



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 8, 2021

Peter Whitfield
Sidley Austin LLP
1501 K Street, NW
Washington, D.C. 20005

Re: Docket No. FD 36514, Canadian National Railway Company et al. –
Control – Kansas City Southern et al. – Information Request No. 1

Dear Mr. Whitfield:

Consistent with 40 C.F.R. § 1506.5(b)(1), the Surface Transportation Board's Office of Environmental Analysis requests the following preliminary information, which is needed to initiate the environmental review in connection with the above-referenced proceeding:

- A. Provide the following information on rail traffic where transaction-related traffic would exceed the Board's thresholds at 49 C.F.R. § 1105.7(e)(5) (traffic levels shall be based on projections five years after the date of the anticipated year of the issuance of a final decision from the Board):¹
 1. Identify and map by state and milepost endpoints, each rail line segment that would experience an increase in transaction-related rail traffic of at least 100 percent (as measured in gross ton miles annually) or an increase of at least eight or more trains per day in areas designated as being in attainment for the primary air pollutants regulated under the Clean Air Act ("attainment areas"). For each identified segment, specify the number of existing trains per day (or gross ton miles annually) and the number of new transaction-related trains per day (or gross ton miles annually);
 2. Identify and map by state and milepost endpoints, each rail line segment that would experience an increase in transaction-related rail traffic of at least 50 percent (as measured in gross ton miles annually) or an increase of at least

¹ For example, if Canadian National Railway Company files its application in 2021, then the Board's final decision would likely be issued in 2022. Therefore, the forecast year for transaction-related rail traffic should be 2027.

three or more trains per day in areas designated as being in nonattainment for one or more of the primary air pollutants regulated under the Clean Air Act (“nonattainment areas”). For each identified segment, specify the number of existing trains per day (or gross ton miles annually) and the number of new transaction-related trains per day (or gross ton miles annually); and

3. Identify and map by state and community, each rail yard that would experience transaction-related increases in rail yard activity of at least 100 percent (measured by carload activity) or 20 percent (measured by carload activity) in attainment or nonattainment areas, respectively. For each identified rail yard, specify the existing carload activity and new transaction-related carload activity.
- B. Identify and map by state and community, any transaction-related rail line construction including the length and endpoints of each proposed rail line.
 - C. Identify and map by state, community, length, and milepost endpoints, any transaction-related rail line abandonments.
 - D. For rail segments on which transaction-related rail traffic would exceed the Board’s thresholds, and on which passenger rail traffic currently moves, identify and map by state and community, the number of passenger trains per day that currently move on each specified rail segments.
 - E. Identify and map by state and community, new transaction-related passenger rail traffic including trains per day and milepost endpoints of the new transaction-related passenger rail traffic. For each rail segment that would experience new transaction-related passenger rail traffic, specify the total number of freight trains (existing and new transaction-related) that would run on that same rail segment.
 - F. For transaction-related new rail traffic, identify and map by state and rail segments, any hazardous materials that would be moved. Furthermore, specify whether these commodities would move as components of larger trains or would move in unit train formations. In general terms, also identify the other commodities that would move with any transaction-related traffic.
 - G. Under the proposed transaction, for each rail line segment or rail yard that would exceed applicable thresholds, as well as any transaction-related rail line construction and rail line abandonments, provide the following information as applicable:
 1. Characterize adjacent land uses with the following designations:
 - Urban commercial/residential/mixed,
 - Industrial,

- Low, medium, or high density residential,
 - Schools,
 - Hospitals,
 - Agricultural/rural,
 - Forested, and
 - Other open space;
2. Provide numbers, locations, and mileposts of existing and proposed public at-grade crossings; and
 3. Provide maps, locations, and milepost endpoints of any existing quiet zones.

Please provide your response as soon as possible. If you have any questions, please feel free to contact me at 202-245-0300 or Dave Navecky at 202-245-0294. Thank you for your assistance in this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Danielle Gosselin". The signature is fluid and cursive, with the first name "Danielle" written in a larger, more prominent script than the last name "Gosselin".

Danielle Gosselin
Acting Director
Office of Environmental Analysis

cc: Terence Hynes