Converting Unused Rail Corridors into Multi-Modal Trails

Matt Coffing – Senior Manager, Real Estate Sales

Rails to Trails at CSX
Converting Unused Rail Corridors into Multi-Modal Trails

Matt Coffing – Senior Manager, Real Estate Sales
CSX PLAYS A MAJOR ROLE IN CONVERSION OF RAILS TO TRAIL

Primary Goals:
• Monetization of Unused Assets
• Aiding in the Growth of Communities Going Forward
• Safe and Successful Conversion of Industrial Land Use to Recreational Land Use

Statistics:
• Since 2009:
  • 34 Trails Built on Former CSX Corridors
  • $75M+ in value for company

Major Trail Projects Completed by CSX:
• Monon Trail (Indianapolis, IN)
• Atlanta Beltline (Atlanta, GA)
• Upper Charles Rail Trail (Holliston, MA)
• Capitol Crescent Trail (Washington, D.C.)
• High Line (New York, NY)
THE RAILS TO TRAILS PROCESS AT CSX VARIES DEPENDING ON MANY FACTORS

- Business Decision
- Regulatory Agency Involvement

Abandonment Filing

- NITU - Trail
- OFA - Railroad

Buyer Identification

ATF + CF = MV

Value Determination

- CSX’s Standard Agreement

Contract Negotiations

- Survey
  - Soil Management and Capping Plan

Buyer Due Diligence

Completion

- Transfer of Property by Deed

Varies Between 6 Months and 20 Years
The Surface Transportation Board (STB) regulates a corridor’s status. There are four main categories:

1. **Fully-Regulated, Active – No Trail Potential**
   - Typically actively used railroad tracks
   - Must be maintained to a certain standard based upon use and size of company
   - “Common Carrier” obligations active, meaning if a customer requests service, CSX must provide

2. **Discontinuance of Service – No Trail Potential**
   - Line can be out of use, but still regulated
   - Discontinuance is used when future rail business is possible, but the railroad cannot afford to maintain at current business levels profitably
   - Crossings can be removed, but track remains in place

3. **Abandoned – Potential Trail Use**
   - Line taken out of service and available for sale
   - If there are no customers, this is typically a 60-90 day process. If customers are present, it’s 2 years minimum.
   - Common Carrier obligations end

4. **Industry Lead – Potential Trail Use**
   - Unregulated, typically on private property serving a small group or single customer
REGULATED OR NON-REGULATED CAN OFTEN BE DIFFICULT TO DETERMINE BASED ON APPEARANCE
For corridor less than 0.5-mile long, collect a minimum of 10 composite samples.
For corridor 0.5 – 0.75 miles long, collect 15 composite samples.
For corridor 0.75 miles to 1 mile long, collect 20 composite samples. Space the sampling points evenly down corridor, i.e., 20 samples in one mile is one sample about every 250 feet.
For corridors greater than 1 mile in length, the number of evenly spaced samples to be collected should be calculated as follows:

Number of Composite Samples = 20 + 5x
Where x = total corridor length in excess of 1 mile

As an example, given a 4-mile length of corridor, the number of samples to be collected would equal 20+5*3 or 35 composite samples, which would be spaced approximately every 600 feet.
CSX ALSO REQUIRES CAPPING AND A SOIL MANAGEMENT PLAN

The purchase sale agreement shall require buyer to provide a written soil management plan defining procedures for monitoring the corridor to ensure potential exposure pathways are controlled to reduce risk of exposure to the public to acceptable levels. This plan shall include at a minimum:

- A site plan clearly showing “capped” vs. “un-capped” areas of the corridor
- A detailed description of the cap thickness and method of construction (i.e. soil, concrete, asphalt, etc.);
- A detailed description of methods and procedures to be utilized to prevent users from accessing uncapped areas of the corridor and potentially contacting site soils. This section should include a discussion of signage or other methods to be utilized to communicate to the public the past industrial use of the corridor and the potential for impacted soils to be present;
- Defined procedures for the testing and management of soil that is excavated as part of a construction project on the property, such as culvert or underground utility installation;
- A discussion of inspection and reporting procedures to document (at least annually) the condition of the cap and to reaffirm that un-capped areas of the site are not being accessed or utilized by the public. The annual inspection report should identify any deficiencies in the cap and document any changes (including updated site plans) or repairs made to the cap during the inspection period, and any other corrective actions warranted to protect the public from exposure to site soils.
UPPER CHARLES RAIL TRAIL: HOLLISTON, MA
HIGH LINE: NEW YORK CITY, NY
ATLANTA BELTLINE: ATLANTA, GA
END

MATTHEW_COFFING@CSX.COM