



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

October 20, 2022

William A. Mullins
Baker & Miller PLLC
Suite 300
2401 Pennsylvania Avenue, NW
Washington, D.C. 20037
Sent Via Email to: WMullins@bakerandmiller.com

Re: FD 36500 (Sub-No. 1), Illinois Central Railroad Company – Acquisition of a Line of Railroad Between Kansas City, Mo., and Springfield and East St. Louis, Ill. – Kansas City Southern Railway Company; Request Permission to Access **Various KCS Properties**

Dear Mr. Mullins:

As you know, on June 9, 2022, Canadian National Railway Company (CN) and its United States rail carrier affiliate, Illinois Central Railroad Company's (ICCR) (collectively, CN) filed an amended responsive application with the Surface Transportation Board (Board) requesting that the Board order the sale of the Kansas City Southern Railway Company's (KCS) rail line between Kansas City, Missouri and Springfield and East St. Louis, Illinois (Springfield Line) to CN (Proposed Divestiture) as a condition of any approval of the primary application filed jointly by Canadian Pacific et al. (CP) and KCS in Docket No. FD 36500. The Board's Office of Environmental Analysis (OEA), through Burns & McDonnell as OEA's independent third-party contractor, is in the process of preparing an environmental document that evaluates the potential effects of CN's proposal, pursuant to the National Environmental Policy Act (NEPA).

As part of our NEPA review, we must gather environmental information and data that will allow us to compare the potential environmental effects of the "Action" alternative or Proposed Divestiture, with the "No Action" alternative, or no divestiture. Some of this information may be obtained from available federal and state maps, databases, and literature. However, the best method for OEA to gather and analyze environmental data is to conduct on-the-ground environmental surveys. In order to take the requisite "hard look" under NEPA, we will need to conduct field studies at various KCS properties along the Springfield Line. Accordingly, we ask for your permission to access these properties to conduct such studies, as detailed below.

According to Mr. Stephen Thornhill, Burns & McDonnell Project Manager, the surveys should take roughly one-month to complete, preferably between mid-November and mid-

December to avoid adverse weather conditions. The survey team would consist of specialists in biology, hydrology, archaeology, history, noise, safety, traffic, safety. CN is not and will not be involved in any of the field work. If you allow access to KCS properties, the field studies would consist primarily of observation with the possibility of minor ground disturbance with a soil probe. Analytical equipment, such as noise and traffic monitors, may need to be set up for short periods of time. No materials would be removed from any property, and fenced locations would remain secure during and after the survey. Field personnel would drive slowly in and around the various KCS properties and strictly adhere to all speed limits and safety requirements.

If you grant access to KCS's property, we would provide you with advanced notification of the surveys that we would like to conduct. We would also provide additional details regarding how specific surveys would be conducted, the time of day the survey would take place, the number of field staff required to conduct the survey, and the duration of the survey.

Specific site locations include:

1. On the KCS Springfield Subdivision, the rail line segment between Roodhouse Illinois and Murrayville, Illinois;
2. On the KCS Springfield Subdivision, the rail line segment between Murrayville, Illinois and Springfield, Illinois;
3. On the KCS Godfrey Subdivision, the rail line segment between Roodhouse, Illinois and Godfrey, Illinois;
4. On the KCS Mexico Subdivision, the westernmost portion (approximately 20 miles) of the rail line segment between Kansas City, Missouri and Slater, Missouri;
5. Six existing siding locations in Grain Valley, Harmony, Mexico West and Bowling Green in Missouri; and Pleasant Hill and Roodhouse in Illinois;
6. One proposed siding relocation in Blackburn, Missouri;
7. One proposed new siding in Cockrell, Illinois along the existing rail line between Kansas City, Missouri and Springfield, Illinois;
8. East St. Louis Yard/Proposed Intermodal Terminal in Illinois for proposed construction of 6,000 track feet with intermodal pads and accompanying pavement; 5,000 track feet for loading/unloading and car storage; and development of approximately 25 acres of land for necessary roadways, parking, and truck areas;
9. International Freight Gateway terminal in Missouri for proposed construction of 20,000 track feet (with pad) and storage, and accompanying pavement; and 6,600 track feet for loading/unloading and storage, roadways and railhead parking and truck areas; and
10. Roodhouse Yard in Illinois for proposed construction of 5,000 feet of new yard track.

OEA is happy to discuss any concerns you may have regarding the timing, methods, and personnel for the environmental surveys. While we recognize that these surveys would occur during KCS's business hours, we are committed to ensuring that our activities are conducted in a safe and minimally disruptive manner and invite you to call if you have any concerns or questions.

Please respond by **October 28, 2022** to Diana Wood, Surface Transportation Board, 395 E Street SW, Washington, DC 20423-0001 or by email at Diana.Wood@stb.gov. If you have

any questions about this letter, the surveys being conducted, or access locations, please reach out to me at 202-245-0300 or Diana Wood, the OEA Project Manager, at 202-245-0302 or by email. Thank you for your time and consideration.

Sincerely,

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

Danielle Gosselin
Director
Office of Environmental Analysis