By letter dated November 6, 2017, USDA stated that a Farmland Conversion Impact Rating was necessary to assess the environmental impacts of this project (See Exhibit 2). CSXT does not believe that a Farmland Conversion Impact Rating is necessary for a railroad abandonment. The Farmland Protection Policy Act (“FPPA”) established the farmland conversion rating system. Projects are subject to

the FPPA if the project will irreversibly convert farmland to nonagricultural uses and are implemented by or with the assistance from a Federal agency. The abandonment of the Line will not irreversibly convert farmland to nonagricultural uses. Moreover, the abandonment of the Line is not being implemented by or with the assistance of a Federal agency. The Surface Transportation Board (the “Board”) must grant CSXT authority to abandon the Line but the Board itself does not implement or assist in the actual abandonment.

(iii) The Line does not pass through a designated coastal zone.

(iv) CSXT believes the Line would be suitable for interim trail use/rail banking.

(4) Energy. (i) Describe the effect of the proposed action on transportation of energy resources. (ii) Describe the effect of the proposed action on recyclable commodities. (iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why. (iv) If the proposed action will cause diversions from rail to motor carriage of more than: (A) 1,000 rail carloads a year; or (B) an average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.

(i) The proposed abandonment will have no effect on the ability to transport energy resources.

(ii) The proposed abandonment will have no effect on the transportation of recyclable commodities.

(iii) The proposed abandonment will not result in an increase or decrease in overall energy efficiency.

(iv) The proposed abandonment will not cause the diversion of more than 1,000 rail carloads a year; or an average of 50 rail carloads per mile per year for any part of the line segments of rail traffic to motor carriage.

(5) Air. (i) If the proposed action will result in either: (A) An increase in rail traffic of at least 100 percent (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or (B) an increase in rail yard activity of at least 100 percent (measured by carload activity), or (C) an average increase in truck traffic of

more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. § 10901 (or § 10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in sub-section (5)(i)(A) will apply. (ii) If the proposed action affects a class I or nonattainment area under the Clean Air Act, and will result in either: (A) an increase in rail traffic of at least 50 percent (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line; (B) an increase in rail yard activity of at least 20 percent (measured by carload activity); or (C) an average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. § 10901 (or 49 U.S.C. § 10505), or a case involving the reinstitution of service over a previously abandoned line, only the three train a day threshold in this item shall apply. (iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

(i) The proposed abandonment will not result in meeting or exceeding the specified thresholds.

(ii) The proposed abandonment will not result in meeting or exceeding the specified thresholds.

(iii) The proposed abandonment will not affect the transportation of ozone depleting materials.

(6) Noise. If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause: (i) an incremental increase in noise levels of three decibels Ldn or more; or (ii) an increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area, and quantify the noise increase for these receptors if the thresholds are surpassed.

Not applicable.

(7) Safety. (i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings). (ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with

accidental spills; and the likelihood of an accidental release of hazardous materials. (iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

(i) The proposed abandonment will have no detrimental effects on public health and safety.

(ii) The proposed abandonment will not affect the transportation of hazardous materials.

(iii) CSXT is not aware of any known hazardous waste sites or sites where there have been known hazardous materials spills on the Line.

(8) Biological Resources. (i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects. (ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

(i) CSXT does not believe that the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat. CSXT has notified the U.S. Fish and Wildlife Service (“USF&W”) of the proposed abandonment by letter dated November 2, 2017 (See Exhibit 2) requesting assistance in determining whether the proposed abandonment will adversely affect endangered or threatened species or areas designated as a critical habitat and including a copy of the preliminary CEHR. No comments have been received as of this date.

(ii) CSXT does not believe any wildlife sanctuaries or refuges, National or State parks or forests would be adversely affected by the proposed abandonment.

CSXT has notified the National Parks Service of the proposed abandonment by letter dated November 2, 2017 (See Exhibit 2) requesting assistance in identifying any potential effects on wildlife sanctuaries or refuges, National or State parks or forests and including a copy of the preliminary CEHR. No comments have been received as of this date.

(9) Water. (i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies. (ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects. (iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action.

(i) CSXT is confident that the proposed abandonment will be consistent with applicable water quality standards. CSXT notified the State Environmental Protection Agency (“SEPA”), and the United States Environmental Protection Agency (“USEPA”) by letters dated November 2, 2017 (*See Exhibit 2*) requesting assistance in identifying any potential effects on water quality standards and including a copy of the preliminary CEHR. No comments have been received as of this date.

(ii) CSXT believes that no permits under section 404 of the Clean Water Act are required for the proposed abandonment and that no designated wetlands or 100-year flood plains will be affected by the proposed abandonment. Upon receiving abandonment authority, removal of material will be accomplished by use of the right-of-way for access. No new access roads are contemplated. CSXT does not intend to disturb any of the underlying roadbed or perform any activities that would cause sedimentation or erosion of the soil, and does not anticipate any dredging or use of fill in the removal of the track material. CSXT will transport crossties and/or other debris away from the Line and will not discard them along the right-of-way or place or leave them in streams or wetlands, or along the banks of such waterways. Based upon this course of action, CSXT does not believe a permit under Section 404 of the Clean Water Act will be required.

CSXT notified the U.S. Army Corps of Engineers by letter dated November 2, 2017 (*See Exhibit 2*) requesting assistance in identifying whether permits under section 404 of the Clean

Water Act are required for the proposed abandonment and that no designated wetlands or 100-year flood plains will be affected by the proposed abandonment water quality standards and including a copy of the preliminary CEHR. No comments have been received as of this date.

(iii) CSXT believes that no permit under section 402 of the Clean Water Act would be required for the abandonment. CSXT notified the SEPA and the USEPA by letter dated November 2, 2017 (*See Exhibit 2*) requesting assistance in identifying whether permit under section 402 of the Clean Water Act would be required for the abandonment and including a copy of the preliminary CEHR. No comments have been received as of this date.

(10) Proposed Mitigation. Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

CSXT does not expect any adverse environmental impact from the proposed abandonment and, therefore, sees no need for any mitigating actions. CSXT will, of course, adhere to any remedial actions required by the Board.

HISTORIC REPORT

1. A U.S.G.S. topographic map (or alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action;

U.S. Geological Survey Maps have been supplied to the State Department of Archeology and Historic Preservation of the Rainelle quadrangle topographic map (*See Exhibit 3*) along with the preliminary CEHR.

2. A written description of the right of way (including approximate widths, to the extent known), and the topography and urban and/or rural characteristics of the surrounding area;

The right of way width along this right of way is approximately 33 feet from the centerline of track.

3. Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area;

There are no bridges or structures on the property that are 50 years old or older.

4. The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations, to the extent such information is known;

N/A

5. A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action;

The line was built by Thomas and John Raine. The Raine brothers started a lumber mill in 1909 and formed the Meadow River Lumber Company. The brothers built the Spur line which connected with the C&O Railroad and was operated as the Sewell Valley Railroad.

On November 1, 1980, Seaboard Coast Line Industries Inc. and Chessie System Inc. merged and became CSX Corporation. On April 30, 1987, the Baltimore & Ohio Railway Company was merged into the Chesapeake and Ohio Railway Company. The Chesapeake and Ohio Railway Company was merged into CSX Transportation on September 2, 1987.

Upon receiving abandonment authority, Applicant's operations and maintenance over this line will cease.

6. A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic;

CSXT possesses valuation maps and track charts of the Line, but is not aware of any other documentation in its possession.

7. An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C.F.R. 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities);

CSXT believes that the bridges on the Line are not unusual or noteworthy for inclusion on the National Register of Historic Places. It is also CSXT's opinion that there are no archeological resources or other railroad related historic properties in the project area. Moreover, since CSXT is agreeable to trail use, CSXT does not plan to alter, remove or dispose of any of the bridges that are on the Line.

8. A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic waste), and the surrounding terrain.

The Line was disturbed during construction by cuts and fill and any archeological resources that may have been located in the proposed project area would have been affected at that time versus during the proposed salvage operations associated with rail removal. Our records do not indicate that any swampy conditions exist, or that any hazardous material spills have occurred within the project area.

This area was impacted by the 1,000 year flood that occurred in June 2016. We are not aware of the current condition of the track.

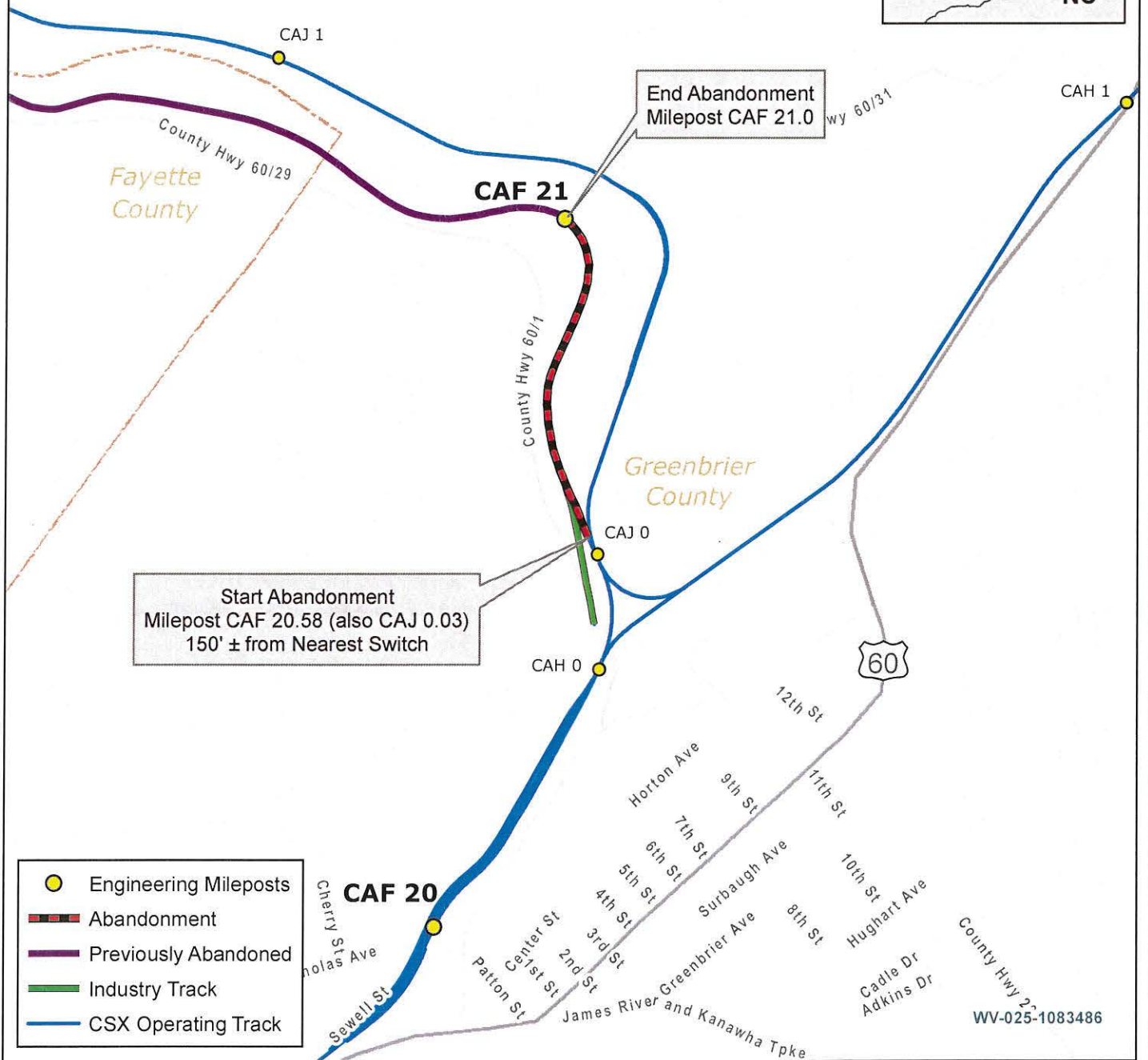
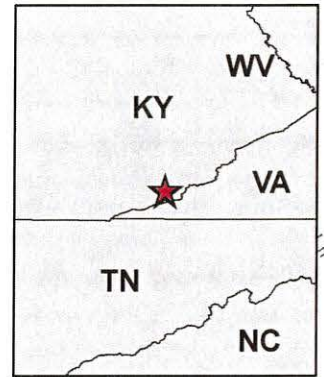
9. Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specific non railroad owned

properties or groups of properties immediately adjacent to the railroad right-of-way: photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the location and type of the site (*i.e.* prehistoric or native American).

CSXT does not foresee the likelihood that any additional information will need to be supplied in association with the proposed abandonment other than that information previously submitted. But, if any additional information is requested, CSXT will promptly supply the necessary information.

CSXT notified the West Virginia Heritage Council by letter dated November 2, 2017 (*See Exhibit 2*) requesting assistance to determine whether there are any archeological resources or any other previously unknown historic properties and including a copy of the preliminary CEHR. No comments have been received as of this date.

EXHIBIT 1 – MAP



CSX Transportation, Inc.
Proposed Abandonment
Greenbrier County, WV
 Milepost CAF 20.58 (also CAJ 0.03) to CAF 21.00
 Total Distance of approx. 0.42 Miles
 Florence Division - Sewell Valley Subdivision
 STB Docket No. AB 55 (Sub-No. 776X)

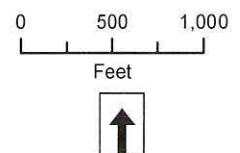
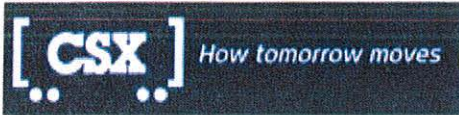


EXHIBIT 2 – LETTERS (WITHOUT MAPS)



500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

Gene Payne
Manager Joint Facilities

November 2, 2017

Greenbrier County
912 Court Street N.
Lewisburg, WV 24901

Re: STB Docket No. AB-55 (Sub-No. 776X), CSX Transportation, Inc.—Abandonment
Exemption—in Greenbrier County, ~~IN~~ WV

Dear Sir/Madam:

CSX Transportation, Inc. (CSXT) proposes to abandon an approximately 0.42-mile rail line on its Florence Division, Sewell Valley Subdivision, between milepost CAF 20.58 to the end of track at railroad milepost CAF 21.0, near Rainelle, Greenbrier County, WV (the “Line”). The Line runs through U.S. Postal Zip Code 25962.

Upon receipt of abandonment authority from the Surface Transportation Board (the “Board”), CSXT will consummate the abandonment and abandon the Line.

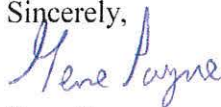
This action requires Board environmental and historic review under 49 C.F.R. 1105.6(b)(2). A portion of CSXT’s Combined Environmental and Historic Report (CEHR) must be:

“Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, please state whether the proposed action is consistent with existing land use plans. Please describe any inconsistencies.”

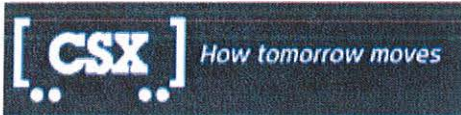
CSXT would appreciate your comments regarding current and future land use in relationship to the Line. Enclosed is CSXT’s Preliminary CEHR with CSXT’s analysis of current and future land use. Please respond by email to Floyd_Payne@csx.com or by mail to the above address, within 20 days of the date of this letter so that CSXT can include and analyze your comments in its Final CEHR.

Also enclosed is the distribution list of all parties who have been requested to comment on the CEHR. If you have any questions, please feel free to call or email me.

Sincerely,


Gene Payne (LGP)

Enclosures (3)



Gene Payne
Manager Joint Facilities

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

November 2, 2017

Office of the Governor Earl Ray Tomblin
State Capitol
1900 Kanawha Blvd. East
Charleston, WV 25305

Re: STB Docket No. AB-55 (Sub-No. 776X), CSX Transportation, Inc.—Abandonment
Exemption—in Greenbrier County, ~~WV~~ WV

Dear Governor Tomblin:

CSX Transportation, Inc. (CSXT) proposes to abandon an approximately 0.42-mile rail line on its Florence Division, Sewell Valley Subdivision, between milepost CAF 20.58 to the end of track at railroad milepost CAF 21.0, near Rainelle, Greenbrier County, WV (the "Line"). The Line runs through U.S. Postal Zip Code 25962.

Upon receipt of abandonment authority from the Surface Transportation Board (the "Board"), CSXT will consummate the abandonment and abandon the Line.

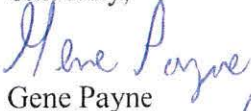
This action requires Board environmental and historic review under 49 C.F.R. 1105.6(b)(2). A portion of CSXT's Combined Environmental and Historic Report (CEHR) must be:

"Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, please state whether the proposed action is consistent with existing land use plans. Please describe any inconsistencies."

CSXT would appreciate your comments regarding current and future land use in relationship to the Line. Enclosed is CSXT's Preliminary CEHR with CSXT's analysis of current and future land use. Please respond by email to Floyd_Payne@csx.com or by mail to the above address, within 20 days of the date of this letter so that CSXT can include and analyze your comments in its Final CEHR.

Also enclosed is the distribution list of all parties who have been requested to comment on the CEHR. If you have any questions, please feel free to call or email me.

Sincerely,


Gene Payne

(LCP)

Enclosures (3)



Gene Payne
Manager Joint Facilities

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

November 2, 2017

U.S. Environmental Protection Agency
Region 3
1650 Arch Street
Philadelphia, PA 19106

Re: STB Docket No. AB-55 (Sub-No. 776X), CSX Transportation, Inc.—Abandonment
Exemption—in Greenbrier County, ~~PA~~ WV

Dear Sir/Madam:

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Upon receipt of abandonment authority from the Surface Transportation Board (the “Board”), CSXT will consummate the abandonment and abandon the Line.

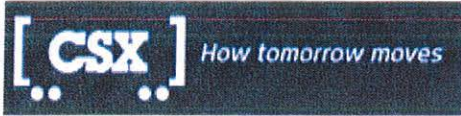
This action requires Board approval and Federal Regulations 49 C.F.R. 1105.7 (e)(9) (i) and (iii) require that CSXT develop a response to the following statements:

(i) *“Based on consultation with State Water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.”*

(iii) *“State whether permits under Section 402 of the Clean Water Act 33 U.S.C. 1342 are required for the proposed action.”*

There are no refueling or maintenance areas within the project area. The removal of CSXT’s rail material will be accomplished by use of the right of way for access, along with existing public and private crossings, and no new access roads are contemplated. CSXT does not intend to disturb any of the underlying roadbeds and do not anticipate any dredging or use of fill in the removal of the track material. The crossties and/or other debris will be transported away from the rail line and will not be discarded along the right of way, nor be placed or left in streams or wetlands, or along the banks of such waterways. During track removal, appropriate measures will be implemented to prevent or control spills from fuels, lubricants or any other pollutant materials from entering any watercourses.

Based upon the above described actions, CSXT would appreciate receiving your concurrence with its position that the proposed project is consistent with applicable Federal, State



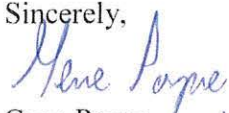
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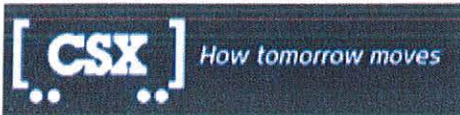
Gene Payne
Manager Joint Facilities

and local water quality standards, and that no permits under Section 402 are required at this time. As further information, CSXT would appreciate your comments regarding current and future land use in relationship to the Line. Any questions can be sent electronically to Floyd_Payne@CSX.com by email or through the United States Postal Service (USPS).

Enclosed are a distribution list of all parties that have been copied on the proposed action, a map of the proposed location and the preliminary Combined Environmental and Historical Report for the line. If you have any questions, please feel free to call or email me.

Sincerely,


Gene Payne (254)
Enclosures (3)



Gene Payne
Manager Joint Facilities

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

November 2, 2017

West Virginia Department of Environmental Protection
Division of Water and Waste Management
601 57th Street
Charleston, WV 25304

Re: STB Docket No. AB-55 (Sub-No. 776X), CSX Transportation, Inc.—Abandonment
Exemption—in Greenbrier County, ~~IN~~ WV

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Upon receipt of abandonment authority from the Surface Transportation Board (the “Board”), CSXT will consummate the abandonment and abandon the Line.

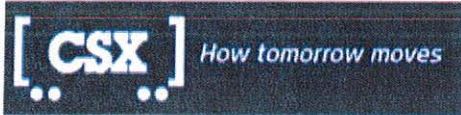
This action requires Board approval and Federal Regulations 49 C.F.R. 1105.7 (e)(9) (i) and (iii) require that CSXT develop a response to the following statements:

(i) *“Based on consultation with State Water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.”*

(iii) *“State whether permits under Section 402 of the Clean Water Act 33 U.S.C. 1342 are required for the proposed action.”*

There are no refueling or maintenance areas within the project area. The removal of CSXT’s rail material will be accomplished by use of the right of way for access, along with existing public and private crossings, and no new access roads are contemplated. CSXT does not intend to disturb any of the underlying roadbeds and do not anticipate any dredging or use of fill in the removal of the track material. The crossties and/or other debris will be transported away from the rail line and will not be discarded along the right of way, nor be placed or left in streams or wetlands, or along the banks of such waterways. During track removal, appropriate measures will be implemented to prevent or control spills from fuels, lubricants or any other pollutant materials from entering any watercourses.

Based upon the above described actions, CSXT would appreciate your concurrence in its position that there would be no adverse impact to any federally-listed endangered or threatened species, critical habitats, wildlife sanctuaries or refuges, National or State parks, or forests.



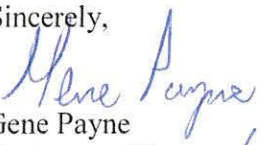
Gene Payne
Manager Joint Facilities

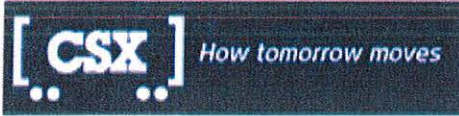
500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

CSXT would appreciate your comments regarding current and future land use in relationship to the Line. Any questions can be sent electronically to Floyd_Payne@CSX.com by email or through the United States Postal Service (USPS).

Enclosed are a distribution list of all parties that have been copied on the proposed action, a map of the proposed location and the preliminary Combined Environmental and Historical Report for the line. If you have any questions, please feel free to call or email me.

Sincerely,


Gene Payne
Enclosures (3) (254)



Gene Payne
Manager Joint Facilities

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

November 2, 2017

U.S. Fish & Wildlife Commission
Northeast Region Office
300 Watergate Center Drive
Hadley, MA 01035-9589

Re: STB Docket No. AB-55 (Sub-No. 776X), CSX Transportation, Inc.—Abandonment
Exemption—in Greenbrier County, ~~WV~~ WV

Dear Sir/Madam:

CSX Transportation, Inc. (CSXT) proposes to abandon an approximately 0.42-mile rail line on its Florence Division, Sewell Valley Subdivision, between milepost CAF 20.58 to the end of track at railroad milepost CAF 21.0, near Rainelle, Greenbrier County, WV (the “Line”). The Line runs through U.S. Postal Zip Code 25962.

Upon receipt of abandonment authority from the Surface Transportation Board (the “Board”), CSXT will consummate the abandonment and abandon the Line.

This action requires Board approval and Federal Regulations 49 C.F.R. 1105.7(c) require that advance notice be given to afford your agency a reasonable opportunity to provide meaningful input.

CSXT would appreciate your comments regarding current and future land use in relationship to the Line. Any questions can be sent electronically to Floyd_Payne@CSX.com by email or through the United States Postal Service (USPS).

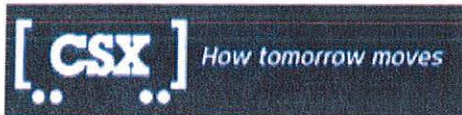
Enclosed are a distribution list of all parties that have been copied on the proposed action, a map of the proposed location and the preliminary Combined Environmental and Historical Report for the line. If you have any questions, please feel free to call or email me.

Sincerely,

Gene Payne

Enclosures (3)

(ZSA)



Gene Payne
Manager Joint Facilities

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

November 2, 2017

National Park Service
Northeast Regional Office
200 Chestnut Street, Fifth Floor
U.S. Custom House
Philadelphia, PA 19106

Re: STB Docket No. AB-55 (Sub-No. 776X), CSX Transportation, Inc.—Abandonment
Exemption—in Greenbrier County, ~~IN~~ WV

Dear Sir/Madam:

CSX Transportation, Inc. (CSXT) proposes to abandon an approximately 0.42-mile rail line on its Florence Division, Sewell Valley Subdivision, between milepost CAF 20.58 to the end of track at railroad milepost CAF 21.0, near Rainelle, Greenbrier County, WV (the “Line”). The Line runs through U.S. Postal Zip Code 25962.

Upon receipt of abandonment authority from the Surface Transportation Board (the “Board”), CSXT will consummate the abandonment and abandon the Line.

This action requires Board approval and Federal Regulations 49 C.F.R. 1105.7(c) require that advance notice be given to afford your agency a reasonable opportunity to provide meaningful input.

CSXT would appreciate your comments regarding current and future land use in relationship to the Line. Any questions can be sent electronically to Floyd_Payne@CSX.com by email or through the United States Postal Service (USPS).

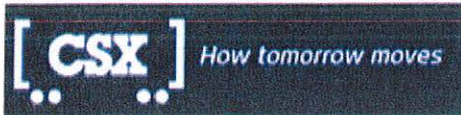
Enclosed are a distribution list of all parties that have been copied on the proposed action, a map of the proposed location and the preliminary Combined Environmental and Historical Report for the line. If you have any questions, please feel free to call or email me.

Sincerely,


Gene Payne

Enclosures (3)

(234)



Gene Payne
Manager Joint Facilities

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

November 2, 2017

U.S. Army Corps of Engineers
Huntington District
502 8th Street
Huntington, WV 25701-2070

Re: STB Docket No. AB-55 (Sub-No. 776X), CSX Transportation, Inc.—Abandonment
Exemption—in Greenbrier County, ~~IN~~ WV

Dear Sir/Madam:

CSX Transportation, Inc. (CSXT) proposes to abandon an approximately 0.42-mile rail line on its Florence Division, Sewell Valley Subdivision, between milepost CAF 20.58 to the end of track at railroad milepost CAF 21.0, near Rainelle, Greenbrier County, WV (the “Line”). The Line runs through U.S. Postal Zip Code 25962.

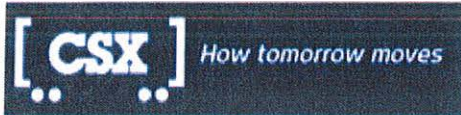
Upon receipt of abandonment authority from the Surface Transportation Board (the “Board”), CSXT will consummate the abandonment and abandon the Line.

This action requires Board approval and Federal Regulations 49 C.F.R. 1105.7(e)(9) (ii) require that CSXT develop responses to the following statement:

“Based on consultation with the U. S. Army Corps of Engineers, state whether permits under Section 404 of the Clean Water Act (33 U.S.C. 1344) are required for the proposed action and whether any designated wetlands or 100 year flood plains will be affected. Describe the effects.”

Based upon the above described actions, CSXT would appreciate your concurrence in its position that there would be no adverse impact on wetlands or 100-year flood plains, and that no permits under Section 404 will be required.

CSXT would appreciate your comments regarding current and future land use in relationship to the Line. Any questions can be sent electronically to Floyd_Payne@CSX.com by email or through the United States Postal Service (USPS).

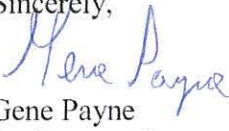


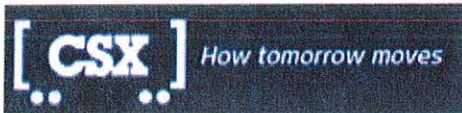
500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

Gene Payne
Manager Joint Facilities

Enclosed are a distribution list of all parties that have been copied on the proposed action, a map of the proposed location and the preliminary Combined Environmental and Historical Report for the line. If you have any questions, please feel free to call or email me.

Sincerely,


Gene Payne (254)
Enclosures (3)



500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

Gene Payne
Manager Joint Facilities

November 2, 2017

National Geodetic Survey
NGS.InfoCenter@noaa.gov

Re: STB Docket No. AB-55 (Sub-No. 776X), CSX Transportation, Inc.—Abandonment
Exemption—in Greenbrier County, ~~WV~~ WV

Dear Simon:

CSX Transportation, Inc. (CSXT) proposes to abandon an approximately 0.42-mile rail line on its Florence Division, Sewell Valley Subdivision, between milepost CAF 20.58 to the end of track at railroad milepost CAF 21.0, near Rainelle, Greenbrier County, WV (the “Line”). The Line runs through U.S. Postal Zip Code 25962.

Upon receipt of abandonment authority from the Surface Transportation Board (the “Board”), CSXT will consummate the abandonment and abandon the Line.

Please advise if there are any geodetic markers which could be affected by the proposed transaction. Any questions can be sent electronically to Floyd_Payne@CSX.com by email or through the United States Postal Service (USPS).

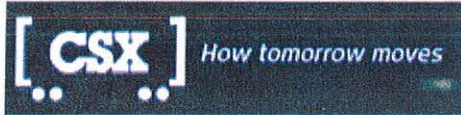
Enclosed are a distribution list of all parties that have been copied on the proposed action, a map of the proposed location and the preliminary Combined Environmental and Historical Report for the line. If you have any questions, please feel free to call or email me.

Sincerely,


Gene Payne

Enclosures (3)

(X54)



500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

Gene Payne
Manager Joint Facilities

November 2, 2017

Review and Compliance Staff
State Historic Preservation Office
WV Division of Culture and History
1900 Kanawha Blvd. East
Charleston, WV 25305

Re: STB Docket No. AB-55 (Sub-No. 776X), CSX Transportation, Inc.—Abandonment
Exemption—in Greenbrier County, ~~WV~~ WV

Dear Sir/Madam:

CSX Transportation, Inc. (CSXT) proposes to abandon an approximately 0.42-mile rail line on its Florence Division, Sewell Valley Subdivision, between milepost CAF 20.58 to the end of track at railroad milepost CAF 21.0, near Rainelle, Greenbrier County, WV (the “Line”). The Line runs through U.S. Postal Zip Code 25962.

Upon receipt of abandonment authority from the Surface Transportation Board (the “Board”), CSXT will consummate the abandonment and abandon the Line.

In connection with rail line that is the subject of an application for authority to abandon, Federal Regulations at 49 CFR 1105.8(d), require that a Historic Report be submitted to the State Historic Preservation Officer prior to filing with the Surface Transportation Board. In accordance with those Regulations, I am attaching a preliminary Combined Environmental and Historic Report (“CEHR”) covering the above-proposed abandonment.

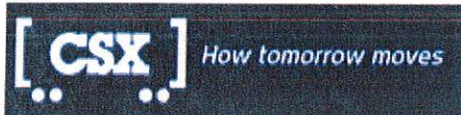
We would appreciate receiving a letter from your office confirming that this project will have no impact upon cultural resources. Any questions can be sent electronically to Floyd_Payne@CSX.com by email or through the United States Postal Service (USPS).

Enclosed is a distribution list of all parties that have been copied on the proposed action, a map of the proposed location and the CEHR for the line. If you have any questions, please feel free to call or email me.

Sincerely,


Gene Payne

Enclosures (3) *6261*



Gene Payne
Manager Joint Facilities

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

November 2, 2017

USDA – NRCS
465 Ragland Road
Beckley, WV 25801

Re: STB Docket No. AB-55 (Sub-No. 776X), CSX Transportation, Inc.—Abandonment
Exemption—in Greenbrier County, ~~PA~~ WV

Dear Sir/Madam:

CSX Transportation, Inc. (CSXT) proposes to abandon an approximately 0.42-mile rail line on its Florence Division, Sewell Valley Subdivision, between milepost CAF 20.58 to the end of track at railroad milepost CAF 21.0, near Rainelle, Greenbrier County, WV (the “Line”). The Line runs through U.S. Postal Zip Code 25962.

Upon receipt of abandonment authority from the Surface Transportation Board (the “Board”), CSXT will consummate the abandonment and abandon the Line.

This action requires Board approval and Federal Regulations 49 C.F.R. 1105.7(3) (ii) require that CSXT develop a response to the following statement:

“Based on consultation with the U. S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.”

Please advise if any of the land contiguous to CSXT’s line in the project area is classified as prime agriculture land.

CSXT would appreciate your comments regarding current and future land use in relationship to the Line. Any questions can be sent electronically to Floyd_Payne@CSX.com by email or through the United States Postal Service (USPS).

Enclosed are a distribution list of all parties that have been copied on the proposed action, a map of the proposed location and the preliminary Combined Environmental and Historical Report for the line. If you have any questions, please feel free to call or email me.

Sincerely,

Gene Payne
Enclosures (3) (224)



United States Department of Agriculture
Natural Resources Conservation Service
465 Ragland Road
Bekcley, WV 26508
(681) 220-5756 (Phone)
(855) 857-6446 (Fax)

November 6, 2017

Gene Payne
CSX Transportation Inc.
500 Water Street – J-315
Jacksonville, FL 32202

Subject: STB Docket No. AB-55 (Sub-No. 776X), CSX Transportation, Inc. – Abandonment Exemption in Greenbrier County, WV

Mr. Payne,

I wish to acknowledge receipt of the request from CSX Transportation, Inc, for a Farmland Conversion Impact Rating to be completed by the Natural Resources Conservation Service (NRCS). This request is necessary for you to assess the environmental impacts of projects in accordance with the National Environmental Policy Act (NEPA).

The Farmland Protection Policy Act (FPPA-Public Law 97-98, 7 U.S.C. 4201) established the farmland conversion rating system to evaluate the impacts Federal Programs have on the unnecessary and irreversible conversion of farmland to nonagricultural uses. Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use **and** are implemented by or with assistance from a Federal agency. Assistance from a Federal agency includes loans, financial and technical assistance. Information and forms are at <https://www.nrcs.usda.gov/wps/portal/nrcs/main/national/landuse/fppa/>.

In accordance with the FPPA rules (FPPA Rule, 7 CFR 658) and NRCS policy (General Manual: Title 310 – Land Use), **the farmland conversion impact rating request must be submitted to the NRCS by the Federal agency implementing or providing assistance for the implementation of the subject activity.** The Federal agency is to submit the request to the NRCS State Office in Morgantown West Virginia with a copy of the form AD-1006, maps and supporting information. FPPA requests received from non-Federal entities are returned so those entities can submit the request through the projects federal funding agency. Therefore, this request is being returned to you.

Please share this with all branches of your company that operate within West Virginia so that we can provide consistent and efficient evaluations of all of your project requests. Questions can be directed to Jared Beard, State Soil Scientist at 304-284-7597.

Sincerely,


Aron Sattler
Resource Soil Scientist



500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

Gene Payne
Manager Joint Facilities

November 2, 2017

West Virginia Department of Transportation
State Rail Authority
Ms. Cindy Butler
120 Water Plant Drive
Moorefield, WV 26836

Re: STB Docket No. AB-55 (Sub-No. 776X), CSX Transportation, Inc.—Abandonment
Exemption—in Greenbrier County, ~~WV~~ WV

Dear Ms. Butler:

CSX Transportation, Inc. (CSXT) proposes to abandon an approximately 0.42-mile rail line on its Florence Division, Sewell Valley Subdivision, between milepost CAF 20.58 to the end of track at railroad milepost CAF 21.0, near Rainelle, Greenbrier County, WV (the “Line”). The Line runs through U.S. Postal Zip Code 25962.

Upon receipt of abandonment authority from the Surface Transportation Board (the “Board”), CSXT will consummate the abandonment and abandon the Line.

This action requires Board approval and Federal Regulations 49 C.F.R. 1105.7(c) require that advance notice be given to afford your agency a reasonable opportunity to provide meaningful input.

CSXT would appreciate your comments regarding current and future land use in relationship to the Line. Any questions can be sent electronically to Floyd_Payne@CSX.com by email or through the United States Postal Service (USPS).

Enclosed is a distribution list of all parties that have been copied on the proposed action, a map of the proposed location and the preliminary Combined Environmental and Historical Report for the line. If you have any questions, please feel free to call or email me.

Sincerely,

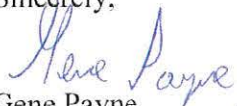

Gene Payne
Enclosures (3) *(254)*

EXHIBIT 3 – USGS MAPS

STATE OF WEST VIRGINIA
REPRESENTED BY THE
STATE OF WEST VIRGINIA GEOLOGICAL SURVEY
AND OTHER STATE AGENCIES

RAINELLE QUADRANGLE
WEST VIRGINIA
7.5 MINUTE SERIES (TOPOGRAPHIC)
NE 1/4 MEADOW CREEK 25 QUADRANGLE

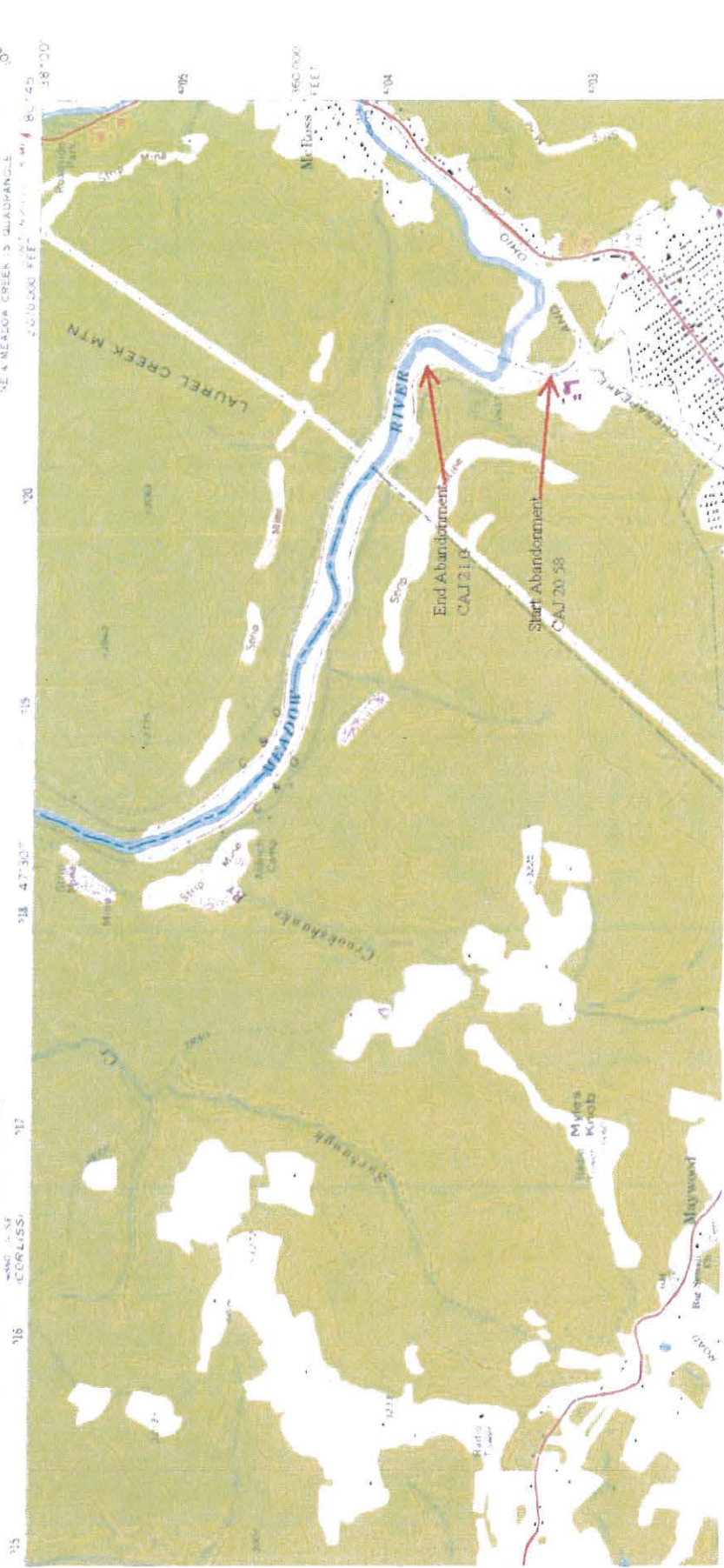


EXHIBIT 4 – PHOTOGRAPHS (None)

No historic structures will be affected.