



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

November 3, 2022

Douglas Lankford
Chief
Miami Tribe of Oklahoma
PO Box 1326
Miami, OK 74355

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 for Comments**

Dear Mr. Lankford:

This letter requests comments on the amended “responsive” application filed by Canadian National Railway Company (CN) and its United States rail carrier affiliate, Illinois Central Railroad Company (ICCR) (collectively, CN), on June 9, 2022, in Docket No. FD 36500 (Sub-No. 1). In that application,¹ CN requests that the Surface Transportation Board (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). See attached maps. CN’s filing was submitted in response to a primary application filed jointly by Canadian Pacific et al. (CP) and KCS in Docket No. FD 36500, seeking Board authority for CP to acquire KCS.² The proposed acquisition of KCS by CP is the subject of a separate ongoing environmental review by the Board.³ Should the Board authorize both the primary application and the Proposed Divestiture, then CP would be ordered to sell the Springfield Line to CN upon completion of CP’s acquisition of KCS.

¹ CN had filed a responsive application on February 28, 2022. However, in response to an apparent inconsistency in certain data filed in Docket No. 36500, the Board provided time for CP and KCS to address the inconsistency and for all interested parties to refile their respective applications.

² Other responsive applications are pending before the Board in Docket No. FD 36500 (Sub-Nos. 2-4) but are not discussed here because those applications are exempt from environmental review.

³ The Board issued a Draft Environmental Impact Statement (EIS) on the primary application in Docket No. FD 36500 on August 5, 2022, and requested public comments on the Draft EIS by October 14, 2022. More information regarding the environmental review of the proposed acquisition of KCS by CP can be found on the project-specific website (www.CP-KCSMergerEIS.com) or on the Board’s website at www.stb.gov by conducting a search for Docket No. FD 36500.

Before deciding whether to authorize the Proposed Divestiture, the Board must first evaluate the potential environmental impacts of CN's proposal in accordance with the National Environmental Policy Act (NEPA) (42 U.S.C. §§ 4321-4370m-12) and the Board's environmental regulations at 49 C.F.R. Part 1105. To comply with NEPA, the Board's Office of Environmental Analysis (OEA) is conducting an environmental review of the Proposed Divestiture separately from, but concurrently with, the ongoing environmental review of the proposed acquisition of KCS by CP. Although the Proposed Divestiture could only occur if CP is authorized to acquire KCS, the environmental reviews for the two proposals are being conducted separately because they involve different railroad applicants and largely distinct sets of potential environmental impacts that would occur in different geographic areas.

The purpose of this letter is to advise you of the Proposed Divestiture and request information from your tribe on the environmental resources under your jurisdiction that could be affected by the Proposed Divestiture and permits and approvals that could be required. The environmental review of the Proposed Divestiture will help inform the Board in making its decision about whether to approve CN's proposal and, if so, whether and what environmental mitigation conditions to impose.

Project Description

The Proposed Divestiture proceeding requests that the Board order the sale of approximately 370 miles of KCS's Springfield Line in Missouri and Illinois. In connection with the sale of the Springfield Line, CN also seeks a 50% equity interest in KCS's International Freight Gateway terminal (IFG Terminal) south of Kansas City. See attached map.

CN states that its proposal to acquire the Springfield Line if the Board authorizes CP to acquire KCS would preserve and enhance competition between Kansas City and Chicago; introduce new single-line rail automotive and intermodal service between Michigan/Eastern Canada and Kansas City; and establish a more direct route for rail traffic between Canada and the Midwest and East St. Louis. CN estimates that more than 80,000 long-haul trucks would be removed from the highways each year as a result of the Proposed Divestiture and that this would generate public benefits by reducing greenhouse gas emissions, highway congestion and maintenance.

According to CN, the Proposed Divestiture would involve (1) operational changes (e.g., an increase in average trains per day) on certain segments of the Springfield Line as well as some contiguous segments of CN's Gilman Line and CN's St. Louis Line that would exceed the Board's thresholds for environmental review at 49 C.F.R. § 1105.7(e) (see further discussion below); (2) changes in activity at some rail yards and intermodal facilities that would exceed the Board's thresholds for environmental review; (3) capital improvements within the existing rail right-of-way and at yards/intermodal facilities; and (4) changes at intermodal facilities that would result in an average increase of truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on affected road segments.

Environmental Review

The Board's thresholds for assessing environmental impacts from increased rail traffic on rail lines in railroad acquisition proceedings are an increase in rail traffic of at least 100 percent as measured in gross ton-miles annually (GTM) or an increase in rail traffic of at least eight trains per day in areas classified as being in attainment under the Clean Air Act. For rail lines located in nonattainment areas, environmental impacts are assessed if they would experience an increase in rail traffic of at least 50 percent as measured in GTMs or an increase of at least three trains per day. 49 C.F.R. §§ 1105.7(e)(5)(i)-(ii). For the Proposed Divestiture, CN projects that the Board's environmental thresholds for GTM (but not for trains per day) would be met or exceeded along 11 rail line segments, including four segments of the KCS Springfield Line, four segments of the CN Gilman Line, and three segments of the CN St. Louis Line. See attached map. Of these line segments, CN estimates that seven are located in attainment areas and four are located in non-attainment areas. Therefore, OEA will evaluate the potential environmental impacts that could result from increased rail traffic on those 11 rail line segments.

At rail yards and intermodal facilities, the air quality thresholds include an increase of at least 100% in rail carload activity for areas classified as being in attainment or 20% in rail carload activity for areas in nonattainment. 49 C.F.R. §§ 1105.7(e)(5)(i)-(ii). CN projects that the Proposed Divestiture would result in increases in operational activity that would exceed the Board's thresholds at the East St. Louis Yard/Intermodal Terminal in Illinois and at CN's Detroit Intermodal Yard in Michigan. See attached map. Therefore, OEA will evaluate the potential environmental impacts that could result from increased operational activity at those facilities.

To support the projected increases in rail traffic, CN plans to make eight capital improvements within the existing rail right-of-way (ROW). These would include extending six existing passing sidings, adding one new siding passing, and relocating one passing siding on the Springfield Line. In Missouri, the improvements would occur at Grain Valley, Harmony, Mexico West, Bowling Green, and Blackburn; and in Illinois, improvements would occur at Pleasant Hill, Roodhouse and Cockrell. In addition, CN plans to make capital improvements at the East St. Louis Yard/Intermodal Terminal in Illinois by constructing 6,000 track feet with intermodal pads and accompanying pavement and 5,000 track feet for loading/unloading and car storage; and developing approximately 25 acres of land for necessary roadways, parking, and truck areas. At IFG Terminal in Missouri, CN proposes to construct 20,000 track feet with pad, storage and accompanying pavement, and 6,600 track feet for loading/unloading and storage, roadways and railhead parking and truck areas. At Roodhouse Yard in Illinois, CN would construct 5,000 feet of new yard track. Railroads have the right to increase efficiency by improving their rail lines and rerouting their traffic without seeking authority from the Board. Therefore, railroad capital improvements that are designed to improve operational efficiency (such as sidings, double tracking, and industry track) typically do not require Board authorization or environmental review by OEA. Where, as here, planned capital improvements are related to a proposal requiring Board approval, however, OEA considers, as appropriate, the potential environmental impacts from such planned capital improvements on a case-by-case basis. In this case, CN has stated that the planned capital improvements are necessary to accommodate the projected increase in rail traffic and has sufficiently identified the location and general layout of the planned capital improvements to support an environmental review. Therefore, OEA will

assess the potential impacts of the planned capital improvements as part of the NEPA review of the Proposed Divestiture.

Lastly, OEA will evaluate changes at intermodal facilities that would result in an average increase of truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment. See 49 C.F.R. §§ 1105.7(e)(5)(i)-(ii). These include: IFG Terminal in Missouri; East St. Louis Intermodal Terminal in Illinois; and Detroit Intermodal Yard in Michigan.

CN projects that transaction-related rail traffic would primarily consist of intermodal containers, assembled automobiles, and carloads of grain. CN does not anticipate any transaction-related shipments of hazardous materials. Nor is CN aware of any current or foreseeable passenger rail service, including Amtrak service, on any of the 11 rail line segments to be evaluated.

In short, based on the information available to date, OEA will evaluate the potential environmental impacts associated with the increased rail traffic, increased operational activity, and capital improvements described above and compare these impacts to the No-Action Alternative, which would occur if the Board were to authorize CP to acquire KCS in Finance Docket No. 36500 but deny CN's amended responsive application for the Proposed Divestiture of the Springfield Line from CP to CN in Finance Docket No. 36500 (Sub-No. 1). OEA's environmental review will evaluate impacts from the Proposed Divestiture related to freight rail safety; rail/roadway at-grade crossing (grade crossing) safety; grade crossing delay; truck-to-rail diversions; intermodal facility traffic; noise and vibration; air quality and climate change; energy; cultural resources; hazardous materials releases sites; biological resources; water resources; environmental justice; and cumulative impacts.

Request for Comments

We appreciate your assistance in identifying whether any resources of concern to your tribe may be affected by the Proposed Divestiture and welcome any additional issues or concerns that you consider appropriate. To submit comments electronically through the Board's website at <https://www.stb.gov>, select "File an Environmental Comment" below the "Need Assistance?" button. Be sure to include the docket number "Docket No. FD 36500 (Sub-No. 1)." Log-in accounts are not needed to file environmental comments electronically, and brief comments can be typed in the comment field, and lengthier comments can be attached as Word, Adobe Acrobat, or other file formats.

Alternatively, comments submitted by mail should be addressed to: Diana Wood, Surface Transportation Board, 395 E Street SW, Washington, DC 20423-0001, Attention: Environmental Filing, Docket No. FD 36500 (Sub-No. 1). You may also submit comments to OEA's third-party consultant Burns & McDonnell at:

Diana Wood
c/o Stephen Thornhill
Burns & McDonnell

9400 Ward Parkway
Kansas City, MO 64114

We have also included a Consultation Questionnaire to assist you in participating in the Project and help us with your level of involvement. Please complete and return the questionnaire to us also by December 9, 2022.

If you have any questions, please feel free to contact Diana Wood, OEA's Project Manager for the environmental review, at 202-245-0302 or by email at Diana.Wood@stb.gov.
Please send your responses by December 9, 2022.

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
Director
Office of Environmental Analysis

Map Attachments
Consultation Questionnaire

CONSULTATION QUESTIONNAIRE

Miami Tribe of Oklahoma Tribe

Docket No. 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.

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ We have no interests in the proposed divestiture of the Kansas City Southern rail line between Kansas City, Missouri and East St. Louis, Illinois and further consultation with our Tribe is not necessary.

_____ We want to continue to receive project information by mail or email and participate in the public involvement process. Please specify email and/or mailing address

_____ We have interest in the proposed divestiture of the Kansas City Southern rail line between Kansas City, Missouri and East St. Louis, Illinois and want to participate in government to-government consultation.

Name of Miami Tribe of Oklahoma Tribe designated contact:

Name: _____

Email: _____

Phone: _____

Signed: _____

Date: _____

Please email to: Diana.Wood@stb.gov

Or mail to:

Diana Wood
c/o Stephen Thornhill
Burns & McDonnell
9400 Ward Parkway
Kansas City, MO 64114



Figure 1:
KCS Divestiture to CN
Line Segments and
Facility Improvement Projects
for EA Evaluation

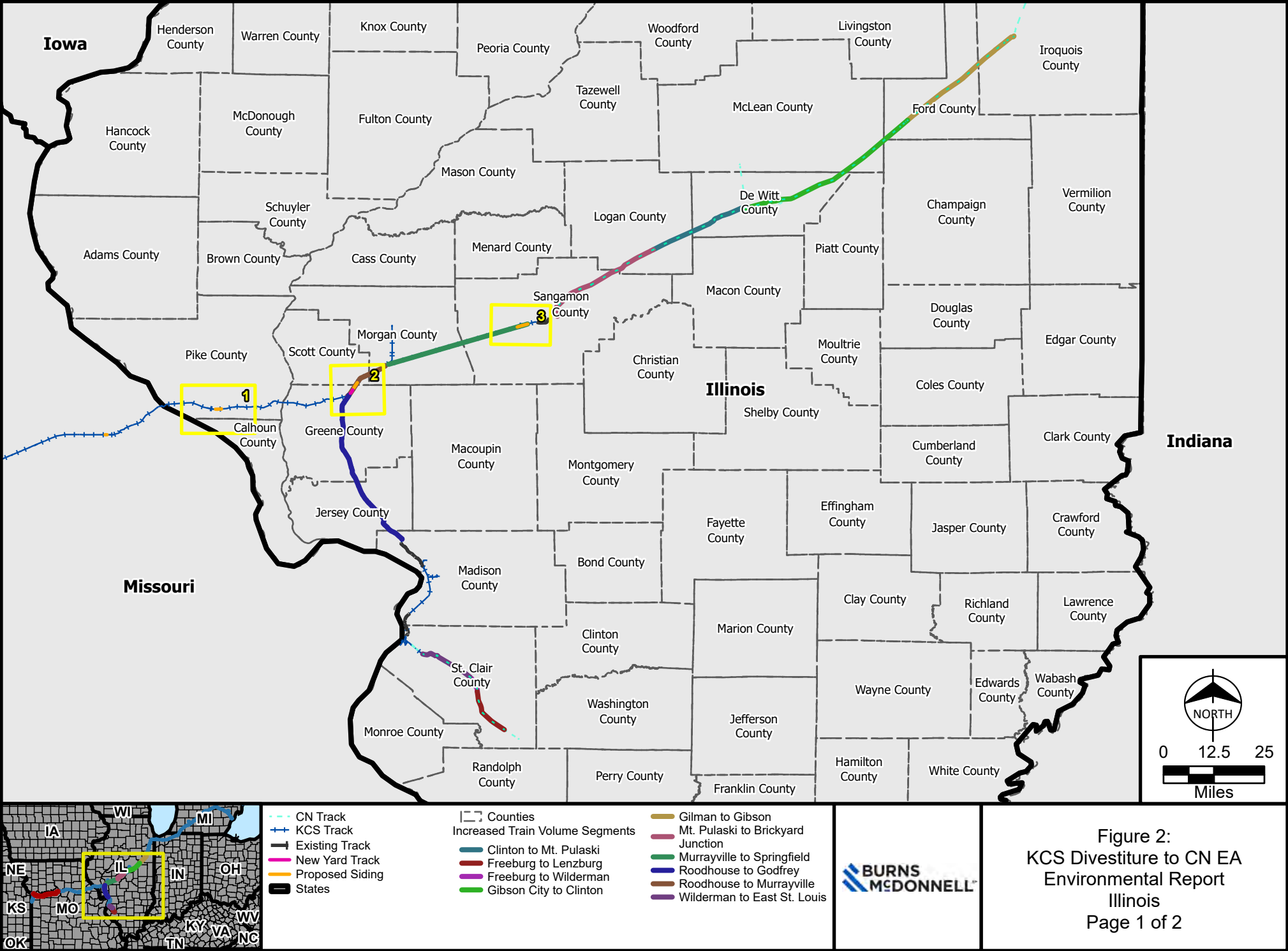
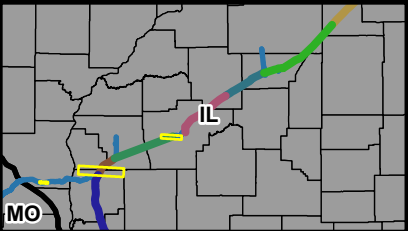
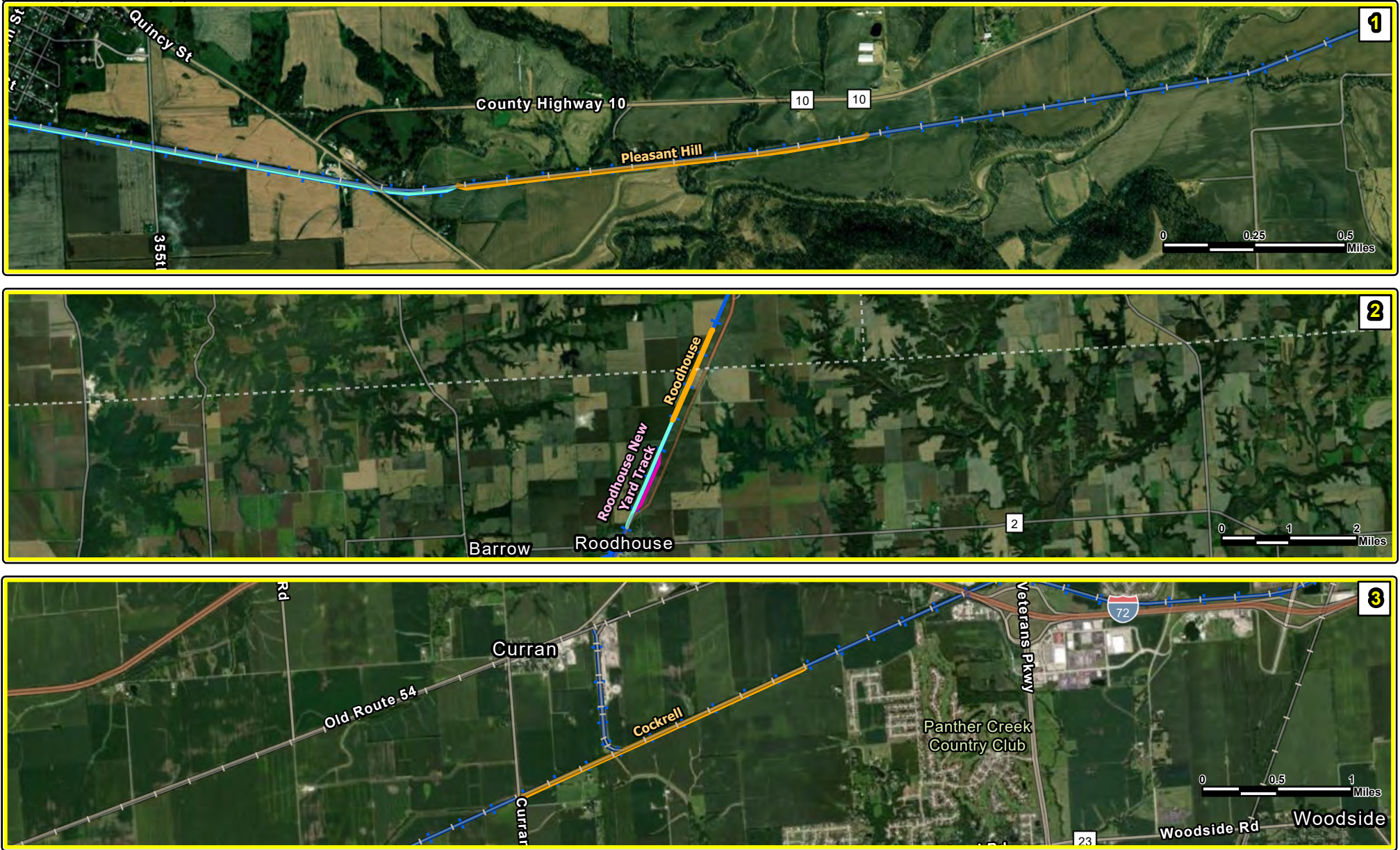


Figure 2:
KCS Divestiture to CN EA
Environmental Report
Illinois
Page 1 of 2



- + KCS Track
- Proposed Siding
- Existing Siding
- New Yard Track



BURNS
MCDONNELL

Figure 2:
KCS Divestiture to CN EA
Facility Improvement Projects
Illinois
Page 2 of 2

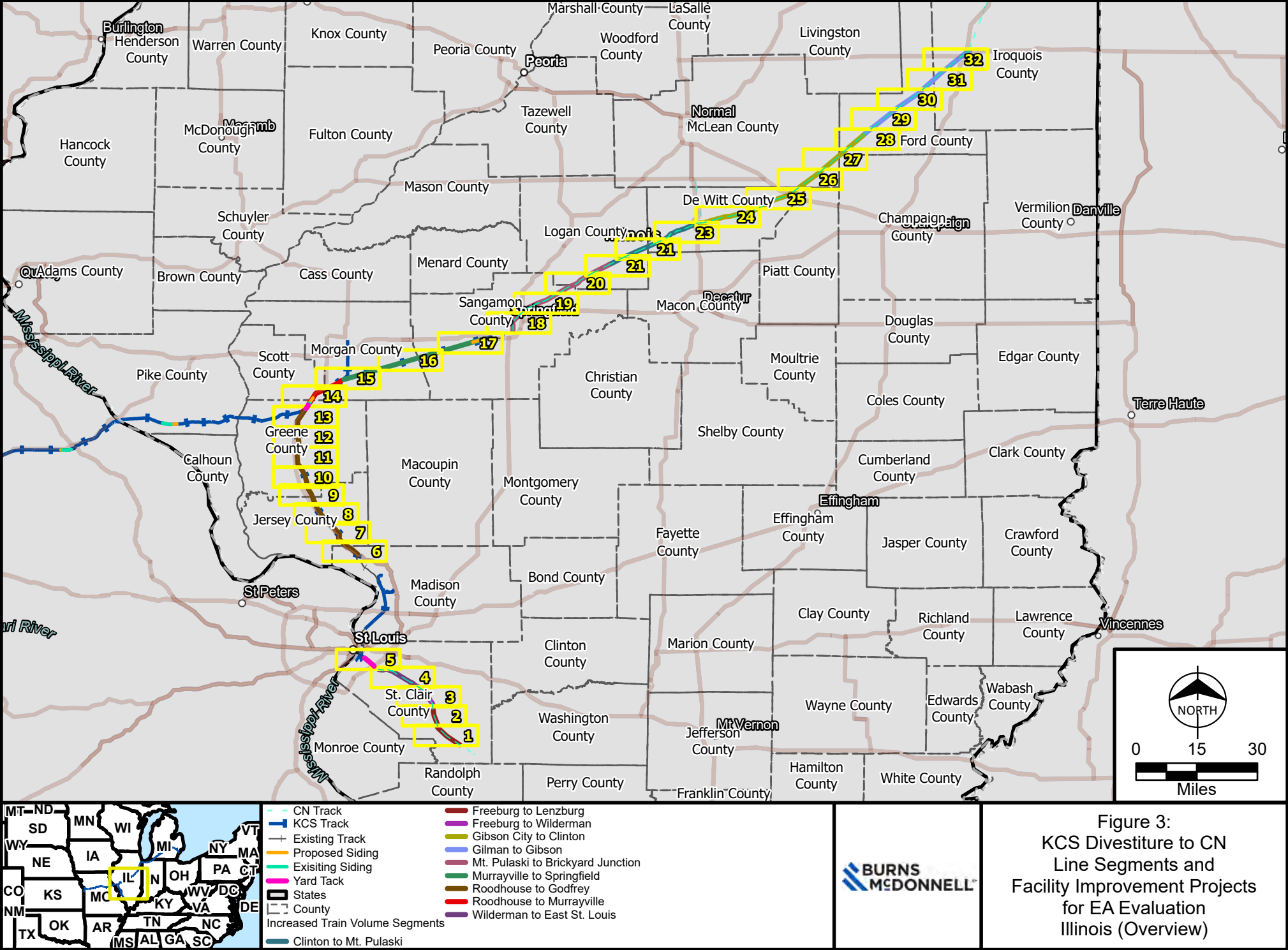
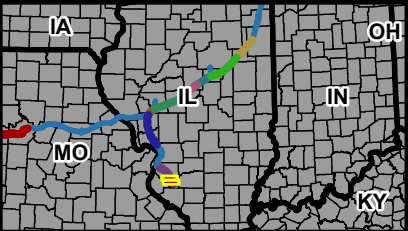


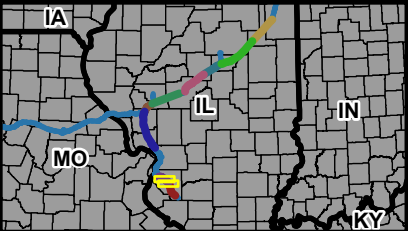
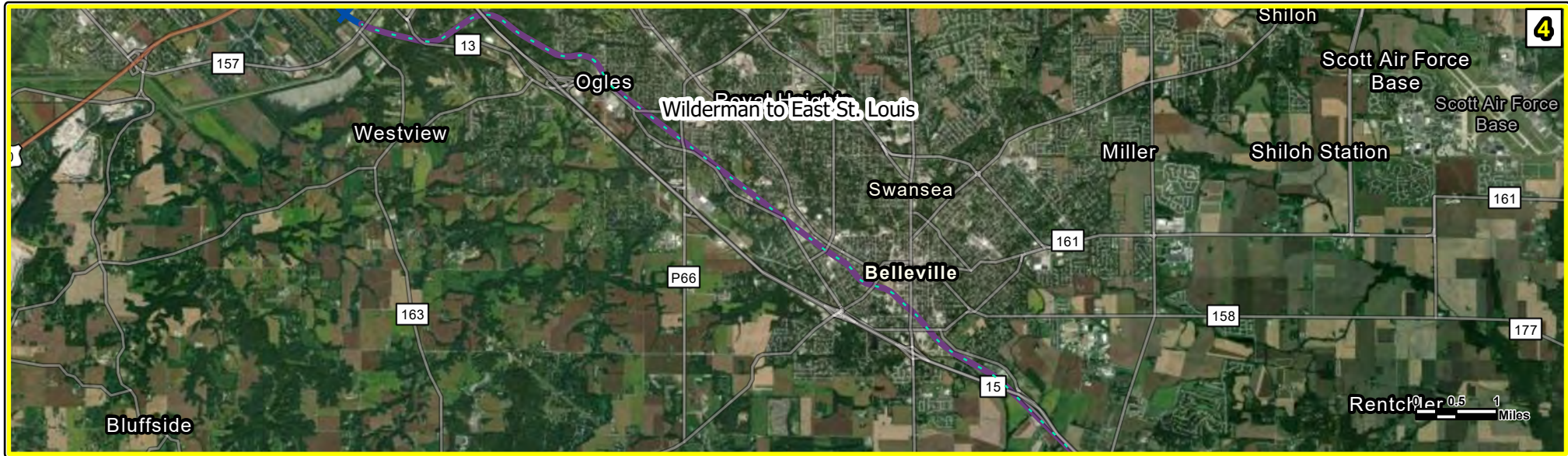
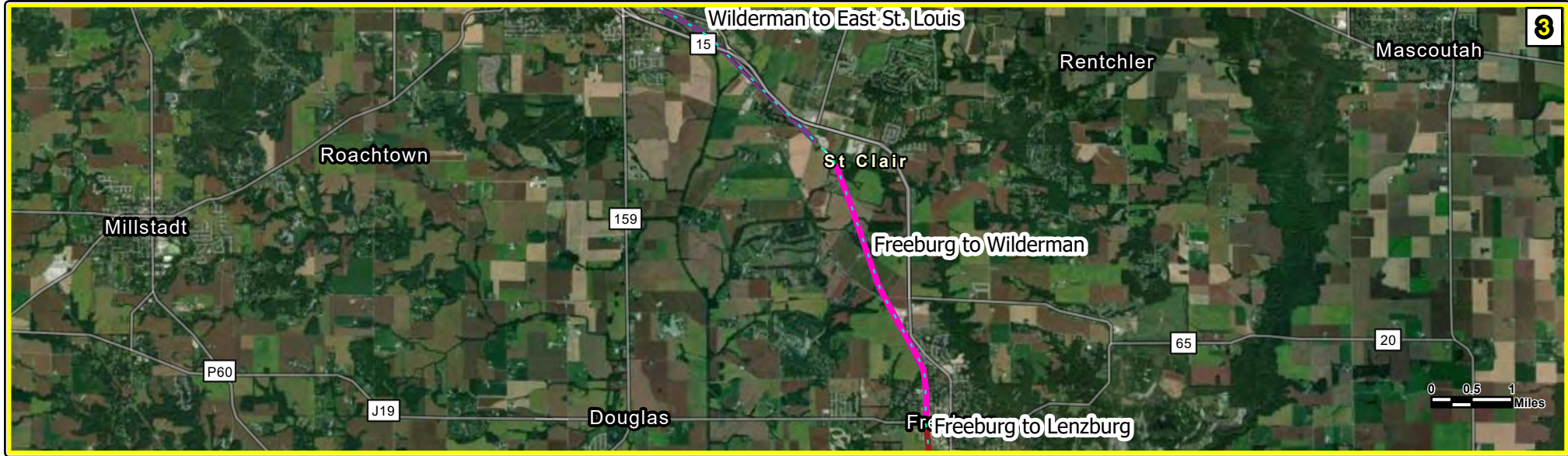
Figure 3:
KCS Divestiture to CN
Line Segments and
Facility Improvement Projects
for EA Evaluation
Illinois (Overview)



--- CN Track
Increased Train Volume Segments
— Freeburg to Lenzburg
— Freeburg to Wilderman



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 1 of 16



— — — CN Track

Increased Train Volume Segments

Name

- Freeburg to Lenzburg
- Freeburg to Wilderman
- Wilderman to East St. Louis

NORTH



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 2 of 16

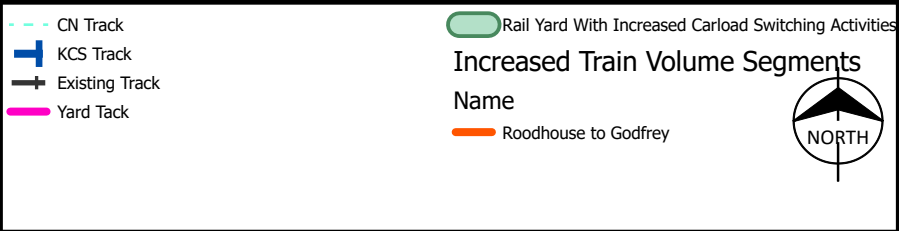
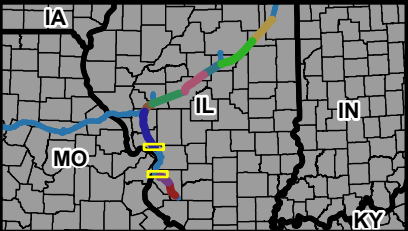
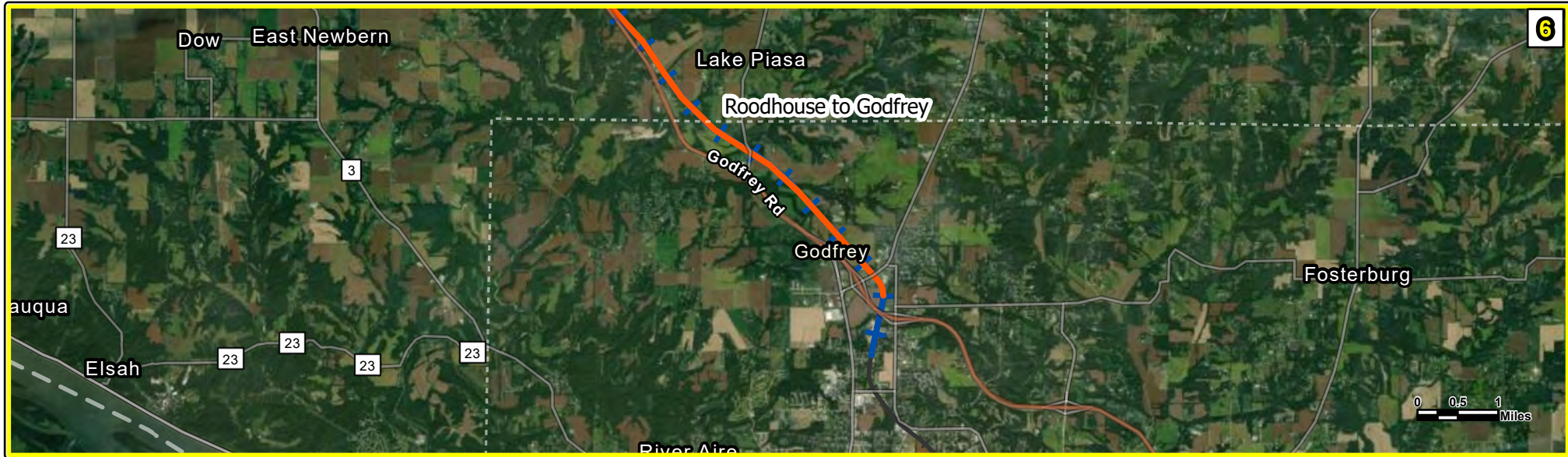
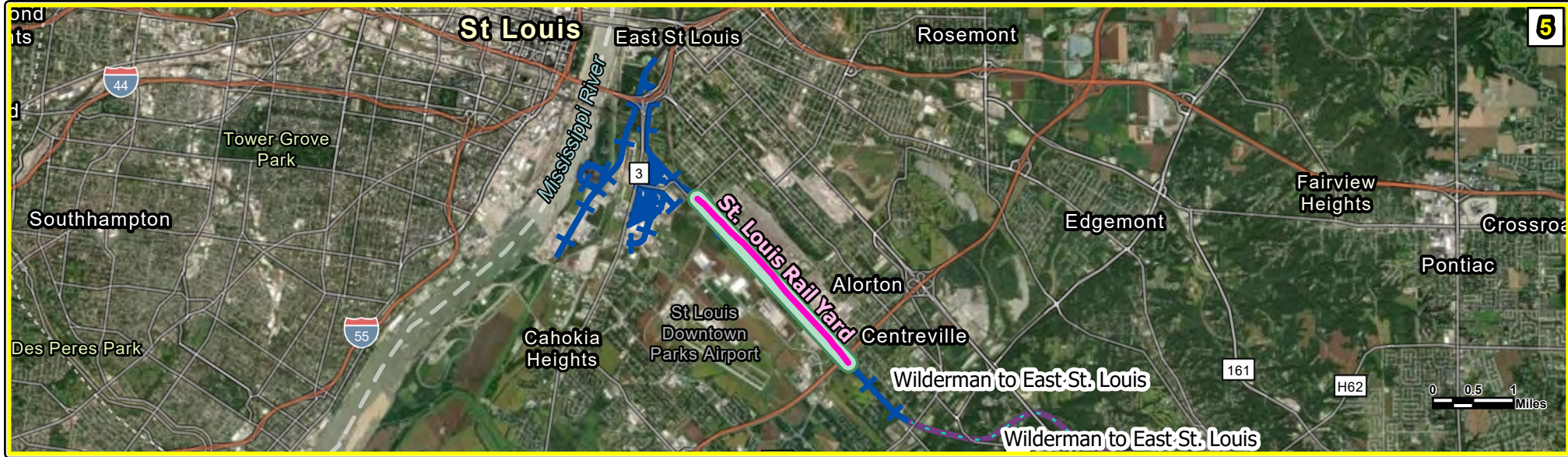
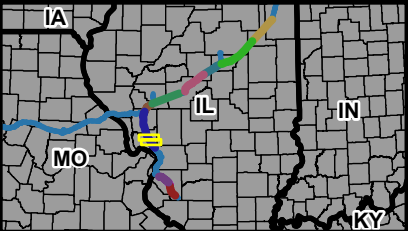
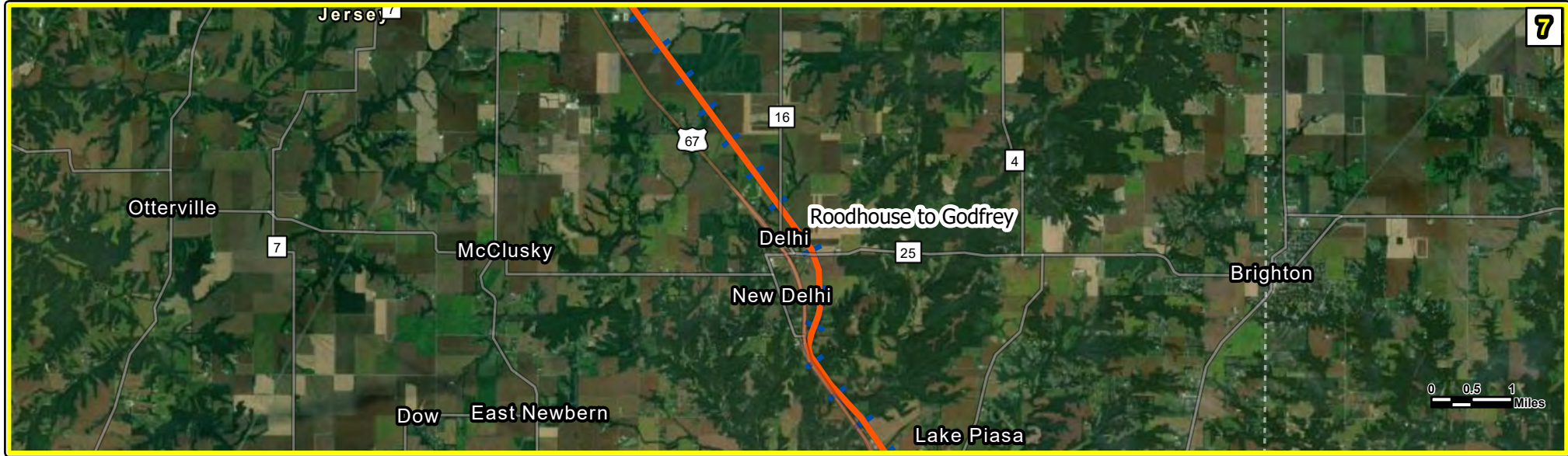


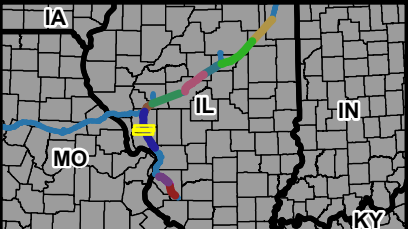
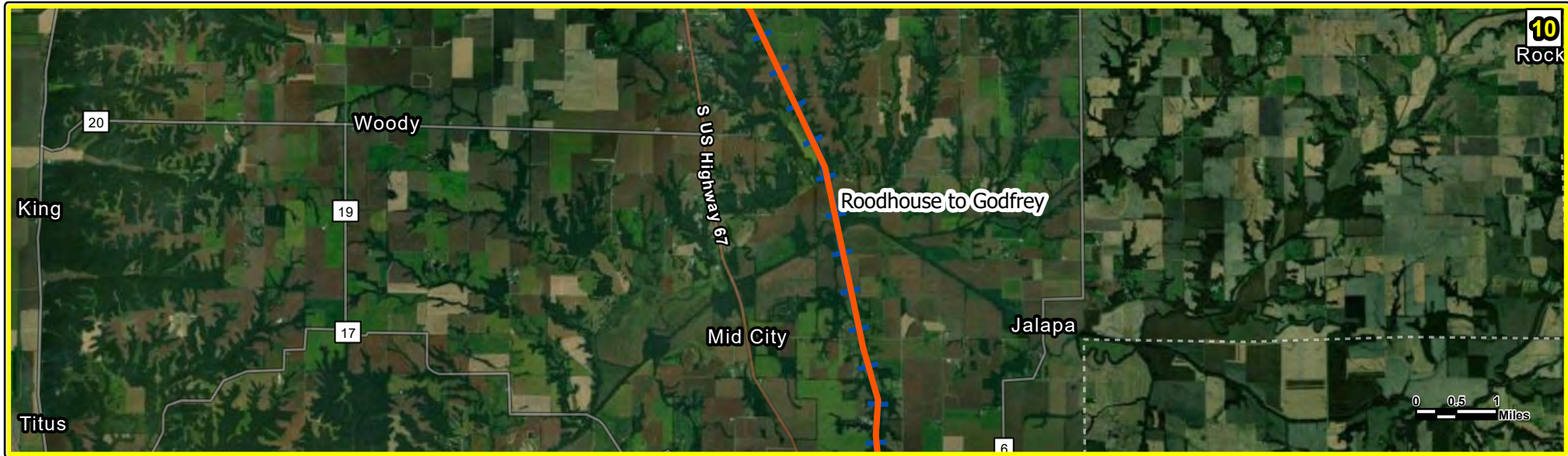
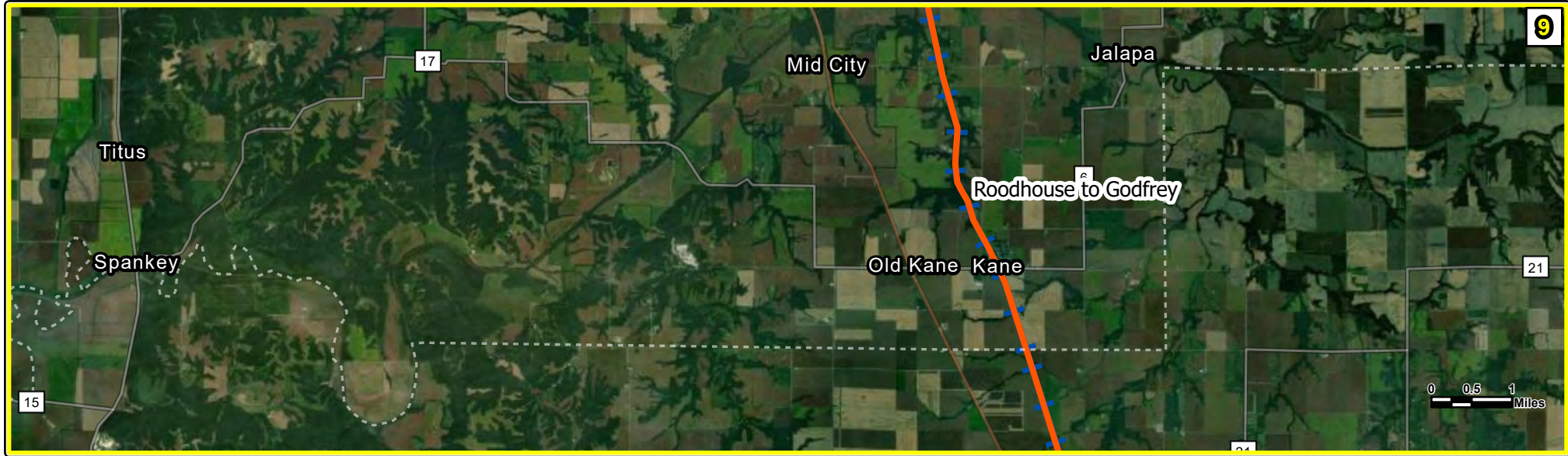
Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 3 of 16



- KCS Track
- Increased Train Volume Segments
- Name
- Roodhouse to Godfrey



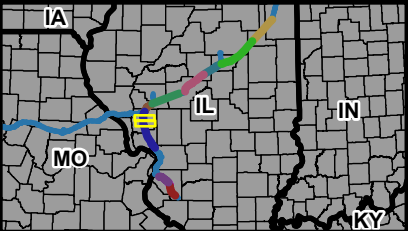
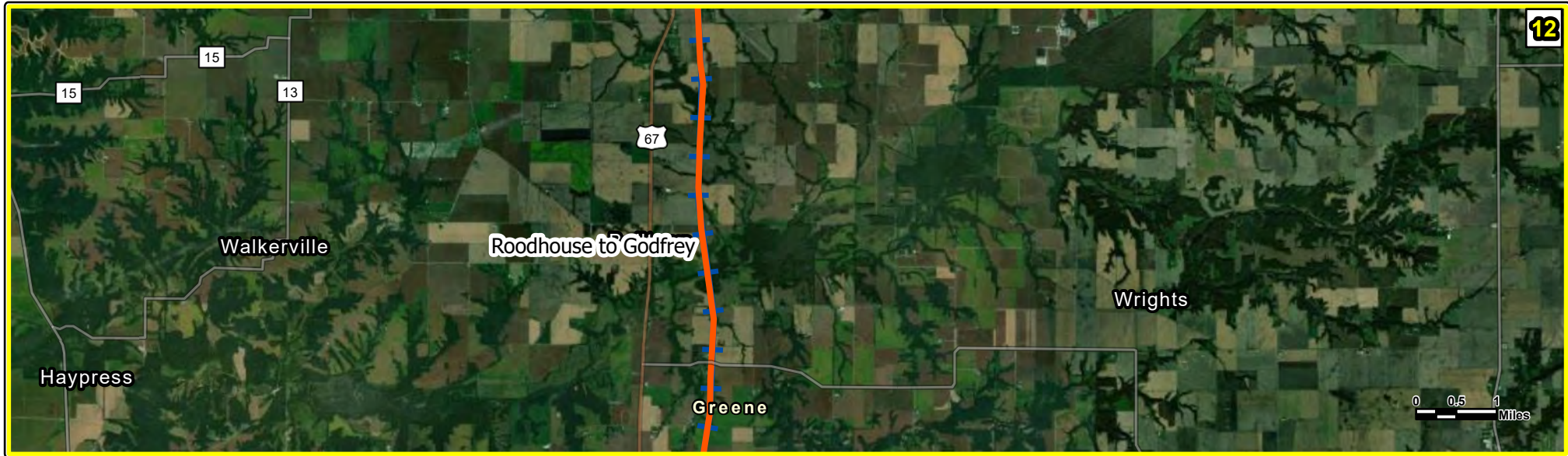
Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 4 of 16



-  KCS Track
- Increased Train Volume Segments**
- Name**
-  Roodhouse to Godfrey



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 5 of 16



+

KCS Track

Increased Train Volume Segments

Name

Roodhouse to Godfrey



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 6 of 16

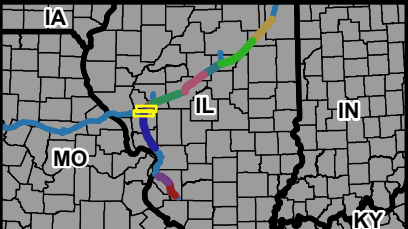
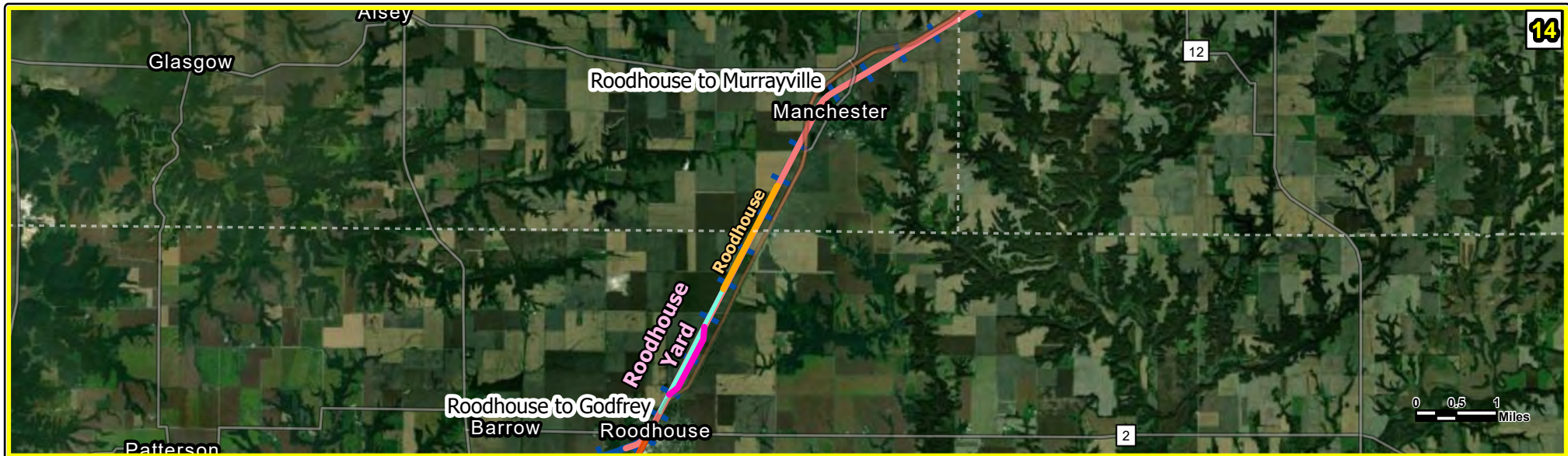
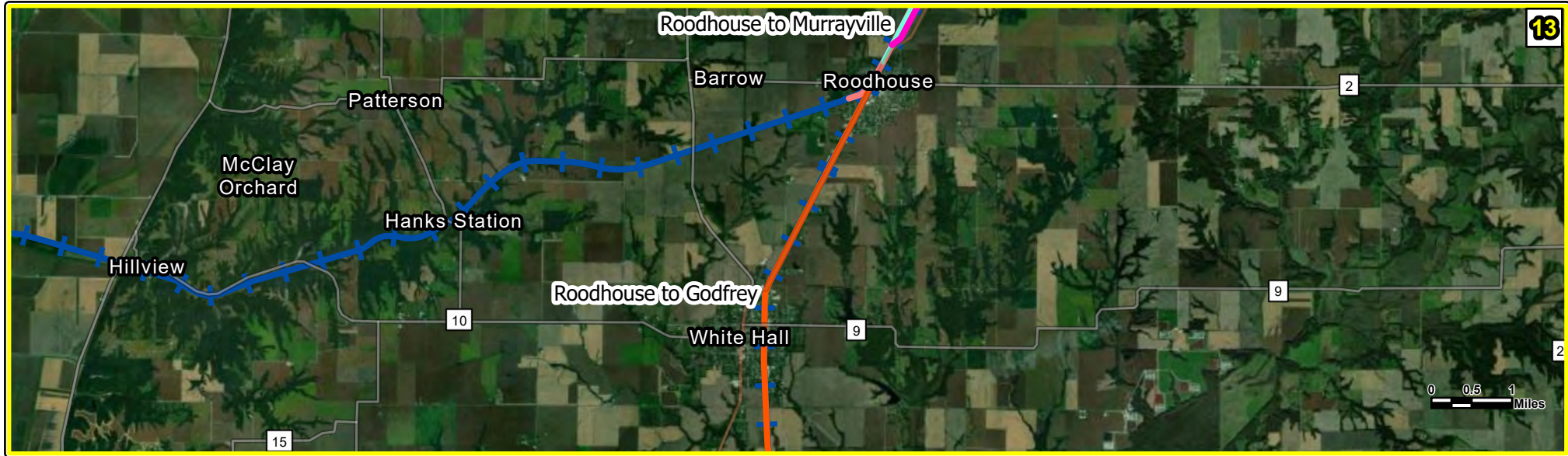
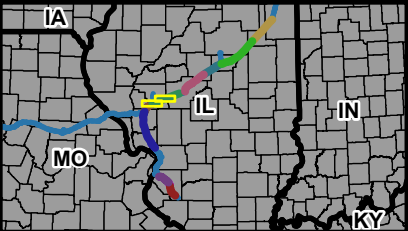
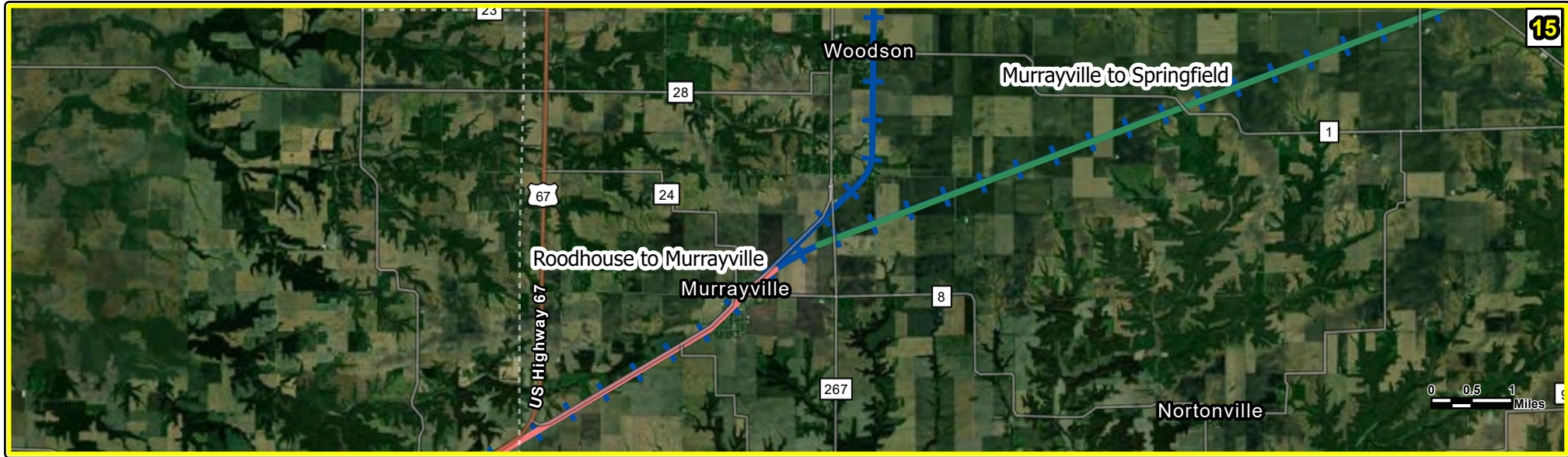


Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
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 KCS Track

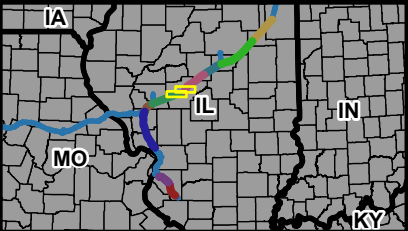
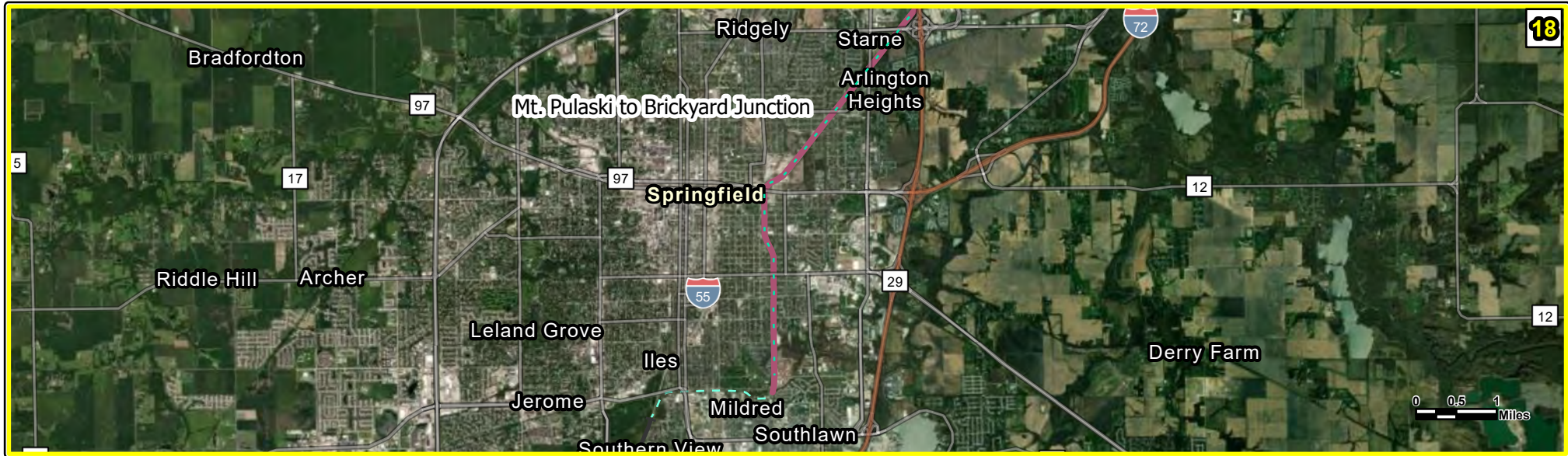
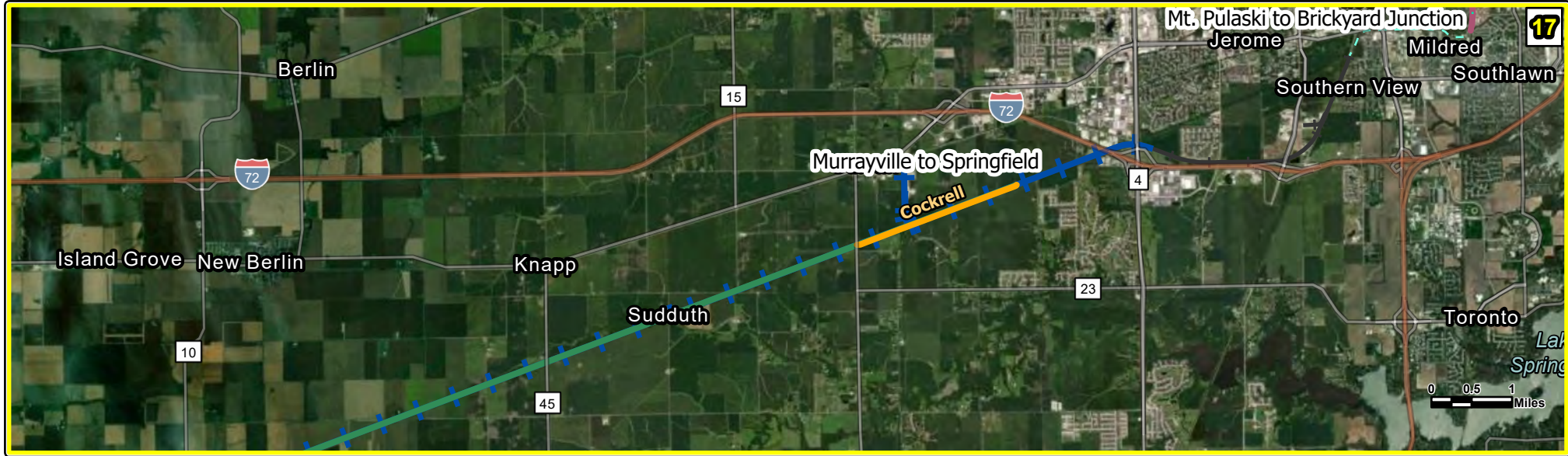
Increased Train Volume Segments

Name

-  Murrayville to Springfield
-  Roodhouse to Murrayville



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 8 of 16



Increased Train Volume Segments

Name

- Mt. Pulaski to Brickyard Junction
- Murrayville to Springfield

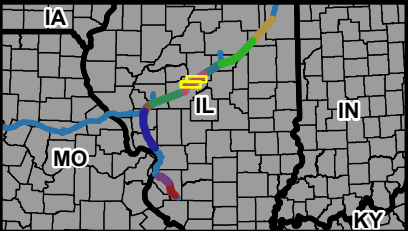
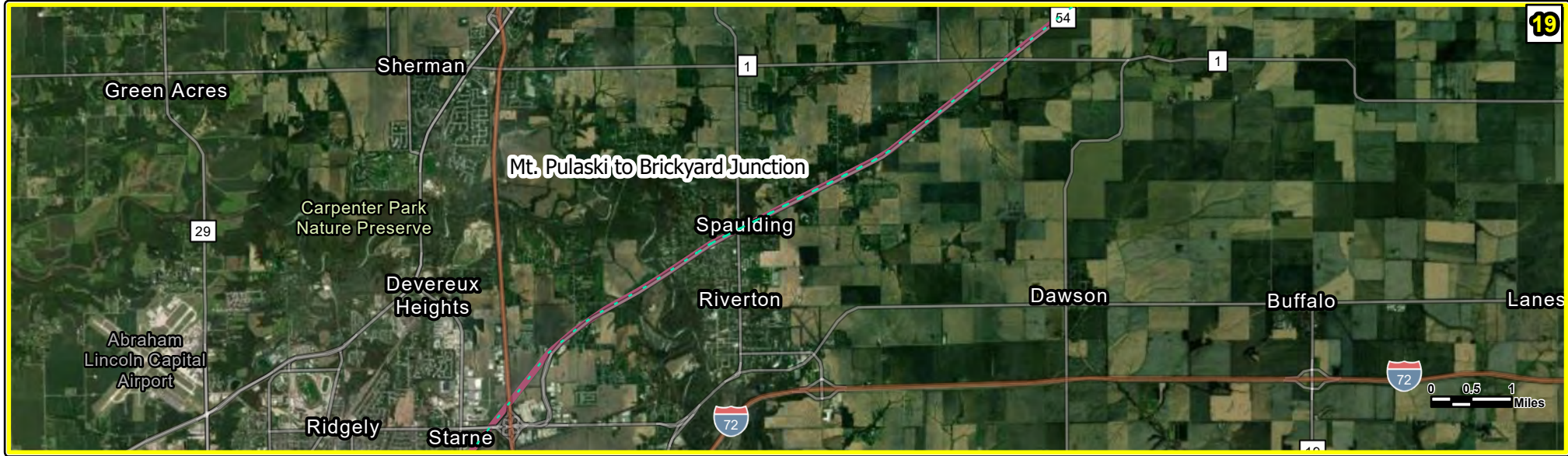
Legend:

- CN Track
- + KCS Track
- Existing Track
- Proposed Siding

North Arrow



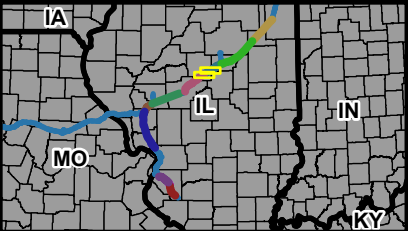
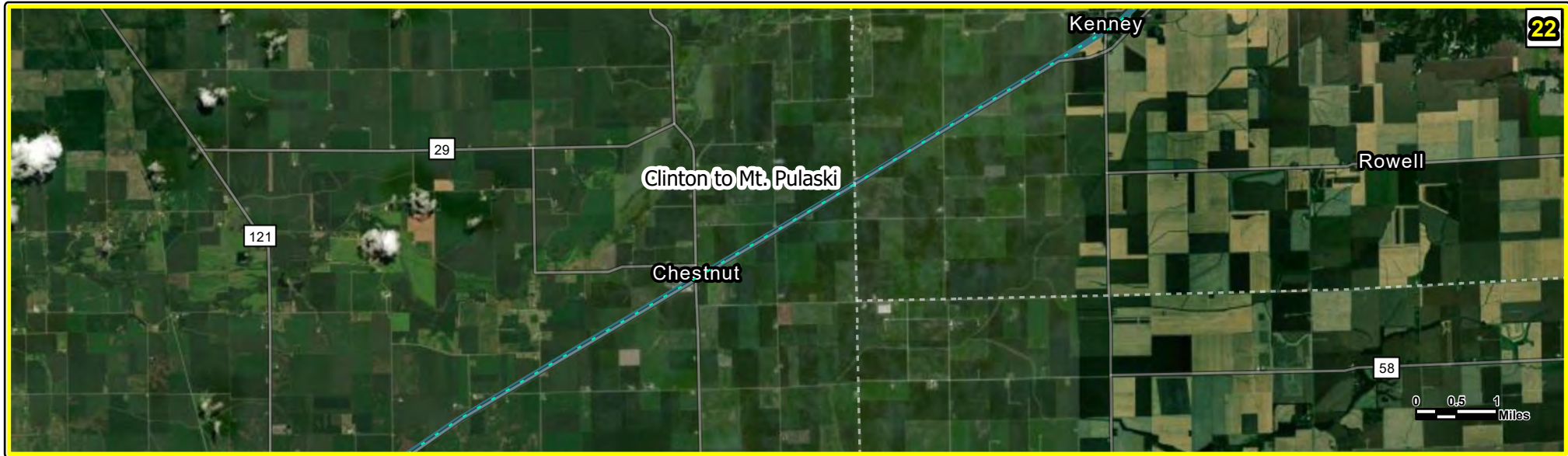
Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
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--- CN Track
Increased Train Volume Segments
Name
— Mt. Pulaski to Brickyard Junction



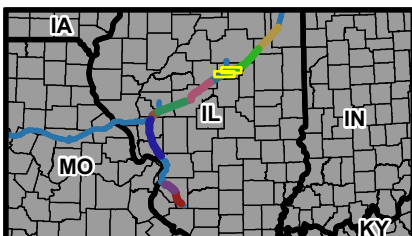
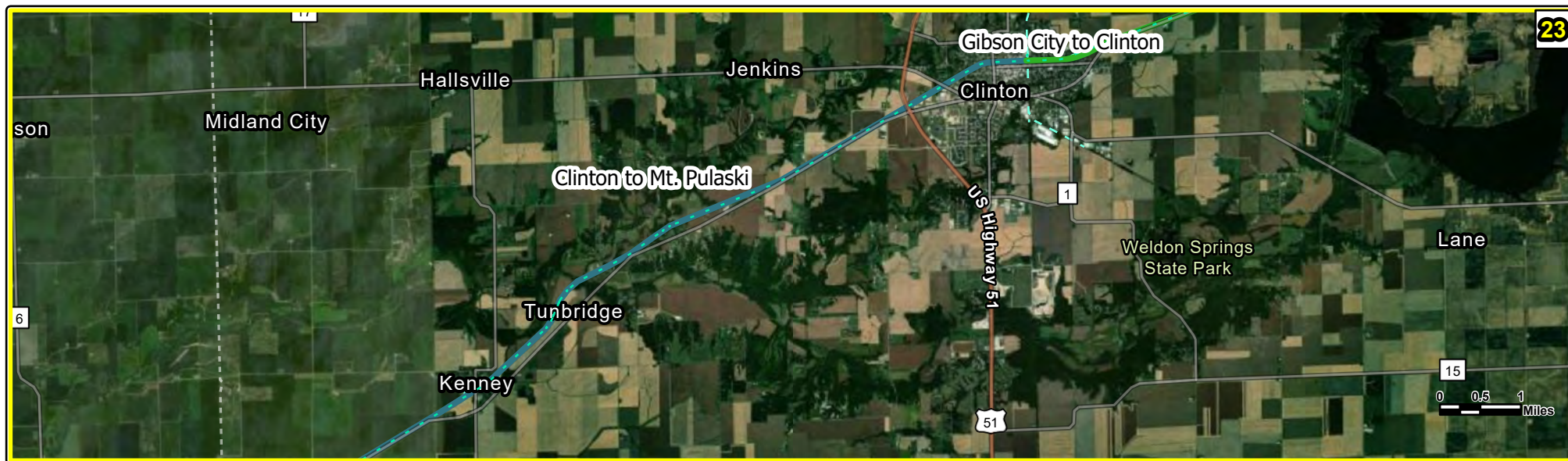
Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
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- CN Track
- Increased Train Volume Segments
- Name
- Clinton to Mt. Pulaski
 - Mt. Pulaski to Brickyard Junction



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
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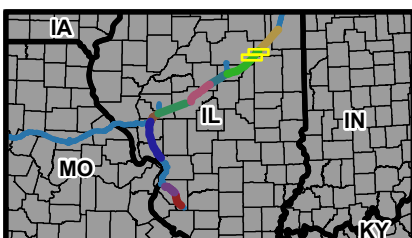
Increased Train Volume Segments

Name

- Clinton to Mt. Pulaski
- Gibson City to Clinton



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 12 of 16



Increased Train Volume Segments

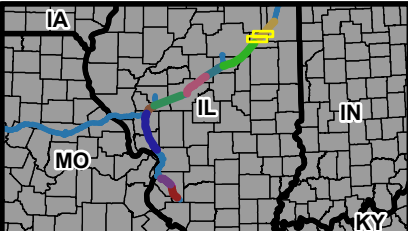
Name

- Gibson City to Clinton
- Gilman to Gibson



**BURNS
MCDONNELL**

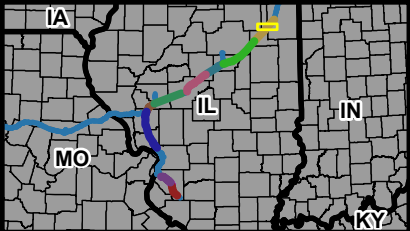
Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
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- - - - - CN Track
 Increased Train Volume Segments
 Name
 ——— Gilman to Gibson



Figure 3:
 KCS Divestiture to CN EA
 Rail Line Exceeding Traffic Increase
 Illinois
 Page 15 of 16



..... CN Track

Increased Train Volume Segments

Name

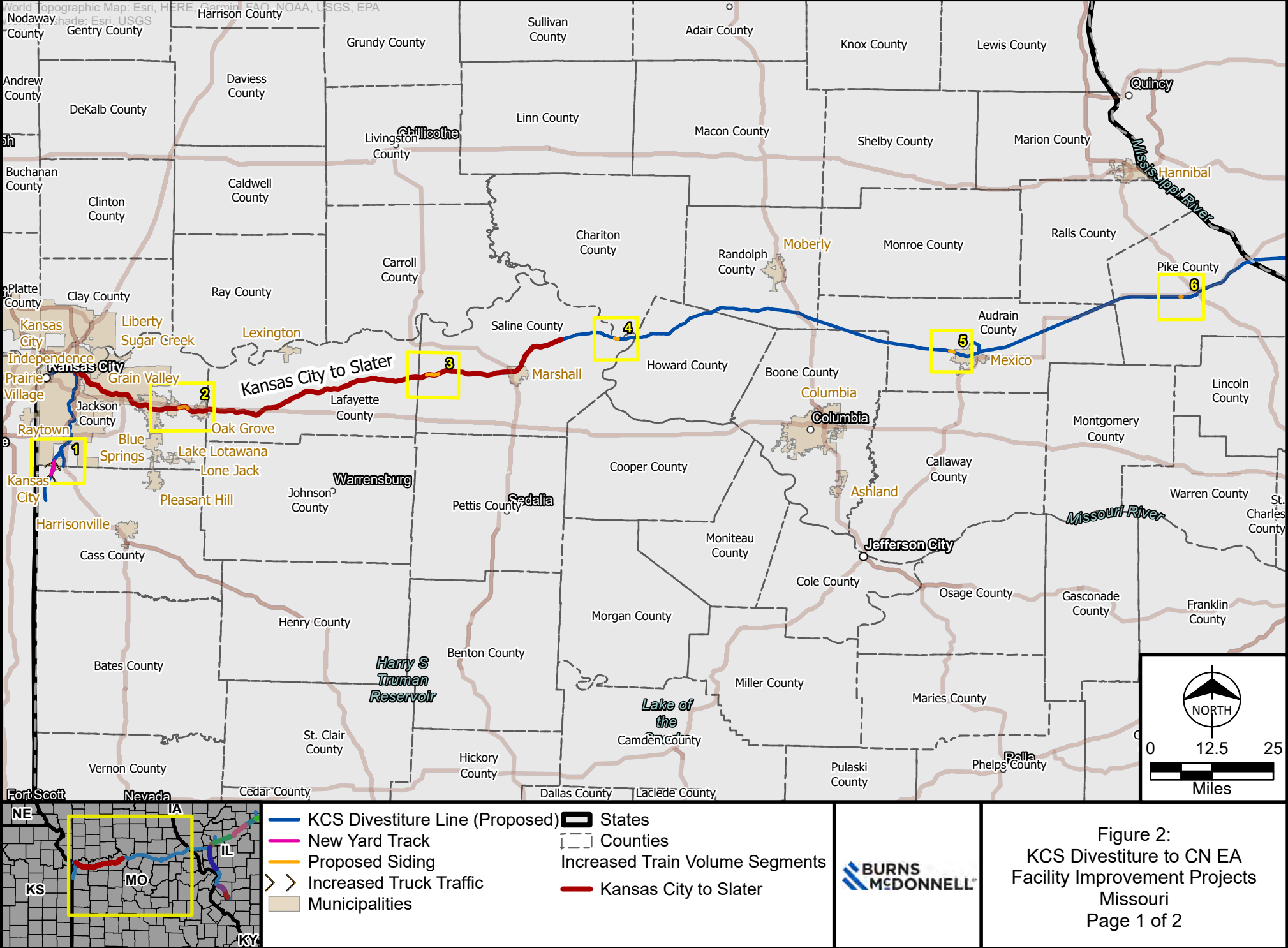
Gilman to Gibson

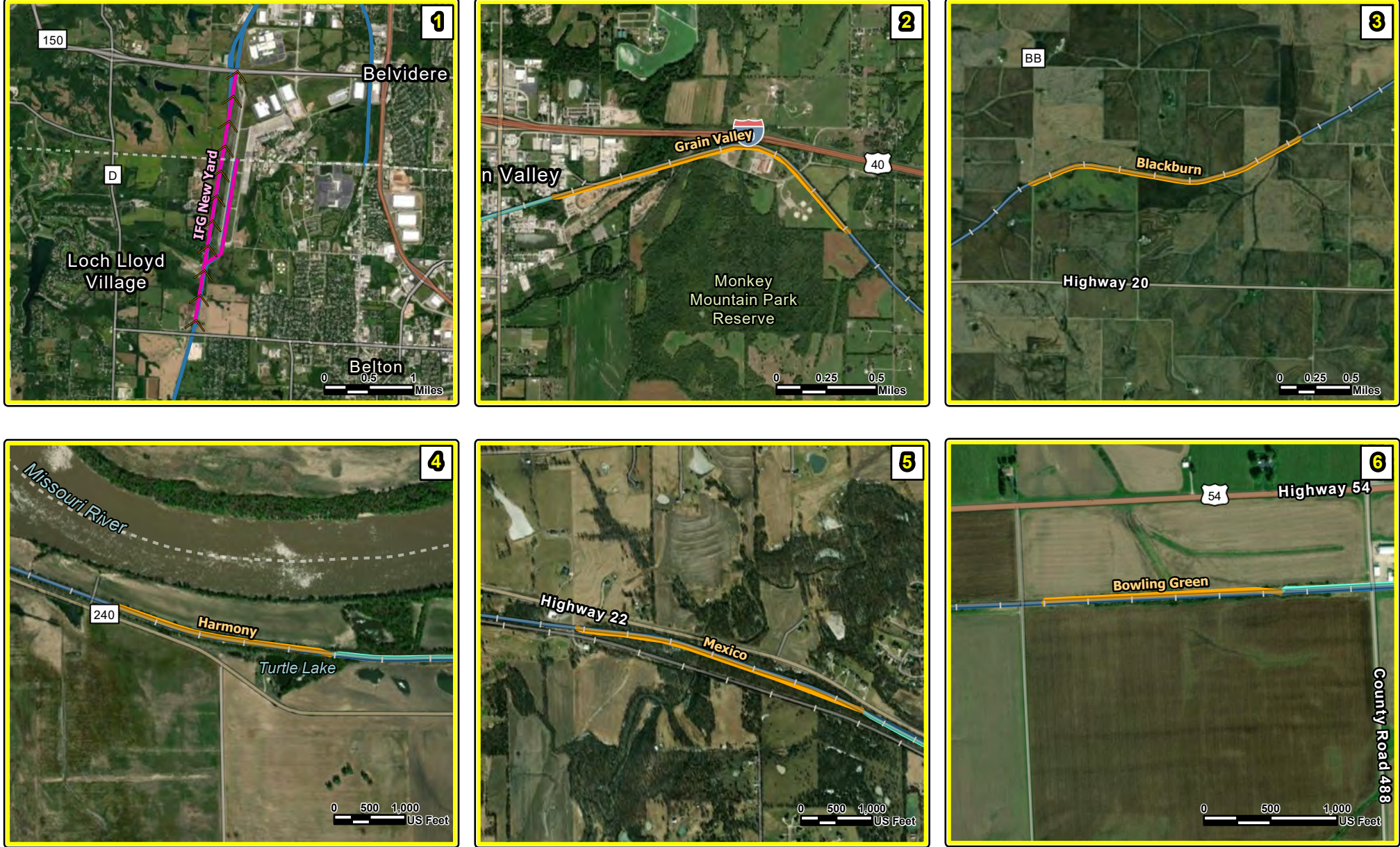


Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
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Figure 1:
KCS Divestiture to CN
Line Segments and
Facility Improvement Projects
for EA Evaluation





- KCS Divestiture Line (Proposed)
- Proposed Siding
- Existing Siding
- New Yard Track
- Increased Carload Switching Activities
- > > Increased Truck Traffic



BURNS
MCDONNELL

Figure 2:
KCS Divestiture to CN EA
Facility Improvement Projects
Missouri
Page 2 of 2

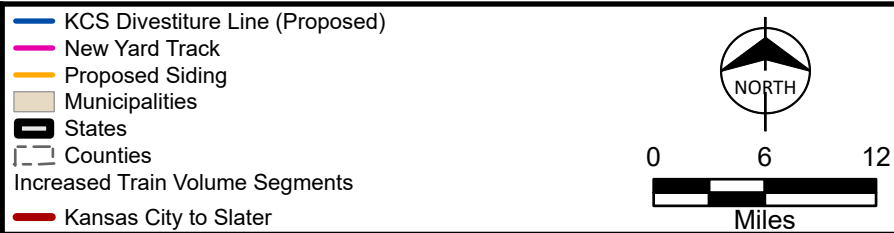
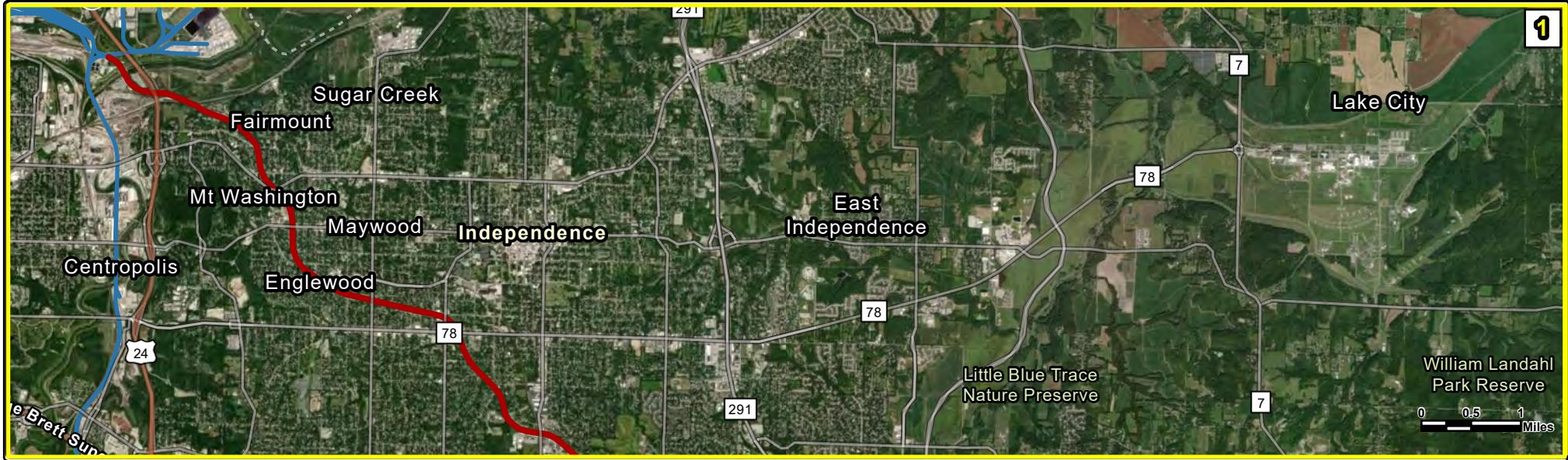
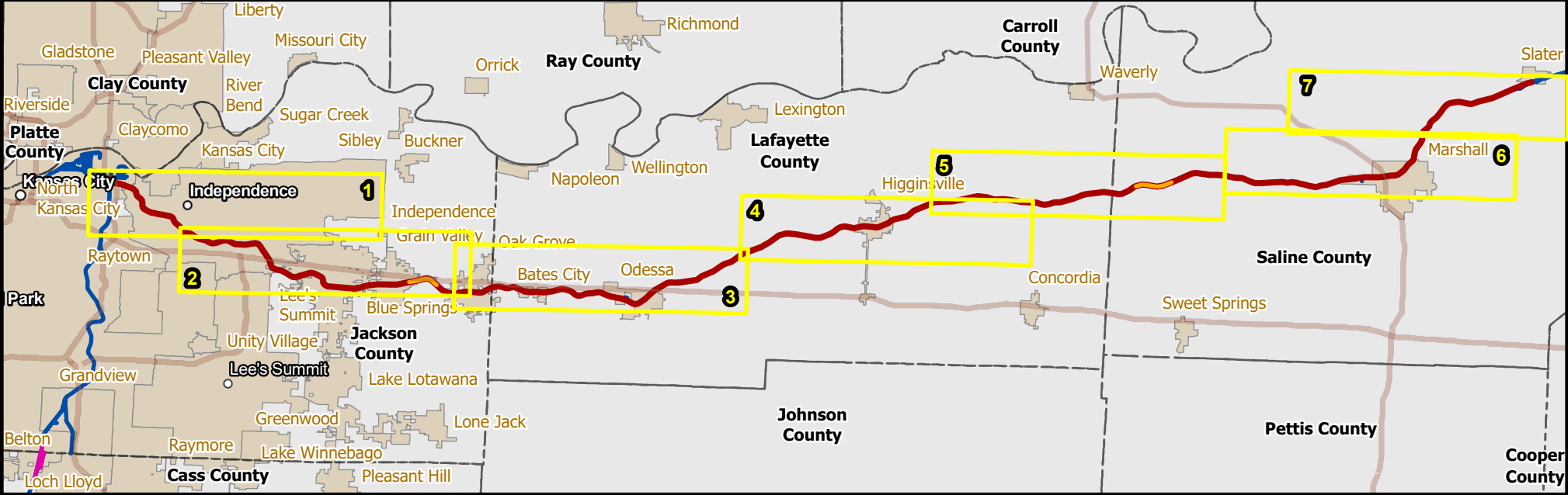
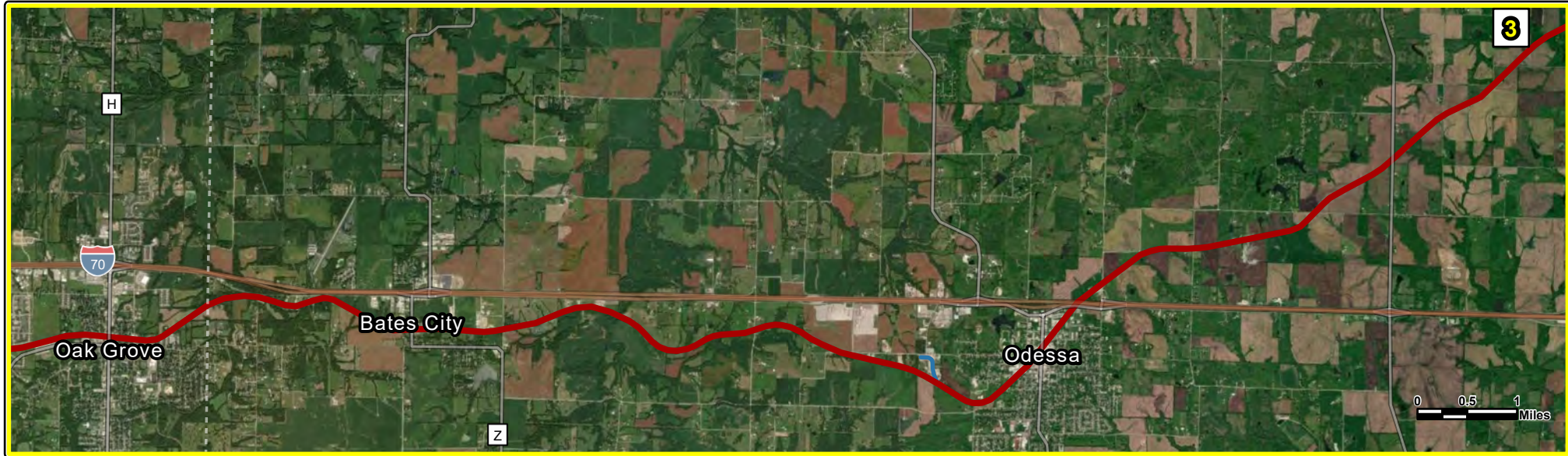
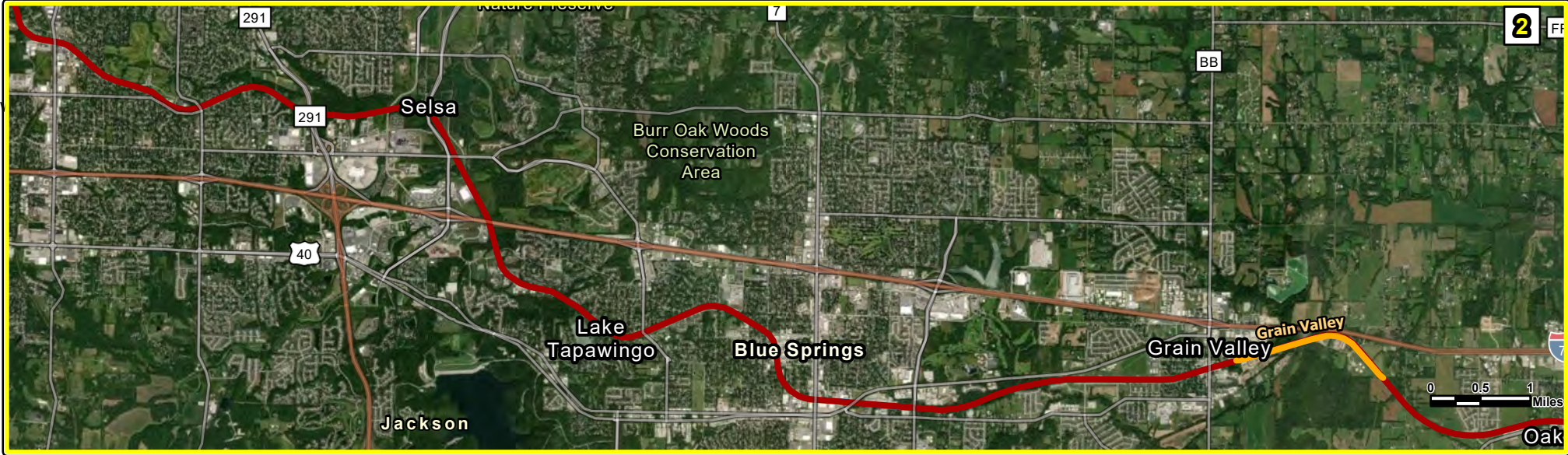


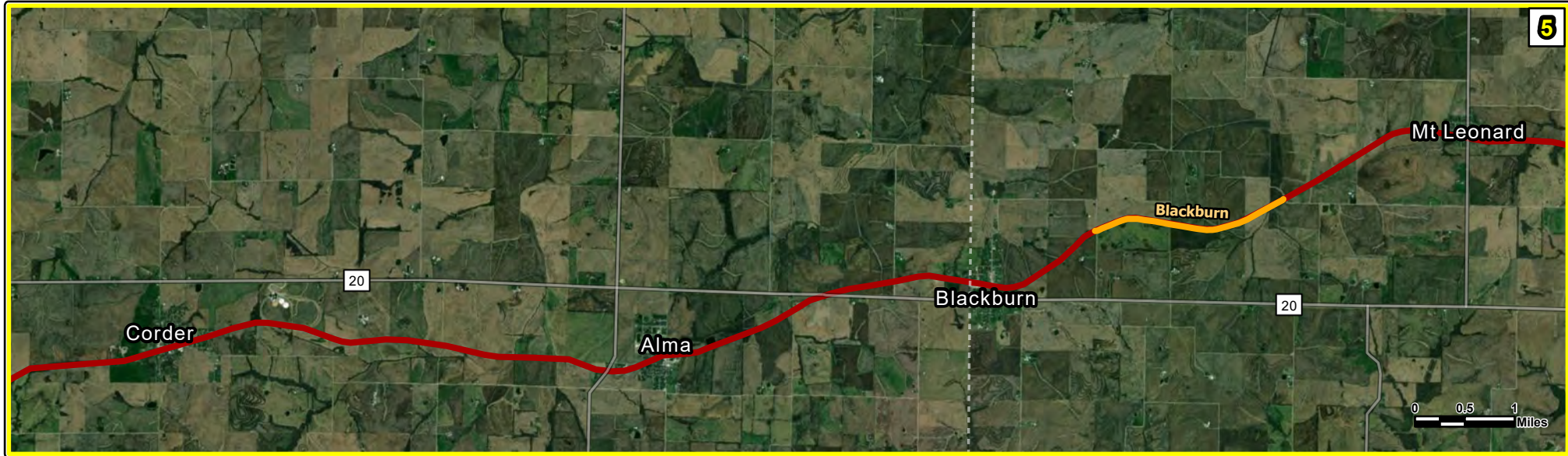
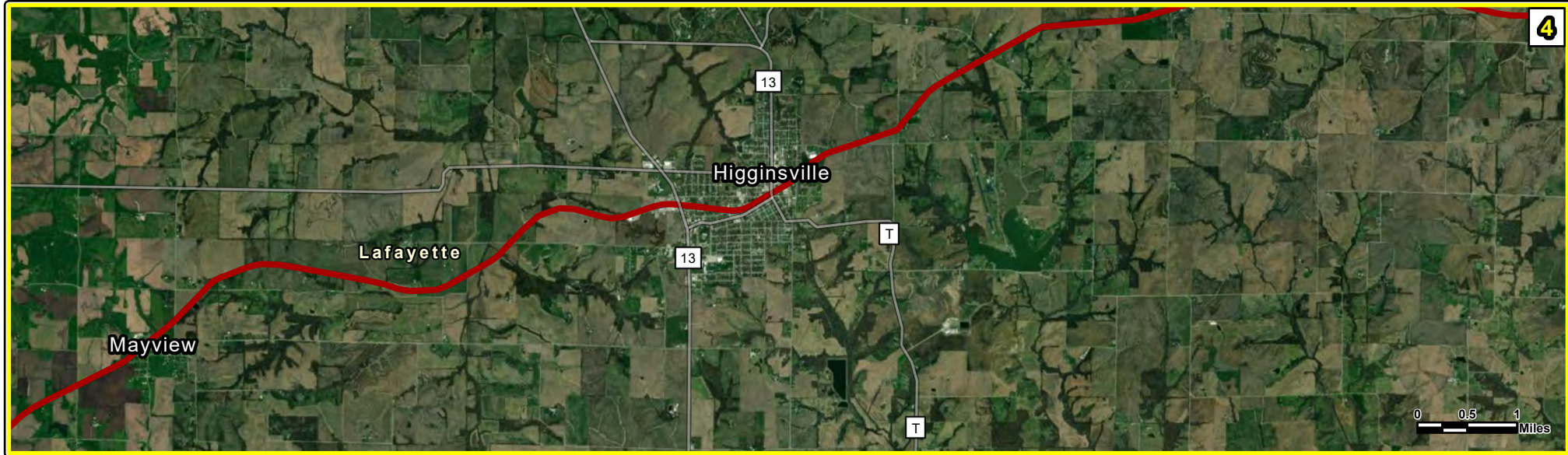
Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Kansas City to Slater
Missouri
Page 1 of 4



- KCS Divestiture Line (Proposed)
- Proposed Siding
- New Yard Track
- Increased Train Volume Segments
- Kansas City to Slater



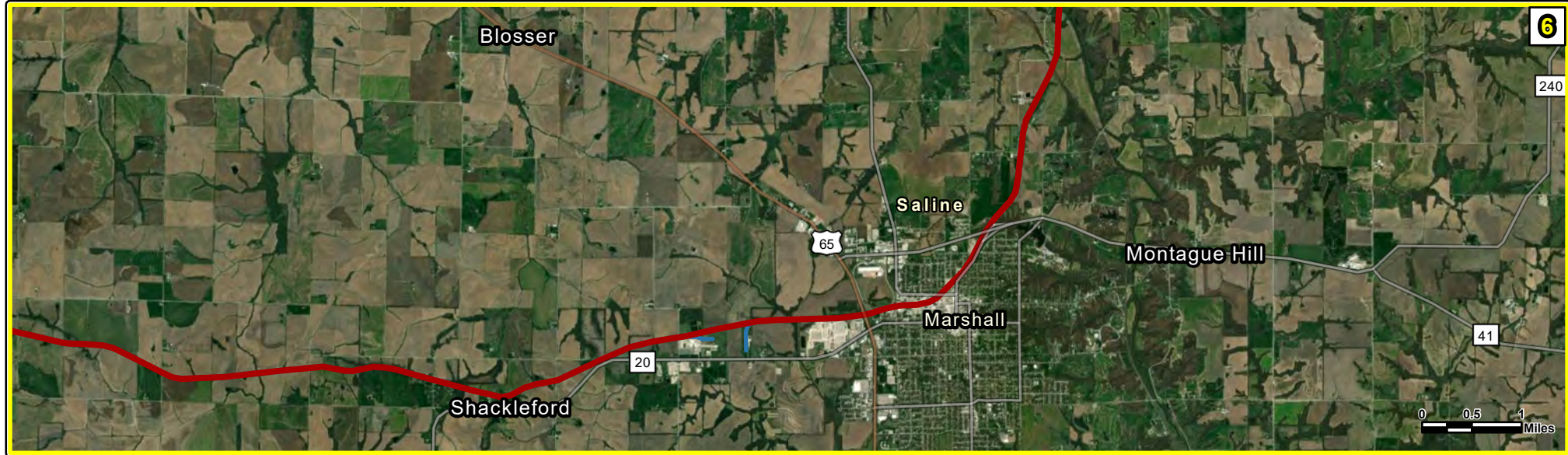
Figure 3:
KCS Divestiture to CN EA
Rail Lines Exceeding Traffic Increase
Kansas City to Slater
Missouri
Page 2 of 4



- KCS Divestiture Line (Proposed)
- Proposed Siding
- New Yard Track
- Increased Train Volume Segments
- Kansas City to Slater



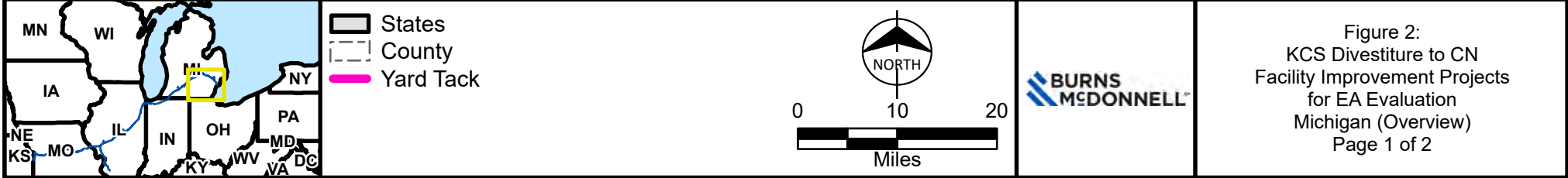
Figure 3:
KCS Divestiture to CN EA
Rail Lines Exceeding Traffic Increase
Kansas City to Slater
Missouri
Page 3 of 4

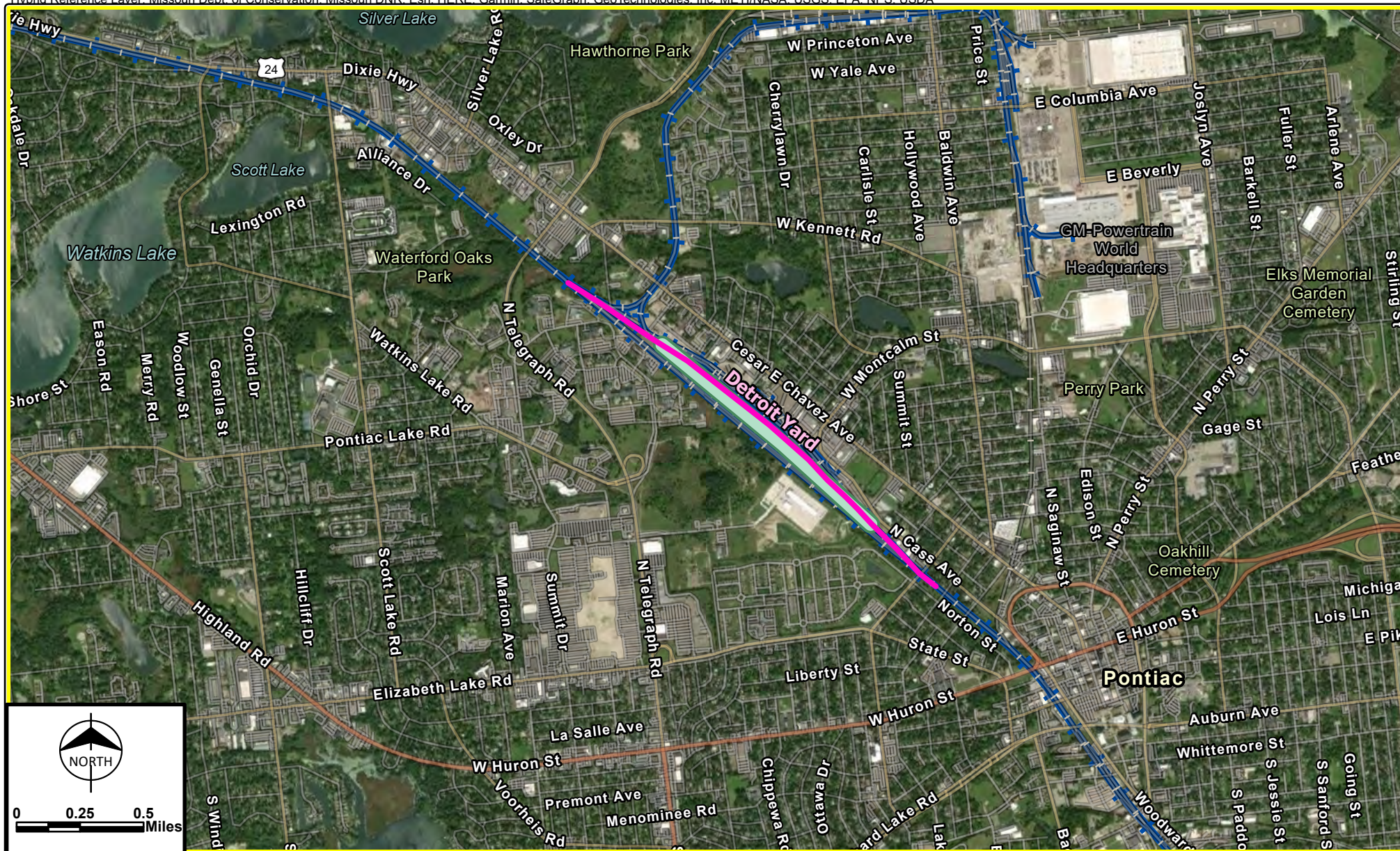


- KCS Divestiture Line (Proposed)
- Proposed Siding
- New Yard Track
- Increased Train Volume Segments
- Kansas City to Slater



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Kansas City to Slater
Missouri
Page 4 of 4





- + Existing Rail Line
- Rail Yard With Increased Carload Switching Activities
- Yard Tack

**BURNS
MCDONNELL**

Figure 2:
KCS Divestiture to CN EA
Facility Improvement Project
Detroit Intermodal Yard
Michigan
Page 2 of 2



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

November 3, 2022

Geoffrey Standing Bear
Principal Chief
Osage Nation
PO Box 779
Pawhuska, OK 74056

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 for Comments**

Dear Mr. Standing Bear:

This letter requests comments on the amended “responsive” application filed by Canadian National Railway Company (CN) and its United States rail carrier affiliate, Illinois Central Railroad Company (ICCR) (collectively, CN), on June 9, 2022, in Docket No. FD 36500 (Sub-No. 1). In that application,⁴ CN requests that the Surface Transportation Board (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). See attached maps. CN’s filing was submitted in response to a primary application filed jointly by Canadian Pacific et al. (CP) and KCS in Docket No. FD 36500, seeking Board authority for CP to acquire KCS.⁵ The proposed acquisition of KCS by CP is the subject of a separate ongoing environmental review by the Board.⁶ Should the Board authorize both the primary application and the Proposed Divestiture, then CP would be ordered to sell the Springfield Line to CN upon completion of CP’s acquisition of KCS.

⁴ CN had filed a responsive application on February 28, 2022. However, in response to an apparent inconsistency in certain data filed in Docket No. 36500, the Board provided time for CP and KCS to address the inconsistency and for all interested parties to refile their respective applications.

⁵ Other responsive applications are pending before the Board in Docket No. FD 36500 (Sub-Nos. 2-4) but are not discussed here because those applications are exempt from environmental review.

⁶ The Board issued a Draft Environmental Impact Statement (EIS) on the primary application in Docket No. FD 36500 on August 5, 2022, and requested public comments on the Draft EIS by October 14, 2022. More information regarding the environmental review of the proposed acquisition of KCS by CP can be found on the project-specific website (www.CP-KCSMergerEIS.com) or on the Board’s website at www.stb.gov by conducting a search for Docket No. FD 36500.

Before deciding whether to authorize the Proposed Divestiture, the Board must first evaluate the potential environmental impacts of CN's proposal in accordance with the National Environmental Policy Act (NEPA) (42 U.S.C. §§ 4321-4370m-12) and the Board's environmental regulations at 49 C.F.R. Part 1105. To comply with NEPA, the Board's Office of Environmental Analysis (OEA) is conducting an environmental review of the Proposed Divestiture separately from, but concurrently with, the ongoing environmental review of the proposed acquisition of KCS by CP. Although the Proposed Divestiture could only occur if CP is authorized to acquire KCS, the environmental reviews for the two proposals are being conducted separately because they involve different railroad applicants and largely distinct sets of potential environmental impacts that would occur in different geographic areas.

The purpose of this letter is to advise you of the Proposed Divestiture and request information from your tribe on the environmental resources under your jurisdiction that could be affected by the Proposed Divestiture and permits and approvals that could be required. The environmental review of the Proposed Divestiture will help inform the Board in making its decision about whether to approve CN's proposal and, if so, whether and what environmental mitigation conditions to impose.

Project Description

The Proposed Divestiture proceeding requests that the Board order the sale of approximately 370 miles of KCS's Springfield Line in Missouri and Illinois. In connection with the sale of the Springfield Line, CN also seeks a 50% equity interest in KCS's International Freight Gateway terminal (IFG Terminal) south of Kansas City. See attached map.

CN states that its proposal to acquire the Springfield Line if the Board authorizes CP to acquire KCS would preserve and enhance competition between Kansas City and Chicago; introduce new single-line rail automotive and intermodal service between Michigan/Eastern Canada and Kansas City; and establish a more direct route for rail traffic between Canada and the Midwest and East St. Louis. CN estimates that more than 80,000 long-haul trucks would be removed from the highways each year as a result of the Proposed Divestiture and that this would generate public benefits by reducing greenhouse gas emissions, highway congestion and maintenance.

According to CN, the Proposed Divestiture would involve (1) operational changes (e.g., an increase in average trains per day) on certain segments of the Springfield Line as well as some contiguous segments of CN's Gilman Line and CN's St. Louis Line that would exceed the Board's thresholds for environmental review at 49 C.F.R. § 1105.7(e) (see further discussion below); (2) changes in activity at some rail yards and intermodal facilities that would exceed the Board's thresholds for environmental review; (3) capital improvements within the existing rail right-of-way and at yards/intermodal facilities; and (4) changes at intermodal facilities that would result in an average increase of truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on affected road segments.

Environmental Review

The Board's thresholds for assessing environmental impacts from increased rail traffic on rail lines in railroad acquisition proceedings are an increase in rail traffic of at least 100 percent as measured in gross ton-miles annually (GTM) or an increase in rail traffic of at least eight trains per day in areas classified as being in attainment under the Clean Air Act. For rail lines located in nonattainment areas, environmental impacts are assessed if they would experience an increase in rail traffic of at least 50 percent as measured in GTMs or an increase of at least three trains per day. 49 C.F.R. §§ 1105.7(e)(5)(i)-(ii). For the Proposed Divestiture, CN projects that the Board's environmental thresholds for GTM (but not for trains per day) would be met or exceeded along 11 rail line segments, including four segments of the KCS Springfield Line, four segments of the CN Gilman Line, and three segments of the CN St. Louis Line. See attached map. Of these line segments, CN estimates that seven are located in attainment areas and four are located in non-attainment areas. Therefore, OEA will evaluate the potential environmental impacts that could result from increased rail traffic on those 11 rail line segments.

At rail yards and intermodal facilities, the air quality thresholds include an increase of at least 100% in rail carload activity for areas classified as being in attainment or 20% in rail carload activity for areas in nonattainment. 49 C.F.R. §§ 1105.7(e)(5)(i)-(ii). CN projects that the Proposed Divestiture would result in increases in operational activity that would exceed the Board's thresholds at the East St. Louis Yard/Intermodal Terminal in Illinois and at CN's Detroit Intermodal Yard in Michigan. See attached map. Therefore, OEA will evaluate the potential environmental impacts that could result from increased operational activity at those facilities.

To support the projected increases in rail traffic, CN plans to make eight capital improvements within the existing rail right-of-way (ROW). These would include extending six existing passing sidings, adding one new siding passing, and relocating one passing siding on the Springfield Line. In Missouri, the improvements would occur at Grain Valley, Harmony, Mexico West, Bowling Green, and Blackburn; and in Illinois, improvements would occur at Pleasant Hill, Roodhouse and Cockrell. In addition, CN plans to make capital improvements at the East St. Louis Yard/Intermodal Terminal in Illinois by constructing 6,000 track feet with intermodal pads and accompanying pavement and 5,000 track feet for loading/unloading and car storage; and developing approximately 25 acres of land for necessary roadways, parking, and truck areas. At IFG Terminal in Missouri, CN proposes to construct 20,000 track feet with pad, storage and accompanying pavement, and 6,600 track feet for loading/unloading and storage, roadways and railhead parking and truck areas. At Roodhouse Yard in Illinois, CN would construct 5,000 feet of new yard track. Railroads have the right to increase efficiency by improving their rail lines and rerouting their traffic without seeking authority from the Board. Therefore, railroad capital improvements that are designed to improve operational efficiency (such as sidings, double tracking, and industry track) typically do not require Board authorization or environmental review by OEA. Where, as here, planned capital improvements are related to a proposal requiring Board approval, however, OEA considers, as appropriate, the potential environmental impacts from such planned capital improvements on a case-by-case basis. In this case, CN has stated that the planned capital improvements are necessary to accommodate the projected increase in rail traffic and has sufficiently identified the location and general layout of the planned capital improvements to support an environmental review. Therefore, OEA will

assess the potential impacts of the planned capital improvements as part of the NEPA review of the Proposed Divestiture.

Lastly, OEA will evaluate changes at intermodal facilities that would result in an average increase of truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment. See 49 C.F.R. §§ 1105.7(e)(5)(i)-(ii). These include: IFG Terminal in Missouri; East St. Louis Intermodal Terminal in Illinois; and Detroit Intermodal Yard in Michigan.

CN projects that transaction-related rail traffic would primarily consist of intermodal containers, assembled automobiles, and carloads of grain. CN does not anticipate any transaction-related shipments of hazardous materials. Nor is CN aware of any current or foreseeable passenger rail service, including Amtrak service, on any of the 11 rail line segments to be evaluated.

In short, based on the information available to date, OEA will evaluate the potential environmental impacts associated with the increased rail traffic, increased operational activity, and capital improvements described above and compare these impacts to the No-Action Alternative, which would occur if the Board were to authorize CP to acquire KCS in Finance Docket No. 36500 but deny CN's amended responsive application for the Proposed Divestiture of the Springfield Line from CP to CN in Finance Docket No. 36500 (Sub-No. 1). OEA's environmental review will evaluate impacts from the Proposed Divestiture related to freight rail safety; rail/roadway at-grade crossing (grade crossing) safety; grade crossing delay; truck-to-rail diversions; intermodal facility traffic; noise and vibration; air quality and climate change; energy; cultural resources; hazardous materials releases sites; biological resources; water resources; environmental justice; and cumulative impacts.

Request for Comments

We appreciate your assistance in identifying whether any resources of concern to your tribe may be affected by the Proposed Divestiture and welcome any additional issues or concerns that you consider appropriate. To submit comments electronically through the Board's website at <https://www.stb.gov>, select "File an Environmental Comment" below the "Need Assistance?" button. Be sure to include the docket number "Docket No. FD 36500 (Sub-No. 1)." Log-in accounts are not needed to file environmental comments electronically, and brief comments can be typed in the comment field, and lengthier comments can be attached as Word, Adobe Acrobat, or other file formats.

Alternatively, comments submitted by mail should be addressed to: Diana Wood, Surface Transportation Board, 395 E Street SW, Washington, DC 20423-0001, Attention: Environmental Filing, Docket No. FD 36500 (Sub-No. 1). You may also submit comments to OEA's third-party consultant Burns & McDonnell at:

Diana Wood
c/o Stephen Thornhill
Burns & McDonnell

9400 Ward Parkway
Kansas City, MO 64114

We have also included a Consultation Questionnaire to assist you in participating in the Project and help us with your level of involvement. Please complete and return the questionnaire to us also by December 9, 2022.

If you have any questions, please feel free to contact Diana Wood, OEA's Project Manager for the environmental review, at 202-245-0302 or by email at Diana.Wood@stb.gov.
Please send your responses by December 9, 2022.

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
Director
Office of Environmental Analysis

Map Attachments
Consultation Questionnaire

CONSULTATION QUESTIONNAIRE

Osage Nation Tribe

Docket No. 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.

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ We have no interests in the proposed divestiture of the Kansas City Southern rail line between Kansas City, Missouri and East St. Louis, Illinois and further consultation with our Tribe is not necessary.

_____ We want to continue to receive project information by mail or email and participate in the public involvement process. Please specify email and/or mailing address

_____ We have interest in the proposed divestiture of the Kansas City Southern rail line between Kansas City, Missouri and East St. Louis, Illinois and want to participate in government to-government consultation.

Name of Osage Nation Tribe designated contact:

Name: _____

Email: _____

Phone: _____

Signed: _____

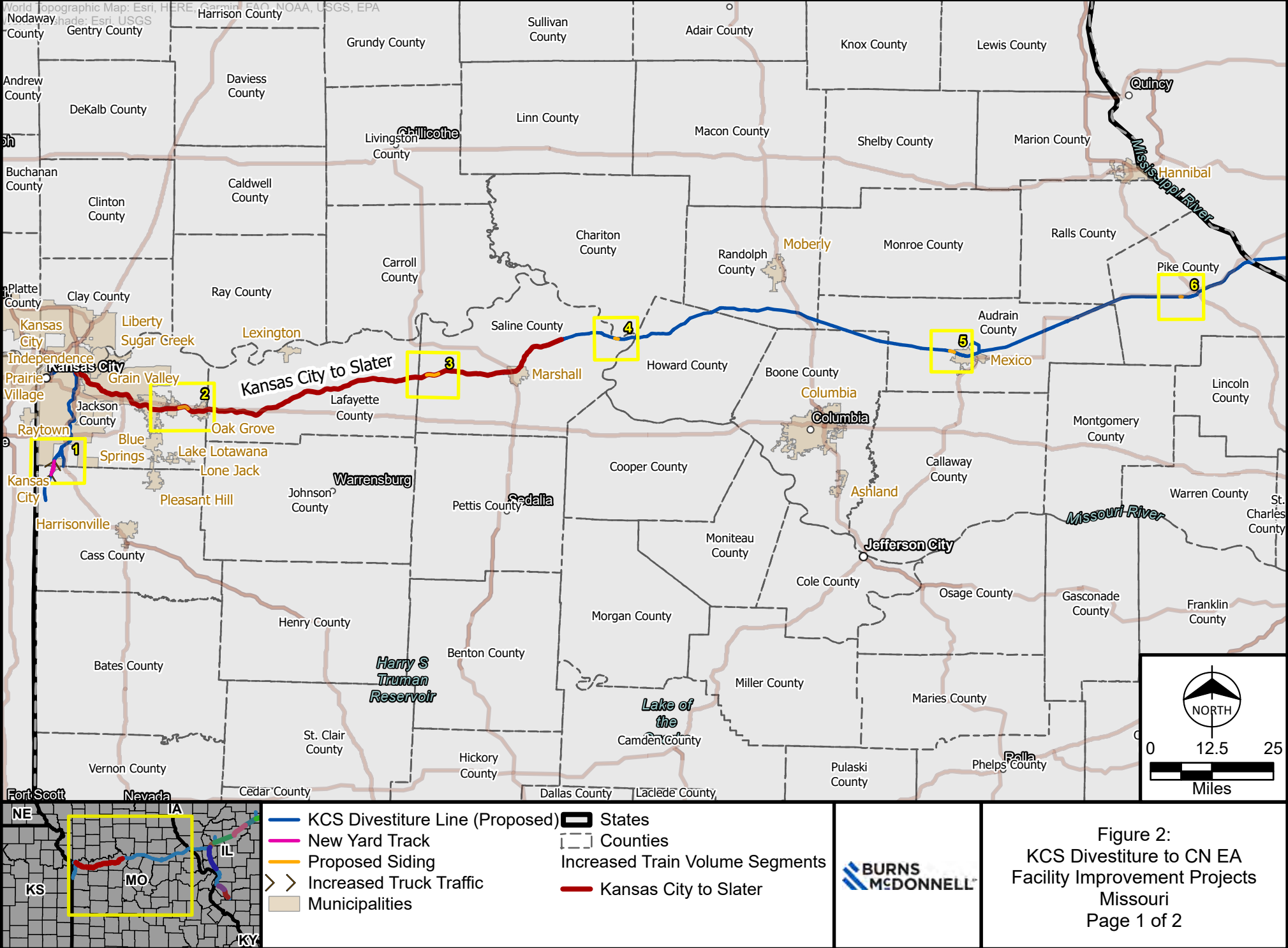
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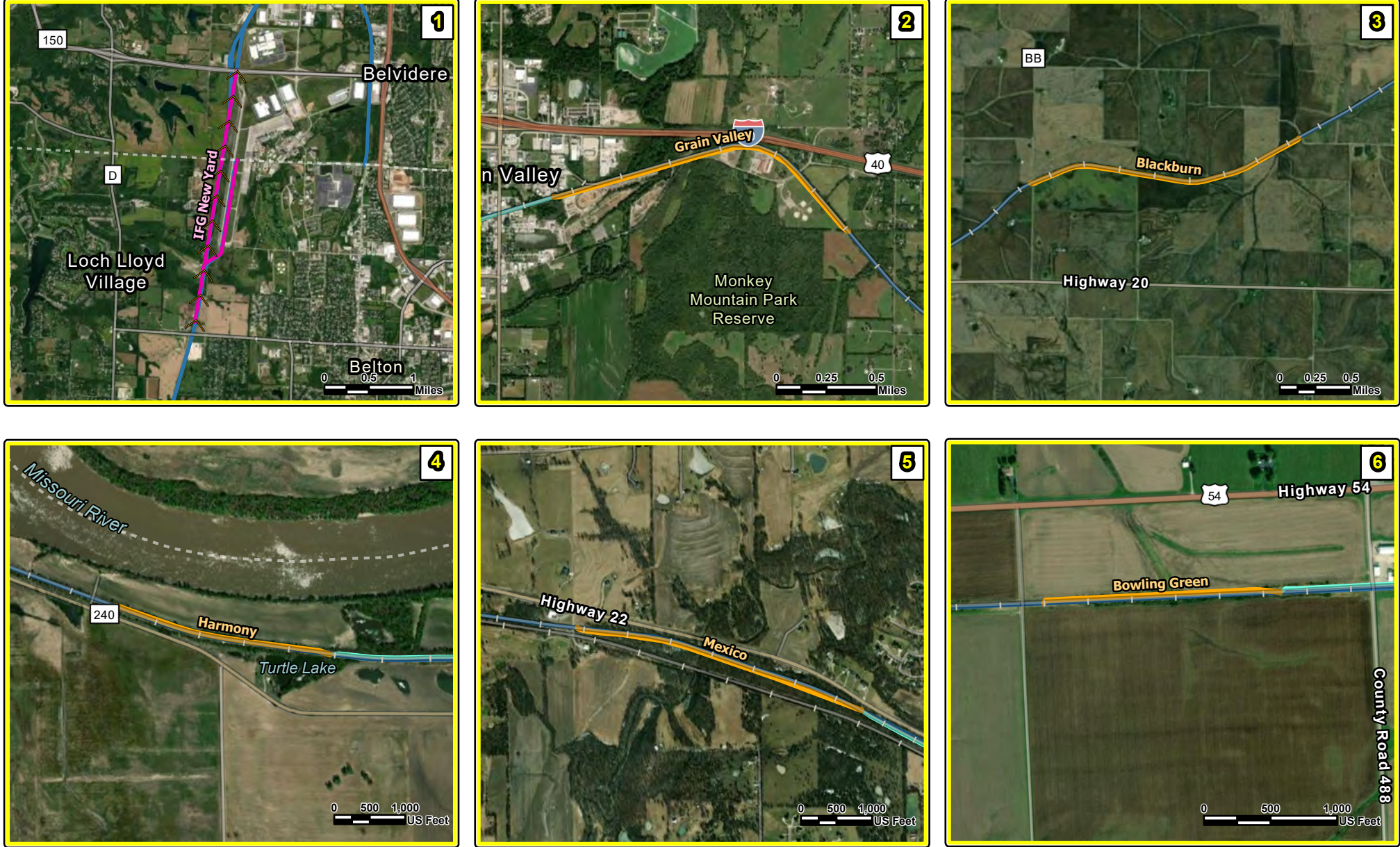
Please email to: Diana.Wood@stb.gov

Or mail to:

Diana Wood
c/o Stephen Thornhill
Burns & McDonnell
9400 Ward Parkway
Kansas City, MO 64114







- KCS Divestiture Line (Proposed)
- Proposed Siding
- Existing Siding
- New Yard Track
- Increased Carload Switching Activities
- > > Increased Truck Traffic



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Figure 2:
KCS Divestiture to CN EA
Facility Improvement Projects
Missouri
Page 2 of 2

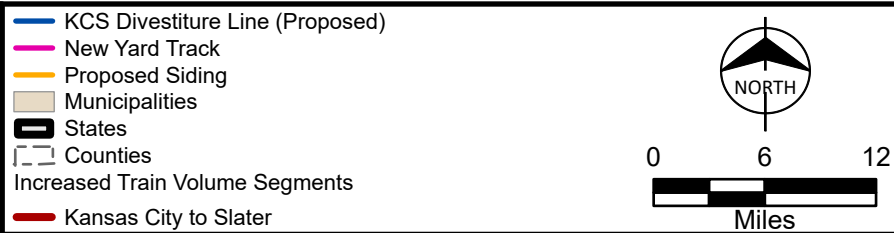
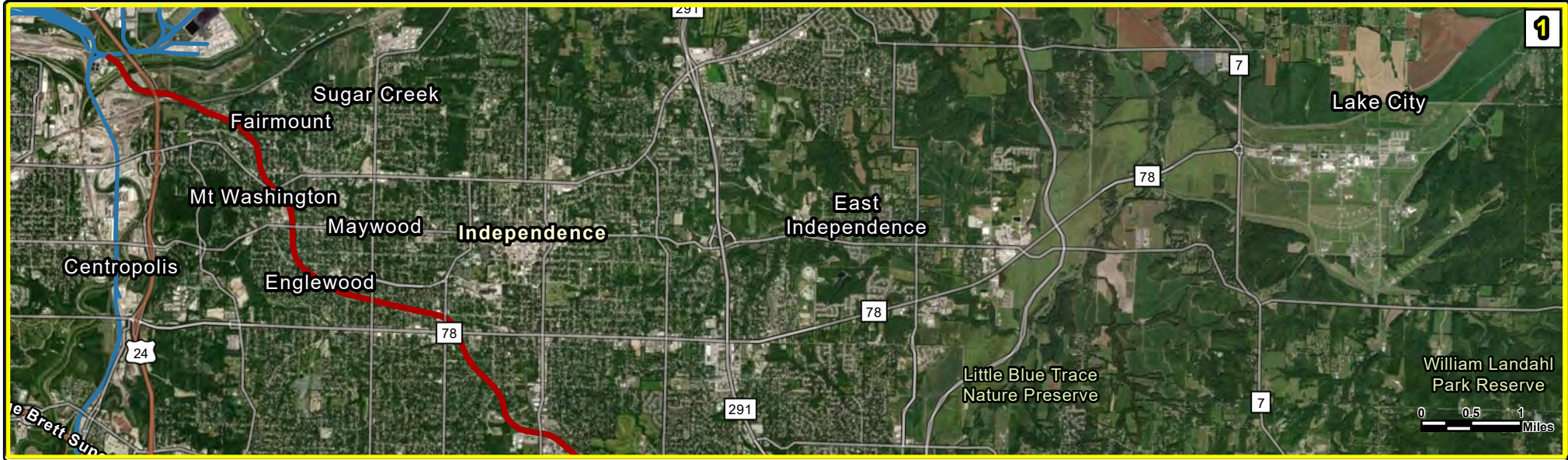
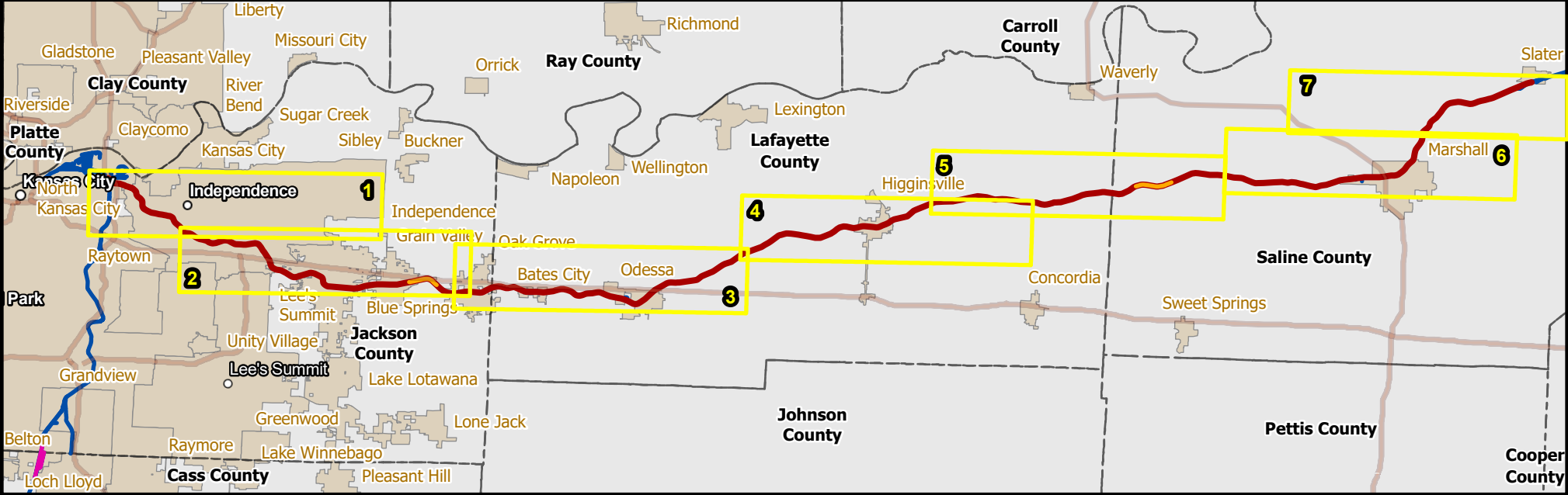
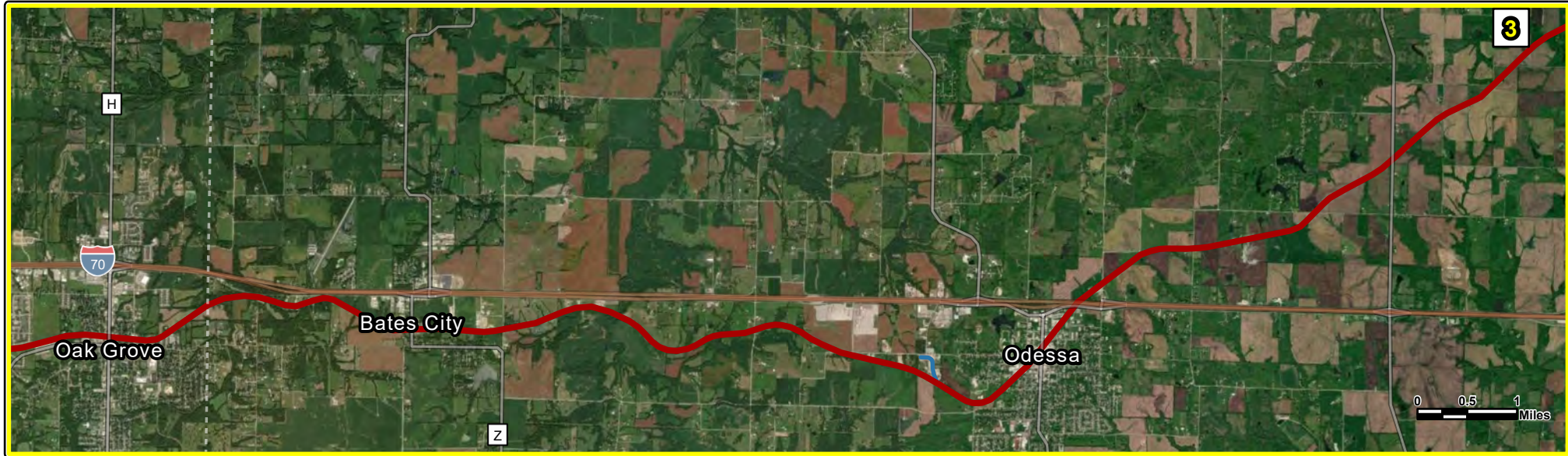
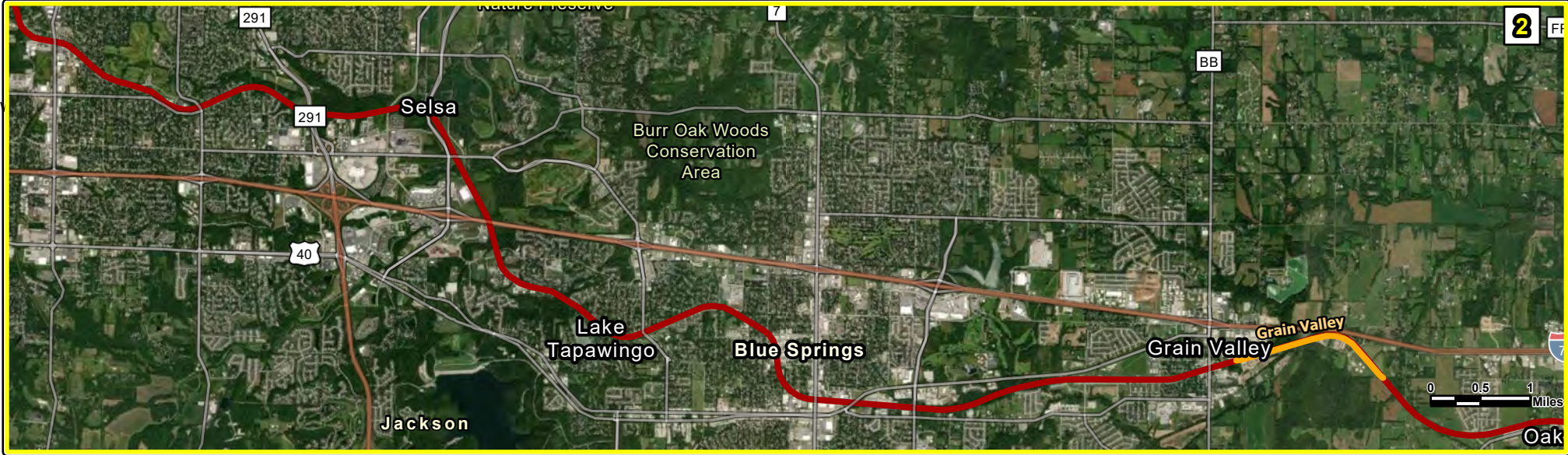


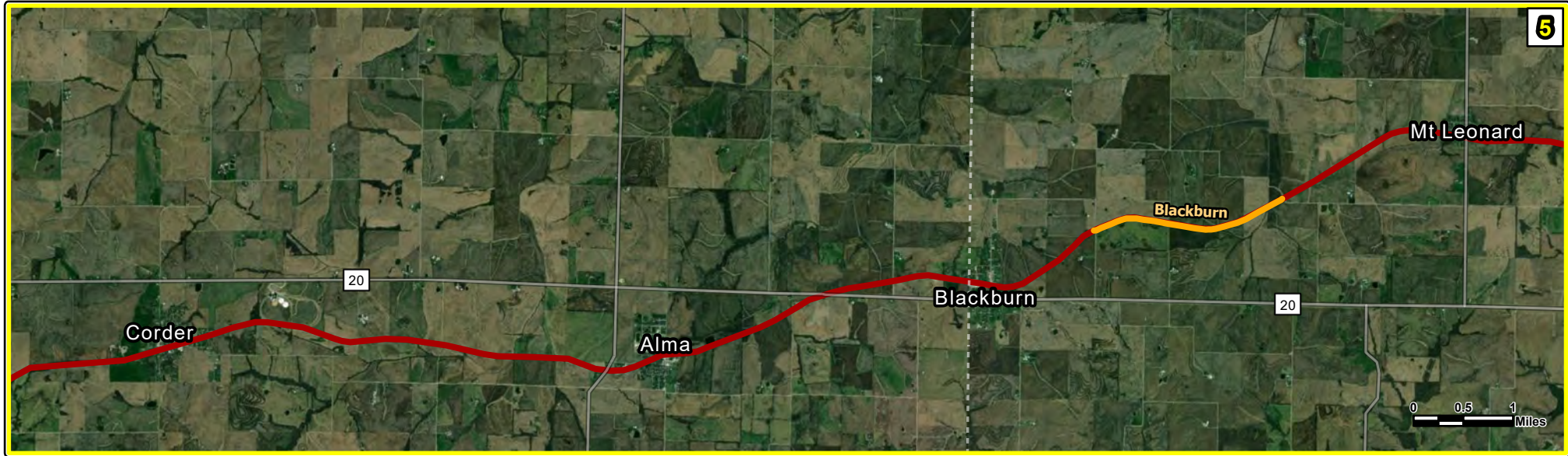
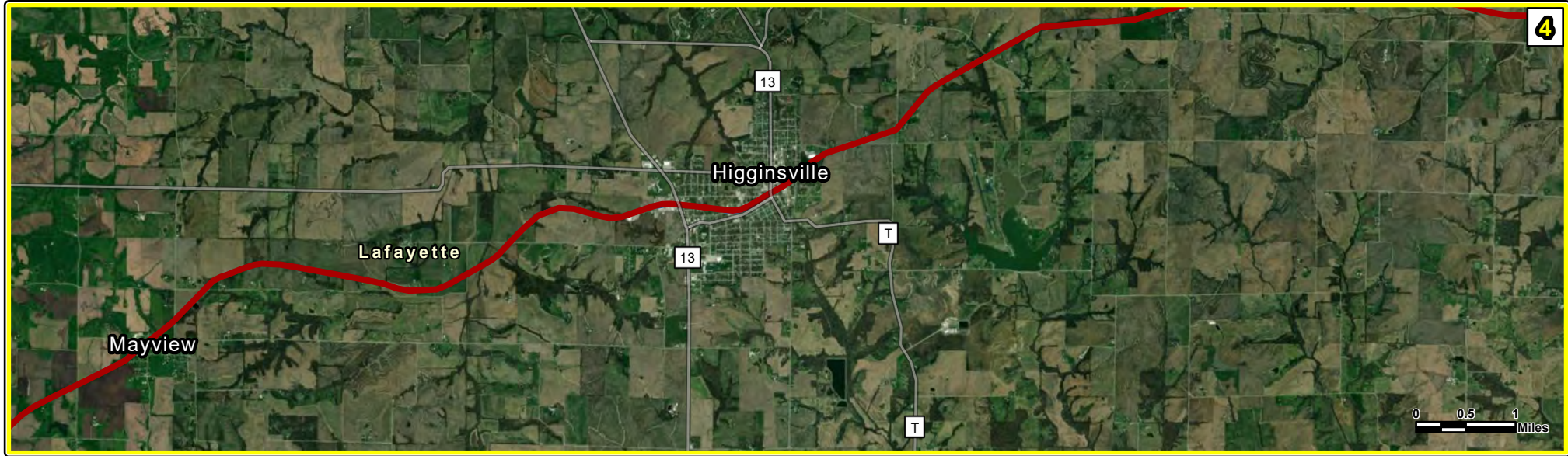
Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Kansas City to Slater
Missouri
Page 1 of 4



- KCS Divestiture Line (Proposed)
- Proposed Siding
- New Yard Track
- Increased Train Volume Segments
- Kansas City to Slater



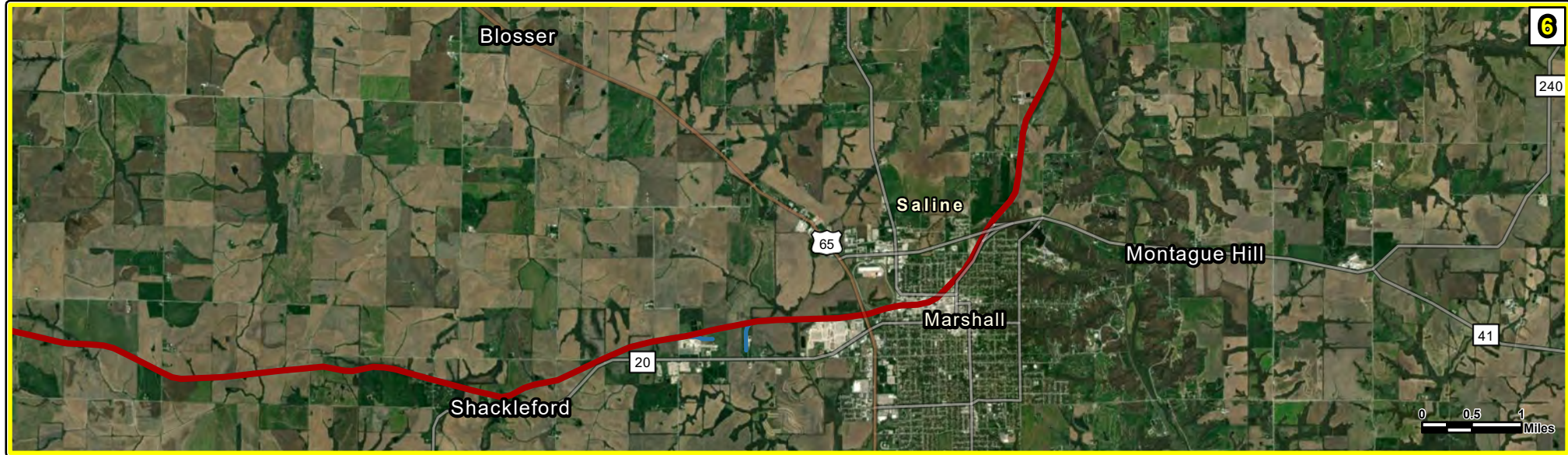
Figure 3:
KCS Divestiture to CN EA
Rail Lines Exceeding Traffic Increase
Kansas City to Slater
Missouri
Page 2 of 4



- KCS Divestiture Line (Proposed)
- Proposed Siding
- New Yard Track
- Increased Train Volume Segments
- Kansas City to Slater



Figure 3:
KCS Divestiture to CN EA
Rail Lines Exceeding Traffic Increase
Kansas City to Slater
Missouri
Page 3 of 4



- KCS Divestiture Line (Proposed)
- Proposed Siding
- New Yard Track
- Increased Train Volume Segments
- Kansas City to Slater



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Kansas City to Slater
Missouri
Page 4 of 4



Figure 1:
KCS Divestiture to CN
Line Segments and
Facility Improvement Projects
for EA Evaluation

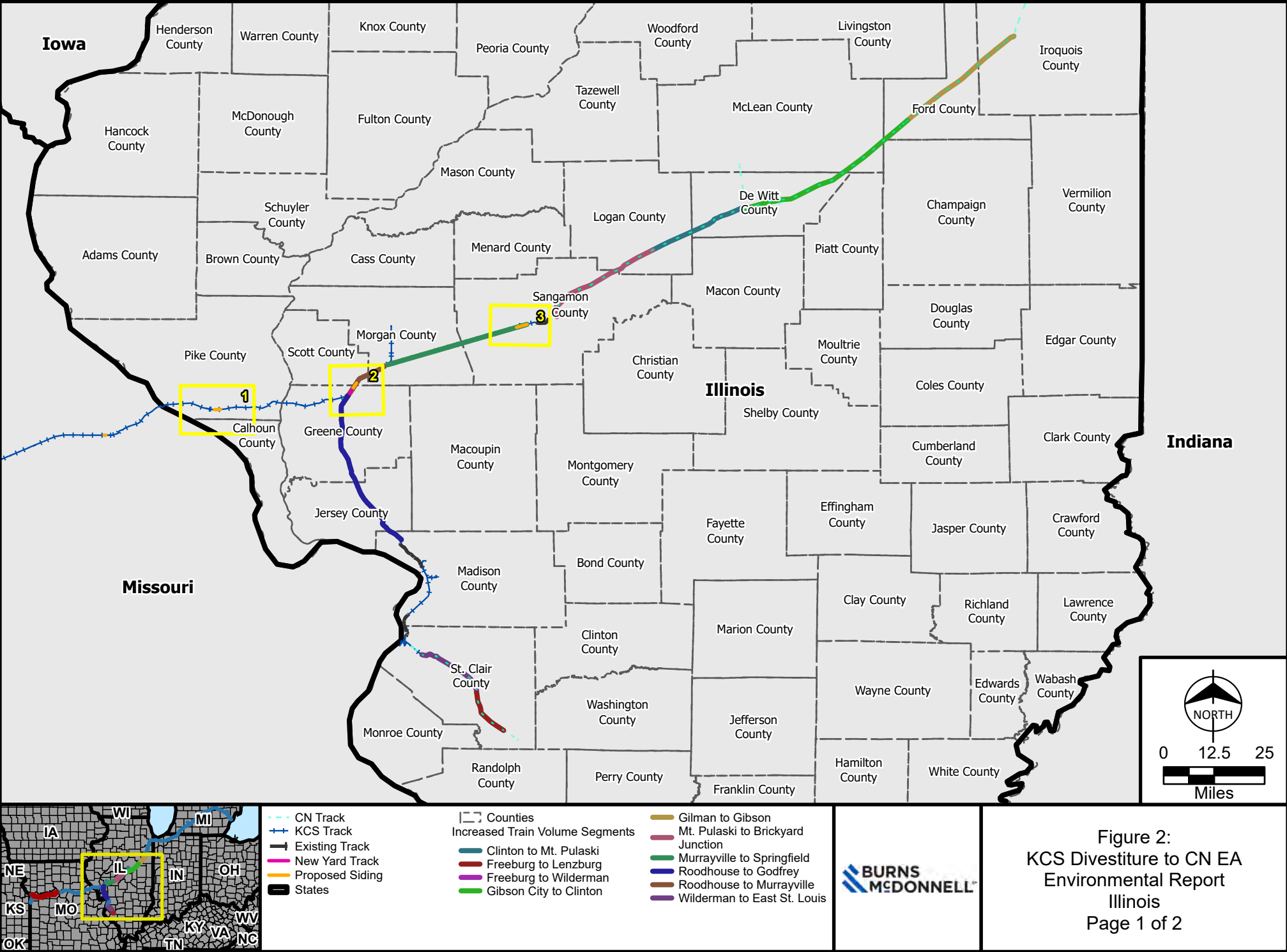
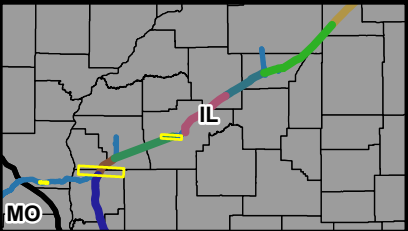
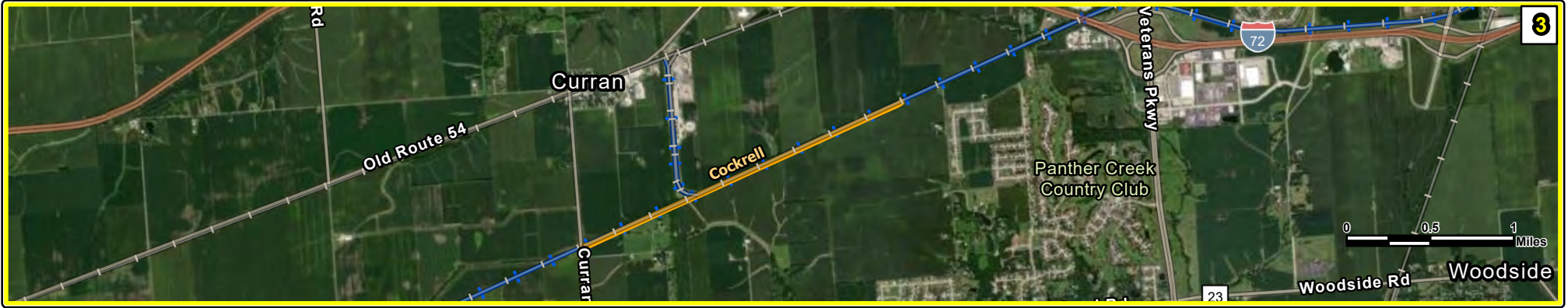


Figure 2:
KCS Divestiture to CN EA
Environmental Report
Illinois
Page 1 of 2



- + KCS Track
- Proposed Siding
- Existing Siding
- New Yard Track



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Figure 2:
KCS Divestiture to CN EA
Facility Improvement Projects
Illinois
Page 2 of 2

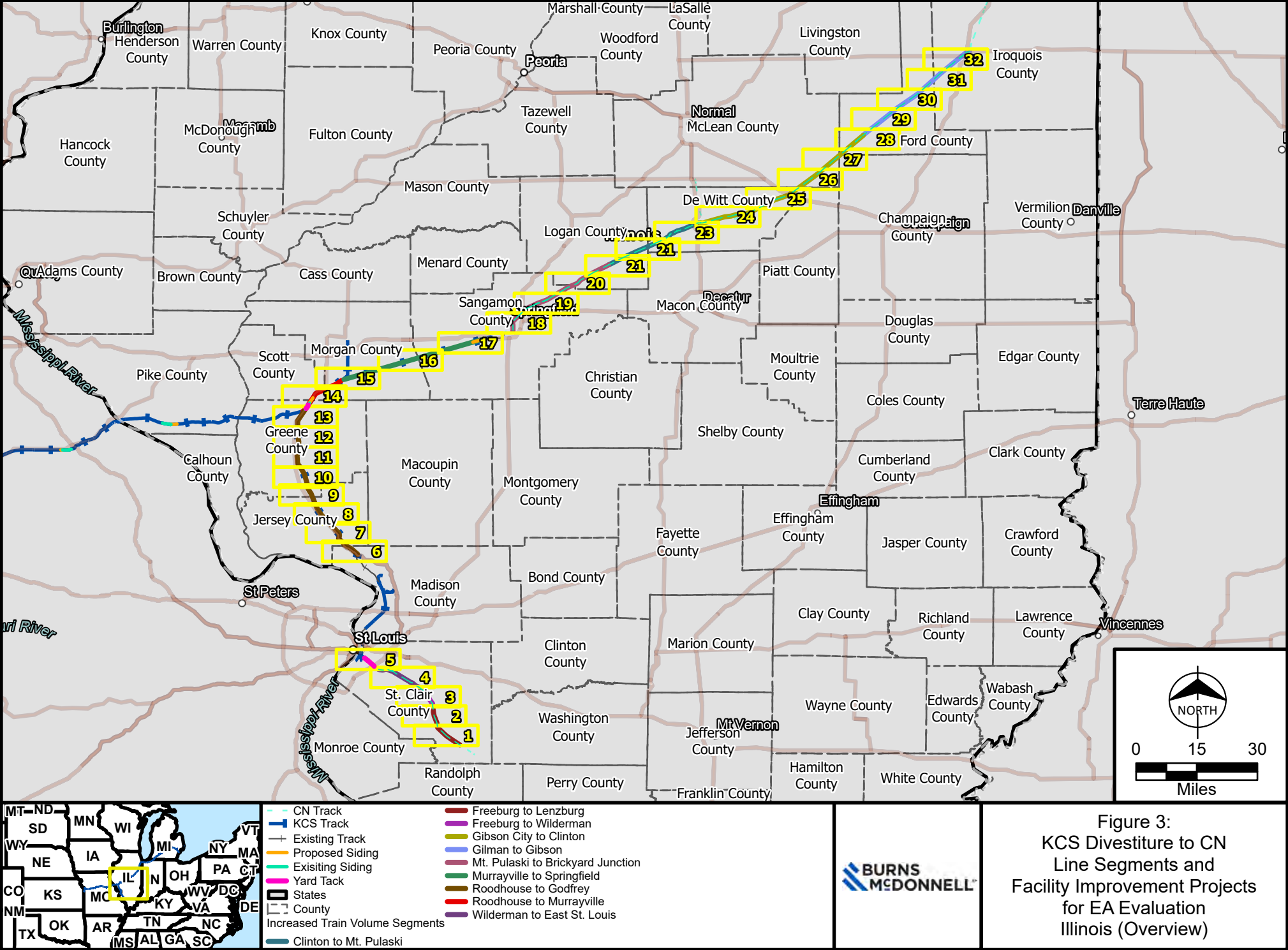
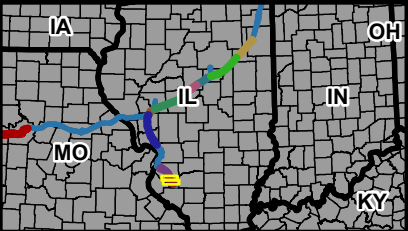


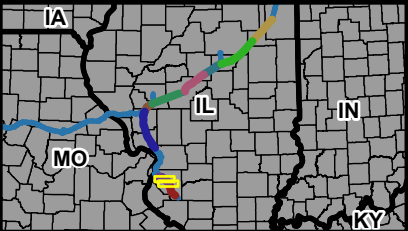
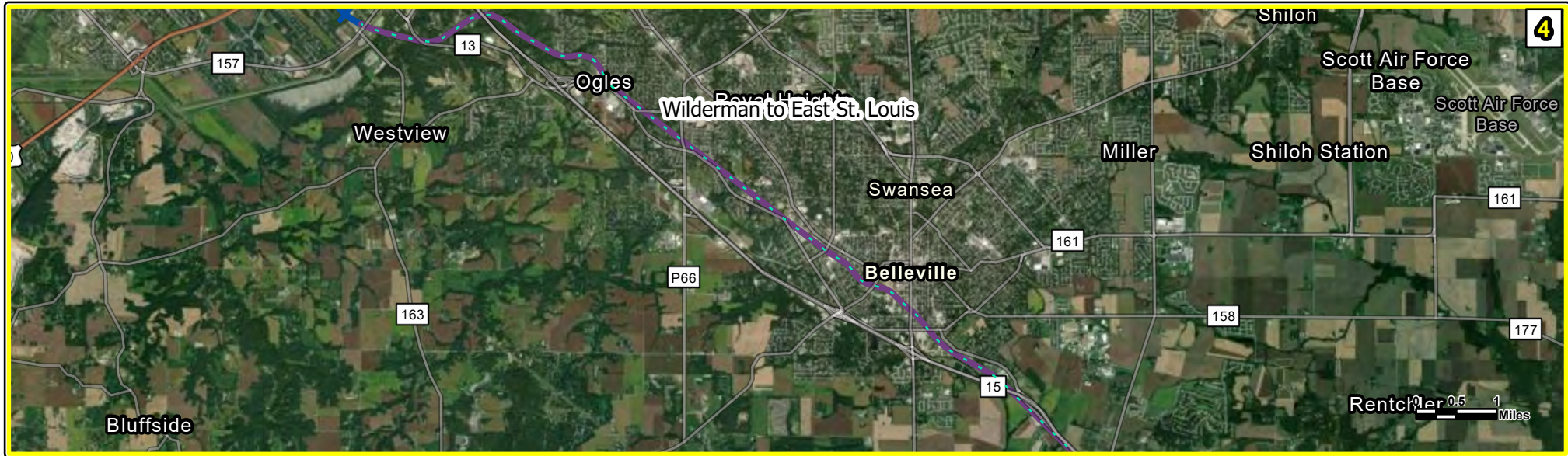
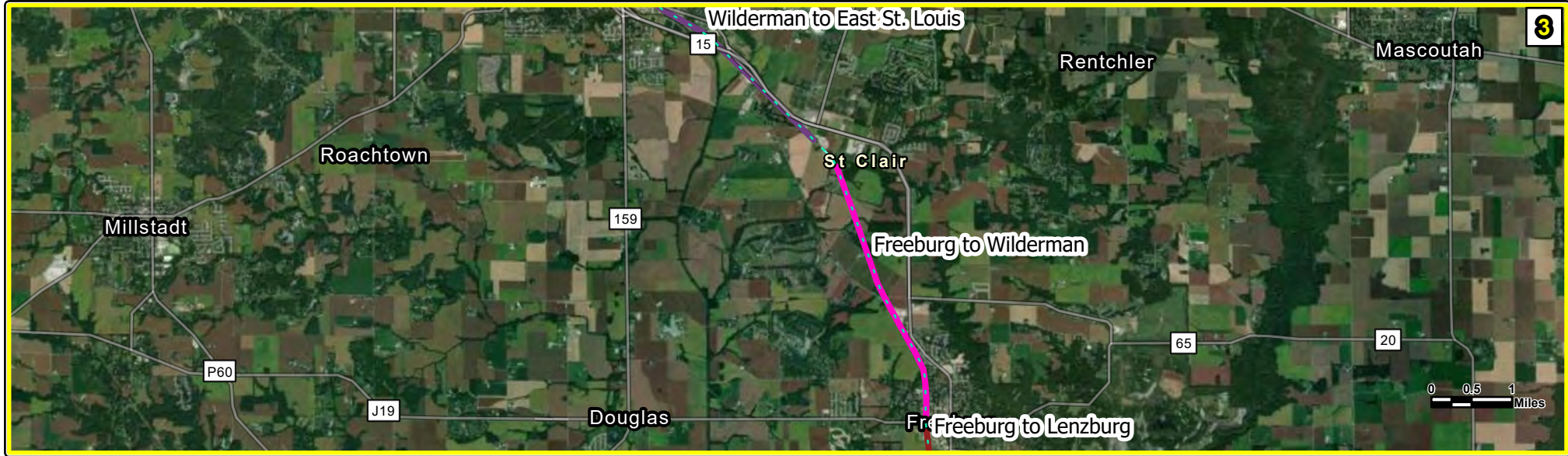
Figure 3:
KCS Divestiture to CN
Line Segments and
Facility Improvement Projects
for EA Evaluation
Illinois (Overview)



--- CN Track
Increased Train Volume Segments
— Freeburg to Lenzburg
— Freeburg to Wilderman



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 1 of 16



— — — CN Track

Increased Train Volume Segments

Name

- Freeburg to Lenzburg
- Freeburg to Wilderman
- Wilderman to East St. Louis



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 2 of 16

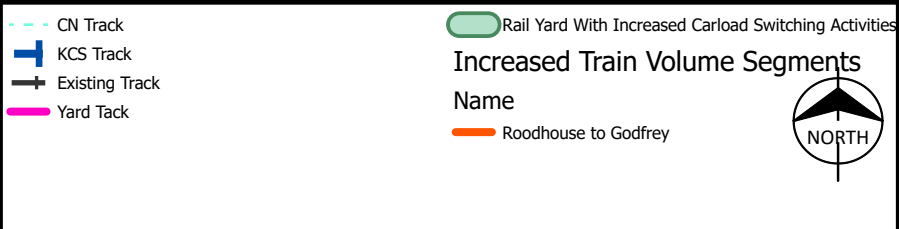
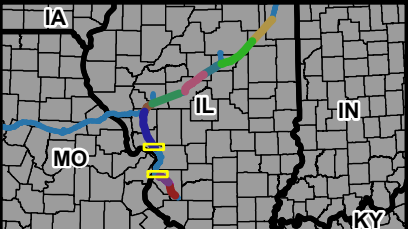
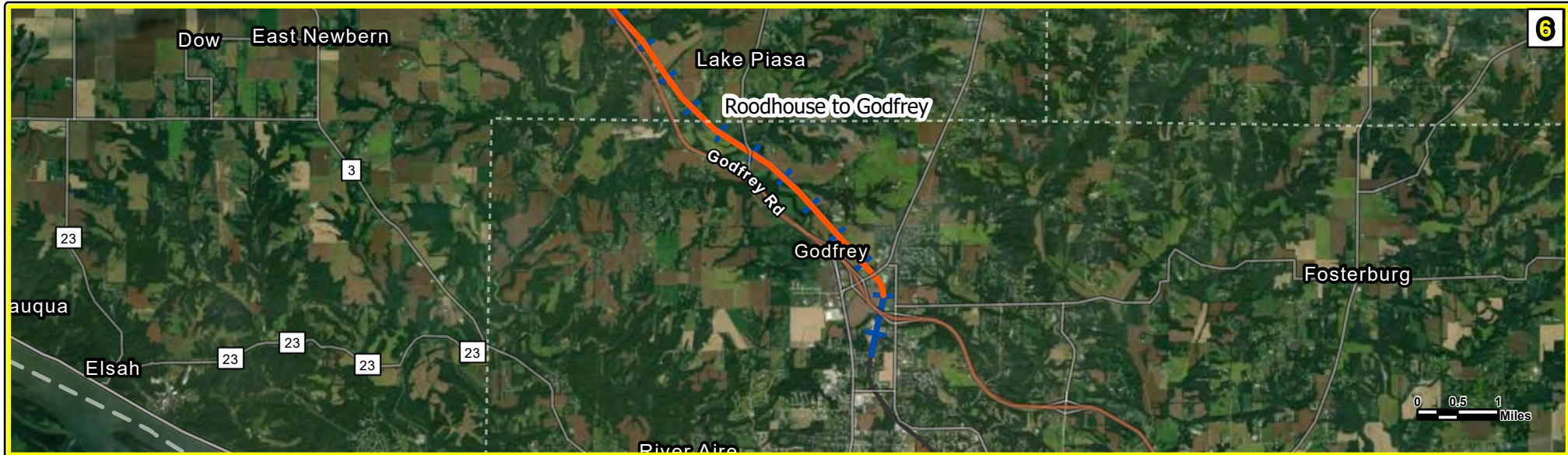
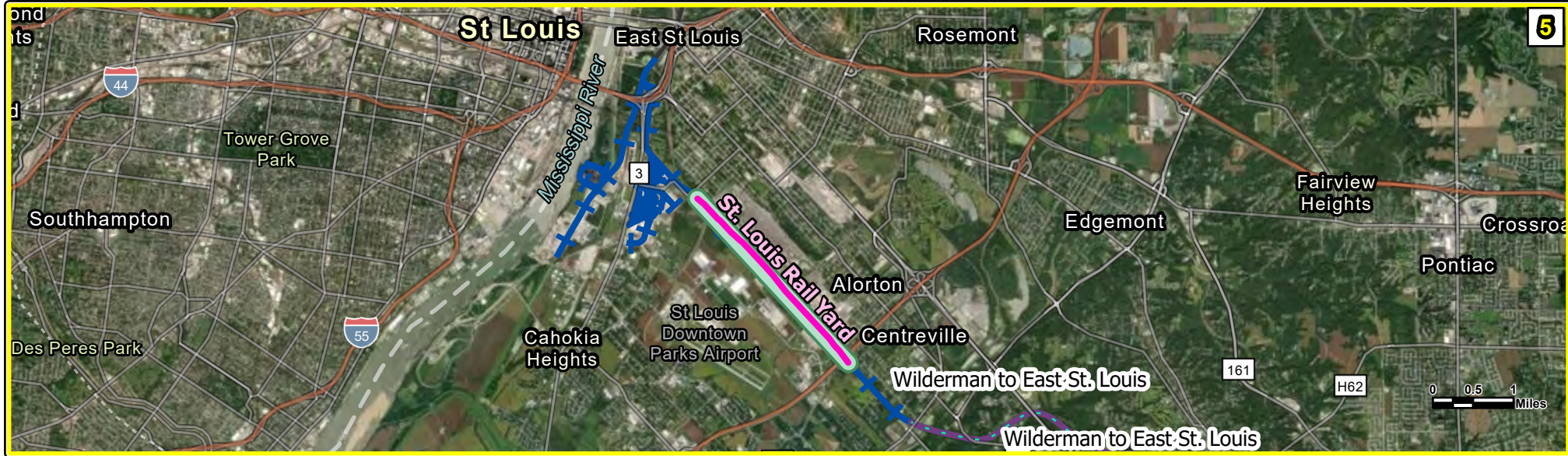
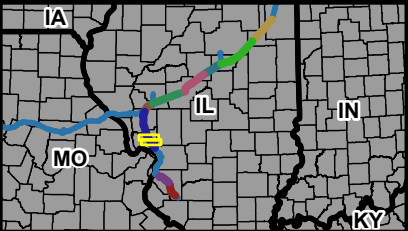
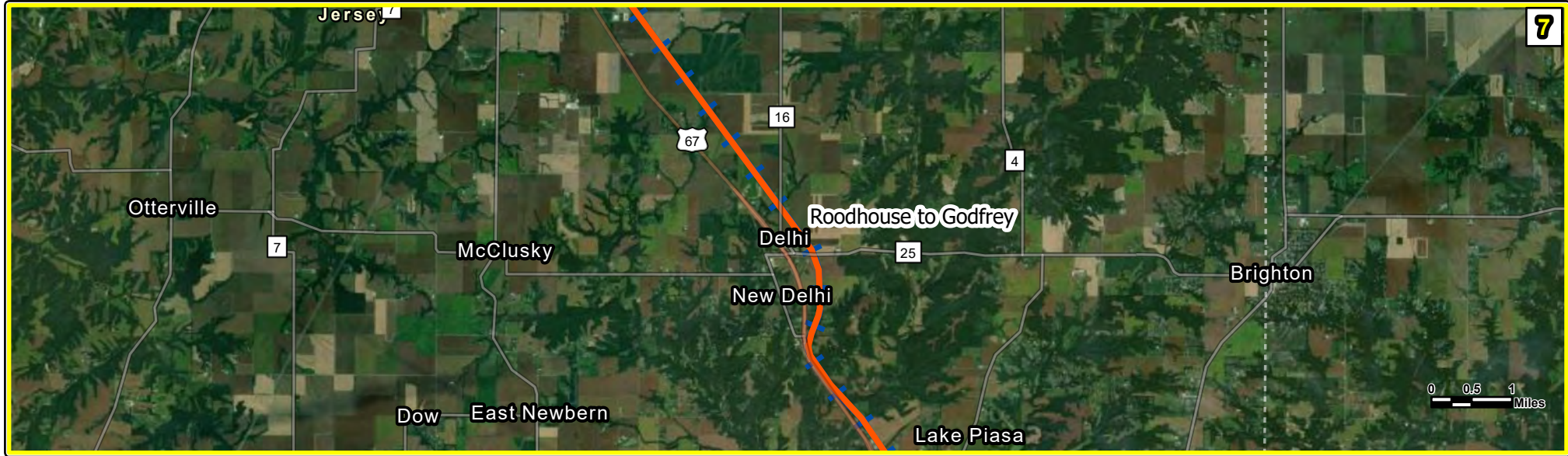


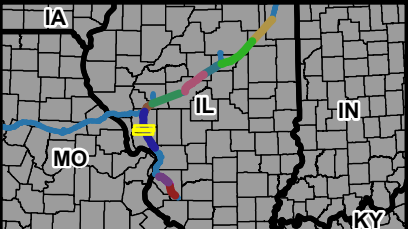
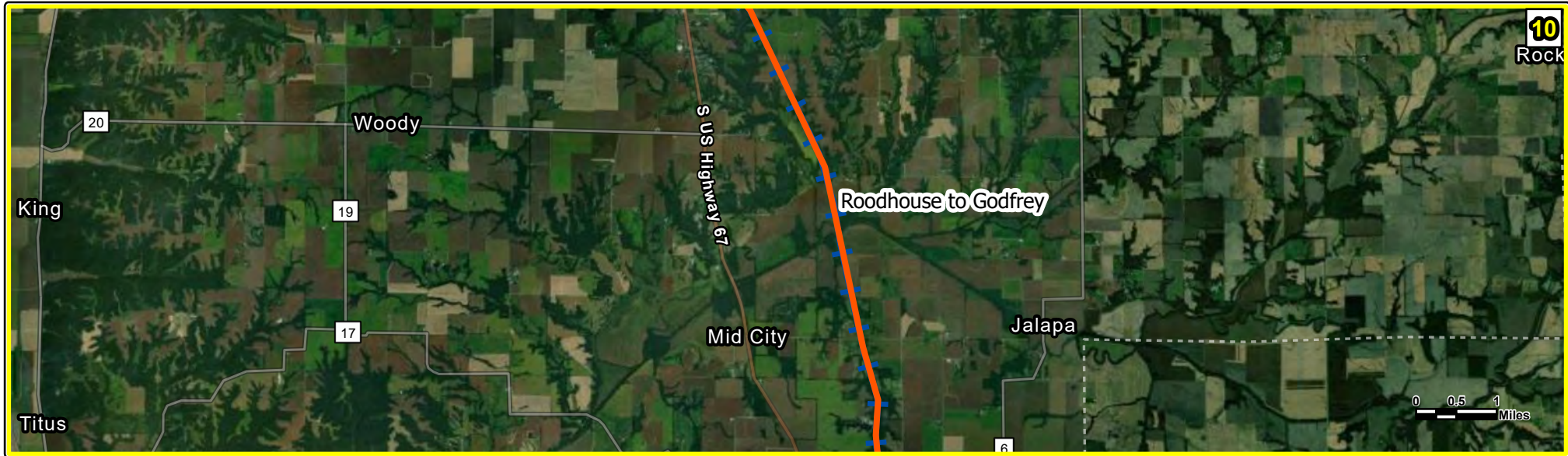
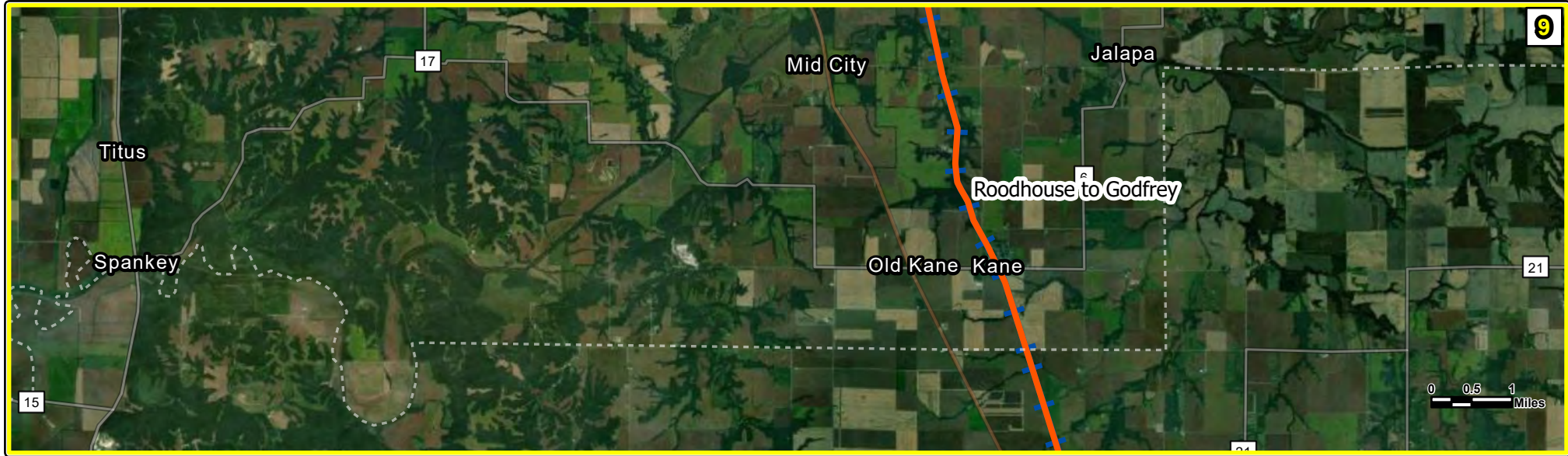
Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 3 of 16



- +
- KCS Track
- Increased Train Volume Segments
- Name
- Roodhouse to Godfrey



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 4 of 16



 KCS Track

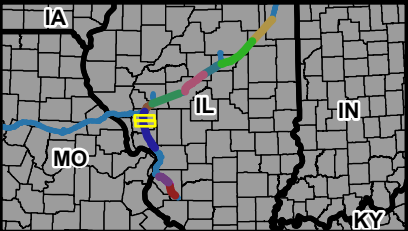
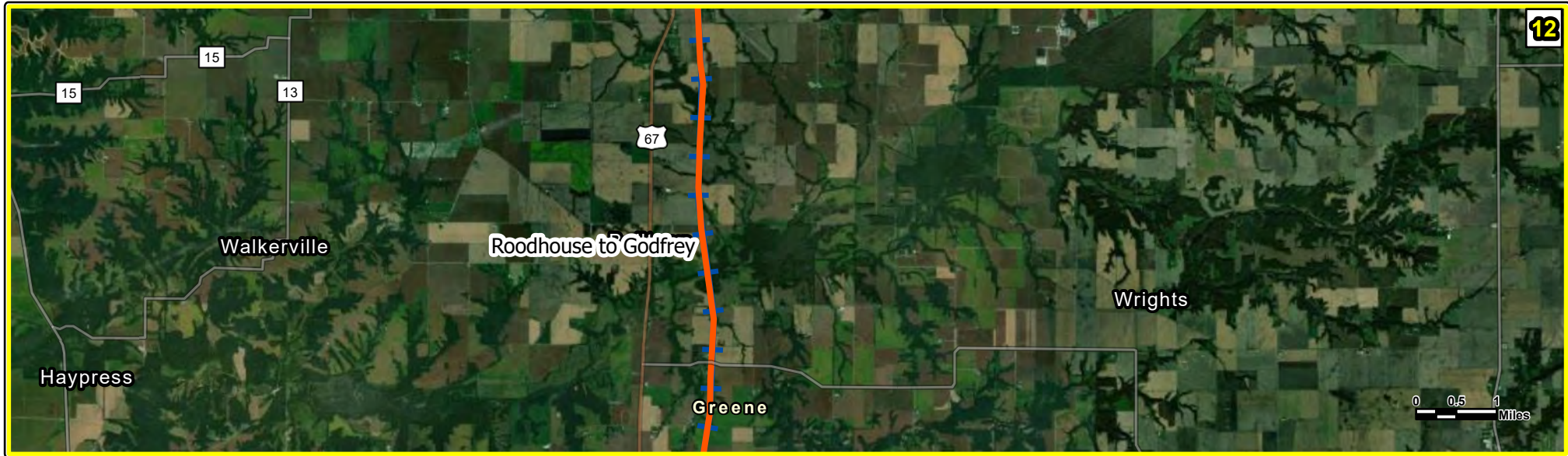
 Roodhouse to Godfrey

Increased Train Volume Segments

Name



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
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Legend:

- Blue line with cross-ticks: KCS Track
- Orange line: Roodhouse to Godfrey

Increased Train Volume Segments

Name

BURNS & MCDONNELL

Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
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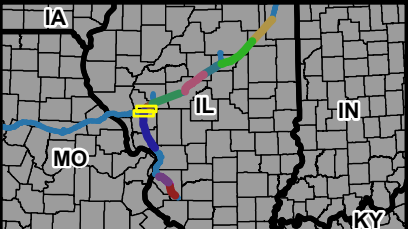
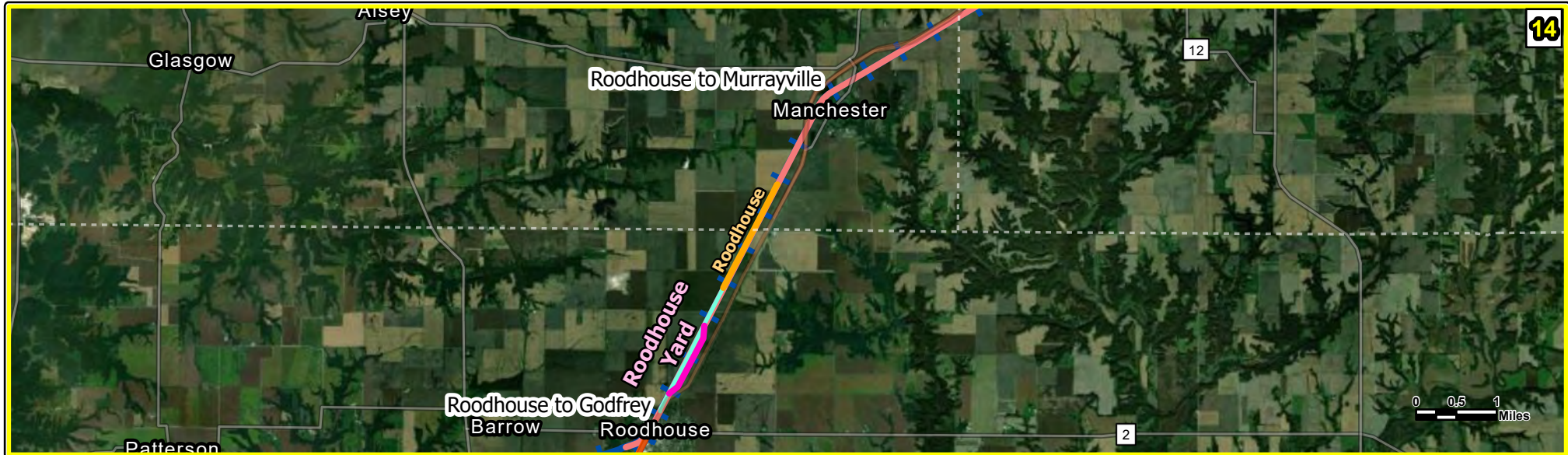
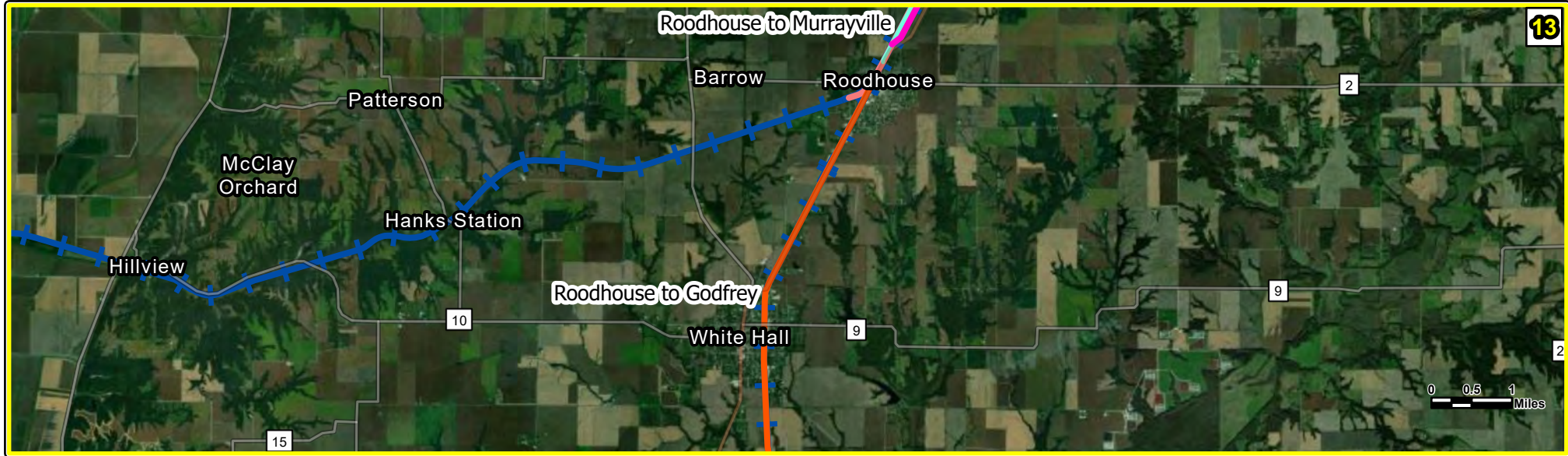
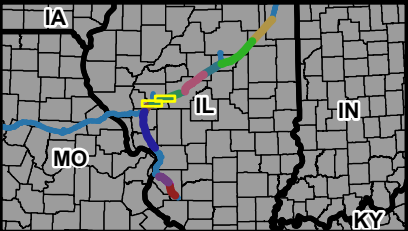
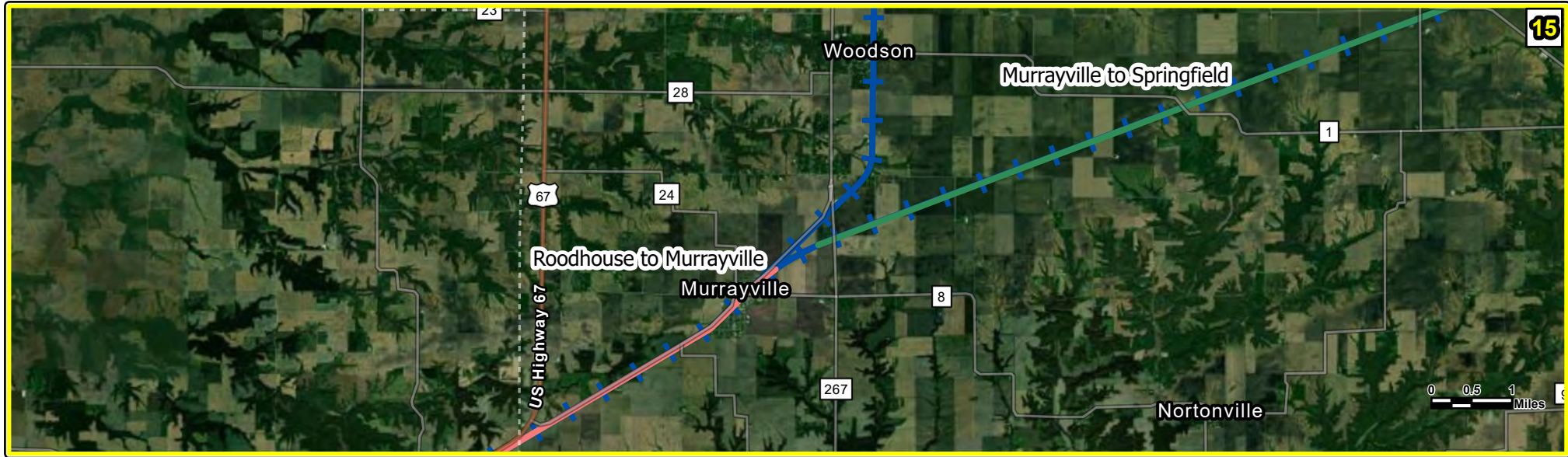


Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 7 of 16



 KCS Track

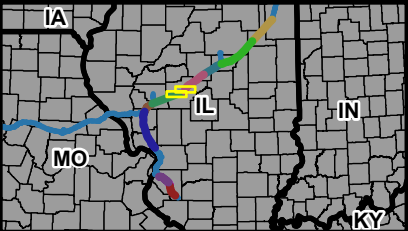
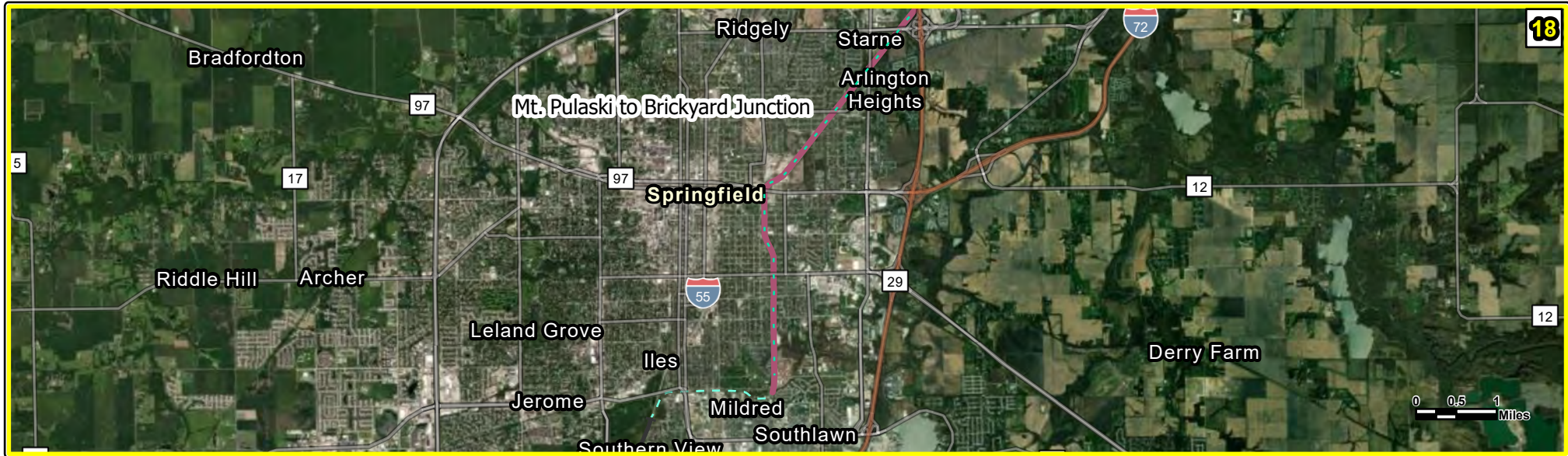
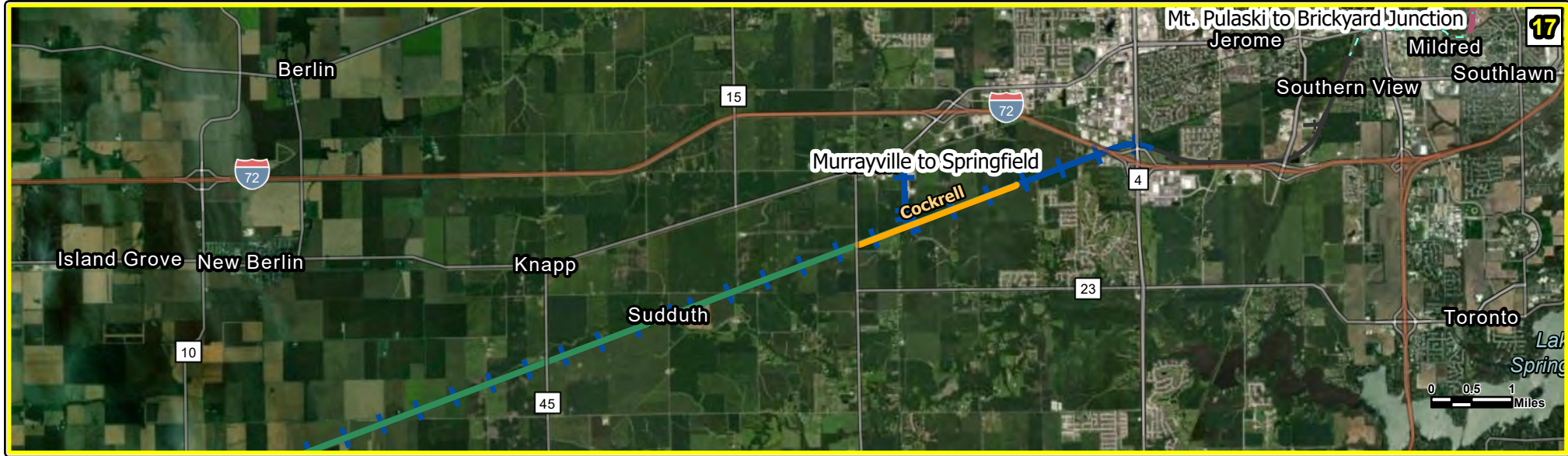
Increased Train Volume Segments

Name

-  Murrayville to Springfield
-  Roodhouse to Murrayville



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
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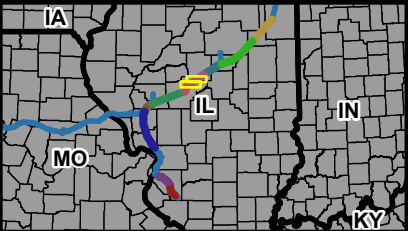
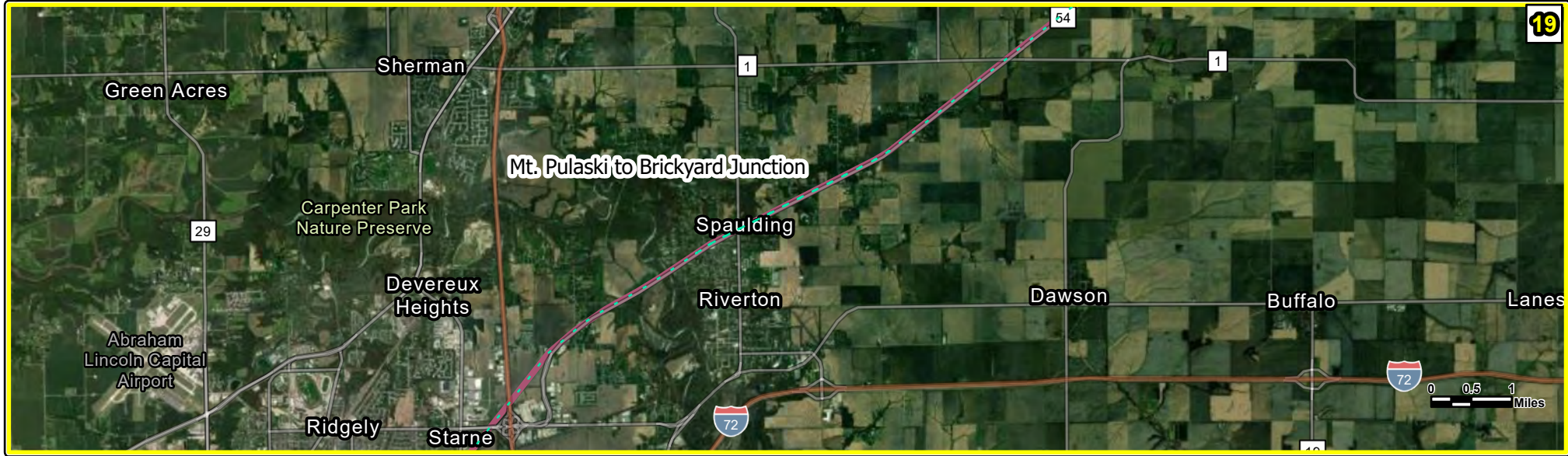


Increased Train Volume Segments

Name

- Mt. Pulaski to Brickyard Junction
- Murrayville to Springfield

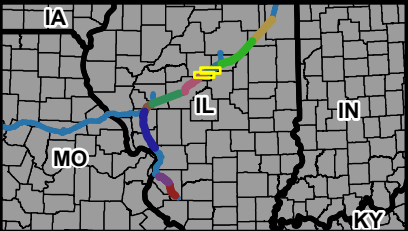
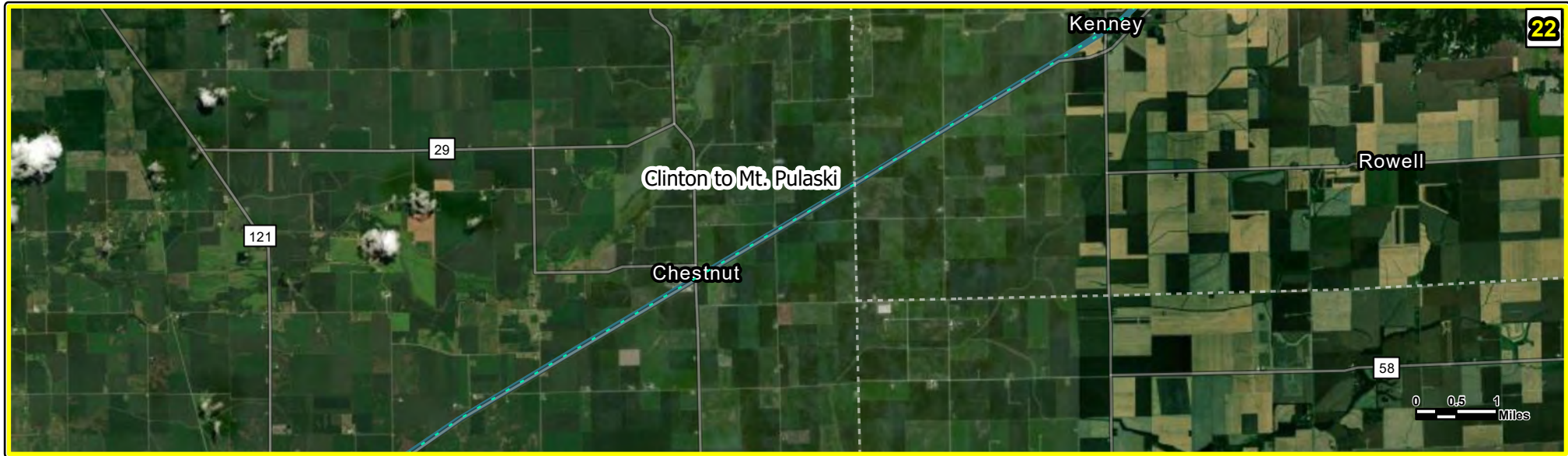
Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 9 of 16



--- CN Track
Increased Train Volume Segments
Name
— Mt. Pulaski to Brickyard Junction



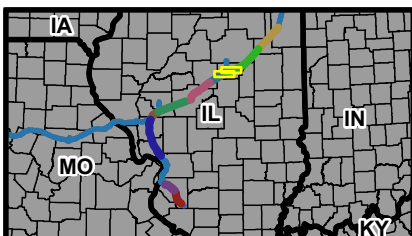
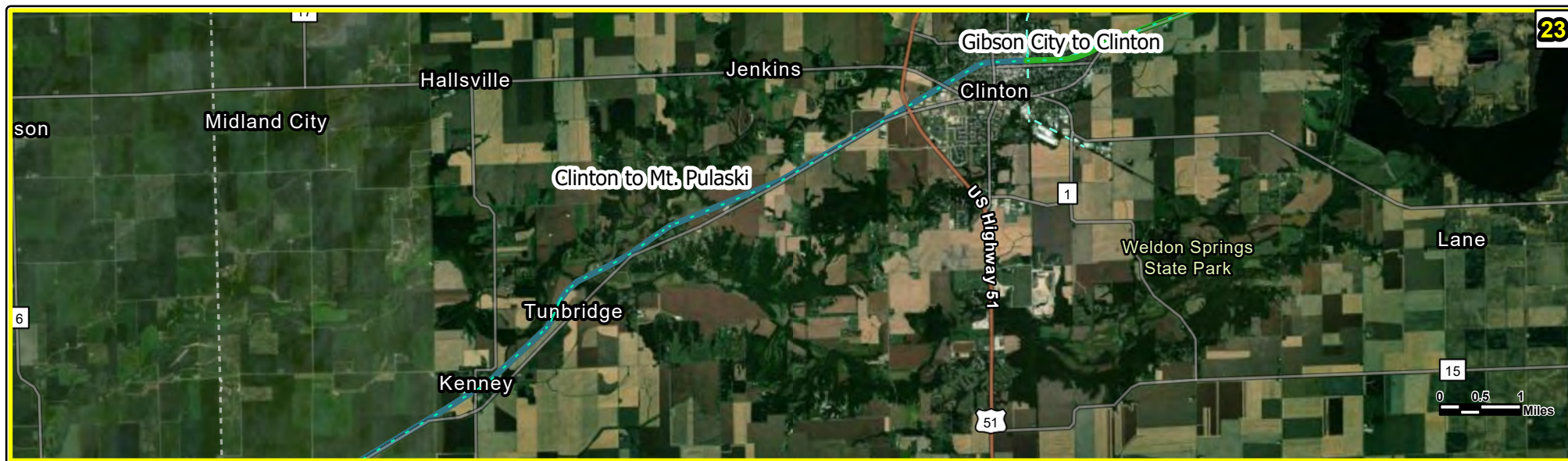
Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 10 of 16



- CN Track
- Increased Train Volume Segments
- Name
- Clinton to Mt. Pulaski
 - Mt. Pulaski to Brickyard Junction



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 11 of 16



Increased Train Volume Segments

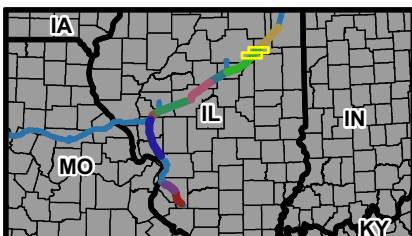
Name

- Clinton to Mt. Pulaski
- Gibson City to Clinton



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MCDONNELL**

Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 12 of 16



Increased Train Volume Segments

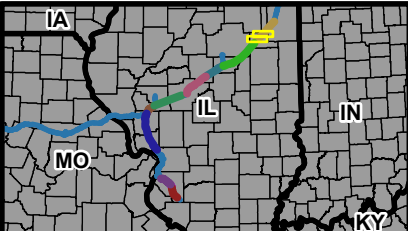
Name

- Gibson City to Clinton
- Gilman to Gibson



**BURNS
MCDONNELL**

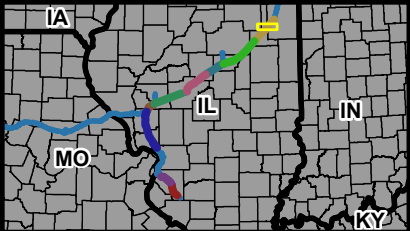
Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
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- - - - - CN Track
 Increased Train Volume Segments
 Name
 ——— Gilman to Gibson



Figure 3:
 KCS Divestiture to CN EA
 Rail Line Exceeding Traffic Increase
 Illinois
 Page 15 of 16



- CN Track
- Increased Train Volume Segments
- Name
- Gilman to Gibson



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 16 of 16



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

November 3, 2022

Justin Wood
Principal Chief
Sac & Fox Nation, Oklahoma
920883 south highway 99
Building A
Stroud, OK 74079

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 for Comments**

Dear Mr. Wood:

This letter requests comments on the amended “responsive” application filed by Canadian National Railway Company (CN) and its United States rail carrier affiliate, Illinois Central Railroad Company (ICCR) (collectively, CN), on June 9, 2022, in Docket No. FD 36500 (Sub-No. 1). In that application,⁷ CN requests that the Surface Transportation Board (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). See attached maps. CN’s filing was submitted in response to a primary application filed jointly by Canadian Pacific et al. (CP) and KCS in Docket No. FD 36500, seeking Board authority for CP to acquire KCS.⁸ The proposed acquisition of KCS by CP is the subject of a separate ongoing environmental review by the Board.⁹ Should the Board authorize both the

⁷ CN had filed a responsive application on February 28, 2022. However, in response to an apparent inconsistency in certain data filed in Docket No. 36500, the Board provided time for CP and KCS to address the inconsistency and for all interested parties to refile their respective applications.

⁸ Other responsive applications are pending before the Board in Docket No. FD 36500 (Sub-Nos. 2-4) but are not discussed here because those applications are exempt from environmental review.

⁹ The Board issued a Draft Environmental Impact Statement (EIS) on the primary application in Docket No. FD 36500 on August 5, 2022, and requested public comments on the Draft EIS by October 14, 2022. More information regarding the environmental review of the proposed acquisition of KCS by CP can be found on the project-specific website (www.CP-KCSMergerEIS.com) or on the Board’s website at www.stb.gov by conducting a search for Docket No. FD 36500.

primary application and the Proposed Divestiture, then CP would be ordered to sell the Springfield Line to CN upon completion of CP's acquisition of KCS.

Before deciding whether to authorize the Proposed Divestiture, the Board must first evaluate the potential environmental impacts of CN's proposal in accordance with the National Environmental Policy Act (NEPA) (42 U.S.C. §§ 4321-4370m-12) and the Board's environmental regulations at 49 C.F.R. Part 1105. To comply with NEPA, the Board's Office of Environmental Analysis (OEA) is conducting an environmental review of the Proposed Divestiture separately from, but concurrently with, the ongoing environmental review of the proposed acquisition of KCS by CP. Although the Proposed Divestiture could only occur if CP is authorized to acquire KCS, the environmental reviews for the two proposals are being conducted separately because they involve different railroad applicants and largely distinct sets of potential environmental impacts that would occur in different geographic areas.

The purpose of this letter is to advise you of the Proposed Divestiture and request information from your tribe on the environmental resources under your jurisdiction that could be affected by the Proposed Divestiture and permits and approvals that could be required. The environmental review of the Proposed Divestiture will help inform the Board in making its decision about whether to approve CN's proposal and, if so, whether and what environmental mitigation conditions to impose.

Project Description

The Proposed Divestiture proceeding requests that the Board order the sale of approximately 370 miles of KCS's Springfield Line in Missouri and Illinois. In connection with the sale of the Springfield Line, CN also seeks a 50% equity interest in KCS's International Freight Gateway terminal (IFG Terminal) south of Kansas City. See attached map.

CN states that its proposal to acquire the Springfield Line if the Board authorizes CP to acquire KCS would preserve and enhance competition between Kansas City and Chicago; introduce new single-line rail automotive and intermodal service between Michigan/Eastern Canada and Kansas City; and establish a more direct route for rail traffic between Canada and the Midwest and East St. Louis. CN estimates that more than 80,000 long-haul trucks would be removed from the highways each year as a result of the Proposed Divestiture and that this would generate public benefits by reducing greenhouse gas emissions, highway congestion and maintenance.

According to CN, the Proposed Divestiture would involve (1) operational changes (e.g., an increase in average trains per day) on certain segments of the Springfield Line as well as some contiguous segments of CN's Gilman Line and CN's St. Louis Line that would exceed the Board's thresholds for environmental review at 49 C.F.R. § 1105.7(e) (see further discussion below); (2) changes in activity at some rail yards and intermodal facilities that would exceed the Board's thresholds for environmental review; (3) capital improvements within the existing rail right-of-way and at yards/intermodal facilities; and (4) changes at intermodal facilities that would result in an average increase of truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on affected road segments.

Environmental Review

The Board's thresholds for assessing environmental impacts from increased rail traffic on rail lines in railroad acquisition proceedings are an increase in rail traffic of at least 100 percent as measured in gross ton-miles annually (GTM) or an increase in rail traffic of at least eight trains per day in areas classified as being in attainment under the Clean Air Act. For rail lines located in nonattainment areas, environmental impacts are assessed if they would experience an increase in rail traffic of at least 50 percent as measured in GTMs or an increase of at least three trains per day. 49 C.F.R. §§ 1105.7(e)(5)(i)-(ii). For the Proposed Divestiture, CN projects that the Board's environmental thresholds for GTM (but not for trains per day) would be met or exceeded along 11 rail line segments, including four segments of the KCS Springfield Line, four segments of the CN Gilman Line, and three segments of the CN St. Louis Line. See attached map. Of these line segments, CN estimates that seven are located in attainment areas and four are located in non-attainment areas. Therefore, OEA will evaluate the potential environmental impacts that could result from increased rail traffic on those 11 rail line segments.

At rail yards and intermodal facilities, the air quality thresholds include an increase of at least 100% in rail carload activity for areas classified as being in attainment or 20% in rail carload activity for areas in nonattainment. 49 C.F.R. §§ 1105.7(e)(5)(i)-(ii). CN projects that the Proposed Divestiture would result in increases in operational activity that would exceed the Board's thresholds at the East St. Louis Yard/Intermodal Terminal in Illinois and at CN's Detroit Intermodal Yard in Michigan. See attached map. Therefore, OEA will evaluate the potential environmental impacts that could result from increased operational activity at those facilities.

To support the projected increases in rail traffic, CN plans to make eight capital improvements within the existing rail right-of-way (ROW). These would include extending six existing passing sidings, adding one new siding passing, and relocating one passing siding on the Springfield Line. In Missouri, the improvements would occur at Grain Valley, Harmony, Mexico West, Bowling Green, and Blackburn; and in Illinois, improvements would occur at Pleasant Hill, Roodhouse and Cockrell. In addition, CN plans to make capital improvements at the East St. Louis Yard/Intermodal Terminal in Illinois by constructing 6,000 track feet with intermodal pads and accompanying pavement and 5,000 track feet for loading/unloading and car storage; and developing approximately 25 acres of land for necessary roadways, parking, and truck areas. At IFG Terminal in Missouri, CN proposes to construct 20,000 track feet with pad, storage and accompanying pavement, and 6,600 track feet for loading/unloading and storage, roadways and railhead parking and truck areas. At Roodhouse Yard in Illinois, CN would construct 5,000 feet of new yard track. Railroads have the right to increase efficiency by improving their rail lines and rerouting their traffic without seeking authority from the Board. Therefore, railroad capital improvements that are designed to improve operational efficiency (such as sidings, double tracking, and industry track) typically do not require Board authorization or environmental review by OEA. Where, as here, planned capital improvements are related to a proposal requiring Board approval, however, OEA considers, as appropriate, the potential environmental impacts from such planned capital improvements on a case-by-case basis. In this case, CN has stated that the planned capital improvements are necessary to accommodate the projected increase in rail traffic and has sufficiently identified the location and general layout of

the planned capital improvements to support an environmental review. Therefore, OEA will assess the potential impacts of the planned capital improvements as part of the NEPA review of the Proposed Divestiture.

Lastly, OEA will evaluate changes at intermodal facilities that would result in an average increase of truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment. See 49 C.F.R. §§ 1105.7(e)(5)(i)-(ii). These include: IFG Terminal in Missouri; East St. Louis Intermodal Terminal in Illinois; and Detroit Intermodal Yard in Michigan.

CN projects that transaction-related rail traffic would primarily consist of intermodal containers, assembled automobiles, and carloads of grain. CN does not anticipate any transaction-related shipments of hazardous materials. Nor is CN aware of any current or foreseeable passenger rail service, including Amtrak service, on any of the 11 rail line segments to be evaluated.

In short, based on the information available to date, OEA will evaluate the potential environmental impacts associated with the increased rail traffic, increased operational activity, and capital improvements described above and compare these impacts to the No-Action Alternative, which would occur if the Board were to authorize CP to acquire KCS in Finance Docket No. 36500 but deny CN's amended responsive application for the Proposed Divestiture of the Springfield Line from CP to CN in Finance Docket No. 36500 (Sub-No. 1). OEA's environmental review will evaluate impacts from the Proposed Divestiture related to freight rail safety; rail/roadway at-grade crossing (grade crossing) safety; grade crossing delay; truck-to-rail diversions; intermodal facility traffic; noise and vibration; air quality and climate change; energy; cultural resources; hazardous materials releases sites; biological resources; water resources; environmental justice; and cumulative impacts.

Request for Comments

We appreciate your assistance in identifying whether any resources of concern to your tribe may be affected by the Proposed Divestiture and welcome any additional issues or concerns that you consider appropriate. To submit comments electronically through the Board's website at <https://www.stb.gov>, select "File an Environmental Comment" below the "Need Assistance?" button. Be sure to include the docket number "Docket No. FD 36500 (Sub-No. 1)." Log-in accounts are not needed to file environmental comments electronically, and brief comments can be typed in the comment field, and lengthier comments can be attached as Word, Adobe Acrobat, or other file formats.

Alternatively, comments submitted by mail should be addressed to: Diana Wood, Surface Transportation Board, 395 E Street SW, Washington, DC 20423-0001, Attention: Environmental Filing, Docket No. FD 36500 (Sub-No. 1). You may also submit comments to OEA's third-party consultant Burns & McDonnell at:

Diana Wood
c/o Stephen Thornhill

Burns & McDonnell
9400 Ward Parkway
Kansas City, MO 64114

We have also included a Consultation Questionnaire to assist you in participating in the Project and help us with your level of involvement. Please complete and return the questionnaire to us also by December 9, 2022.

If you have any questions, please feel free to contact Diana Wood, OEA's Project Manager for the environmental review, at 202-245-0302 or by email at Diana.Wood@stb.gov.
Please send your responses by December 9, 2022.

Sincerely,

A handwritten signature in black ink, appearing to read "Danielle Gosselin".

Danielle Gosselin
Director
Office of Environmental Analysis

Map Attachments
Consultation Questionnaire

CONSULTATION QUESTIONNAIRE

Sac & Fox Nation , Oklahoma Tribe

Docket No. 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.

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ We have no interests in the proposed divestiture of the Kansas City Southern rail line between Kansas City, Missouri and East St. Louis, Illinois and further consultation with our Tribe is not necessary.

_____ We want to continue to receive project information by mail or email and participate in the public involvement process. Please specify email and/or mailing address

_____ We have interest in the proposed divestiture of the Kansas City Southern rail line between Kansas City, Missouri and East St. Louis, Illinois and want to participate in government to-government consultation.

Name of Sac & Fox Nation , Oklahoma Tribe designated contact:

Name: _____

Email: _____

Phone: _____

Signed: _____

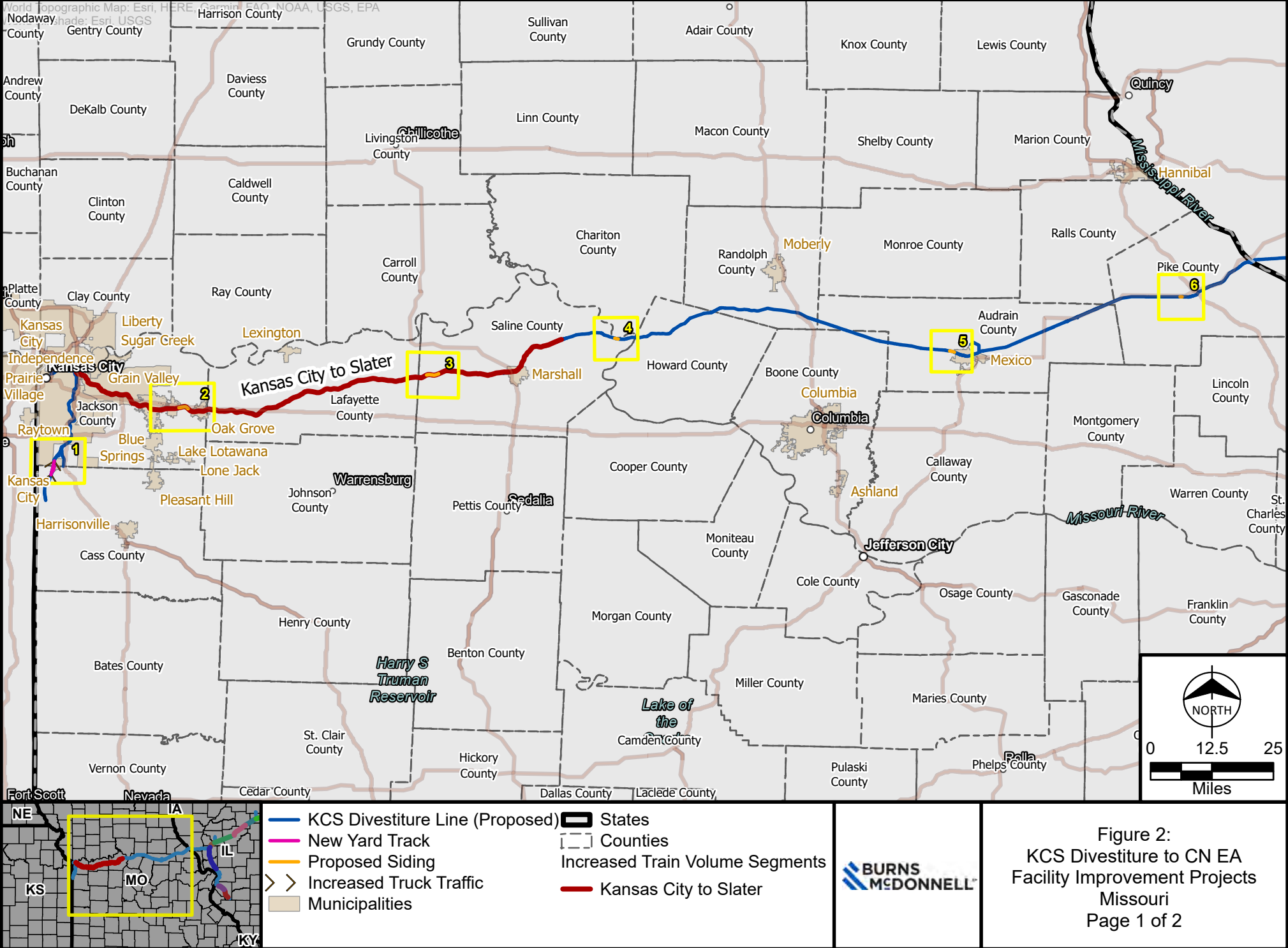
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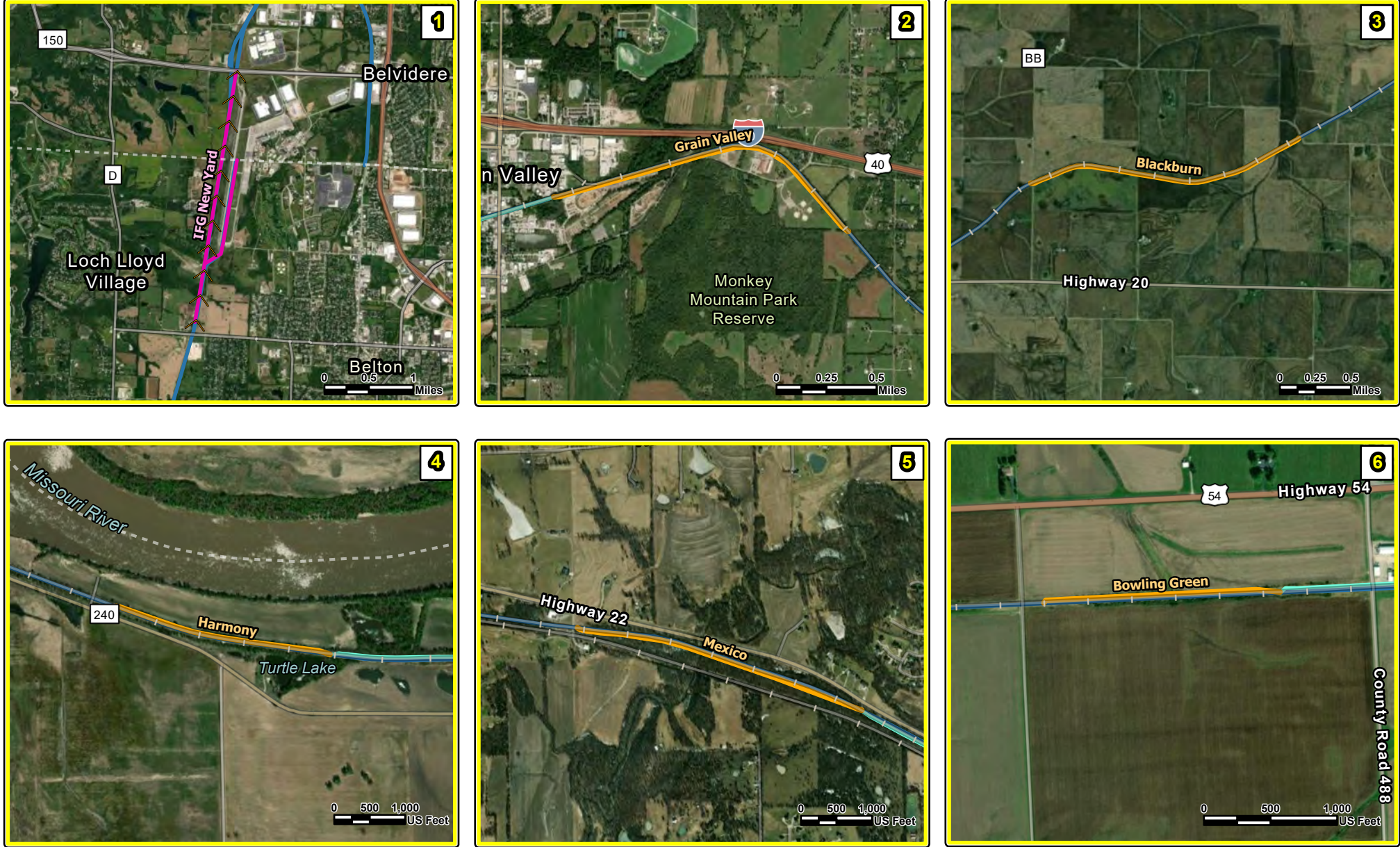
Please email to: Diana.Wood@stb.gov

Or mail to:

Diana Wood
c/o Stephen Thornhill
Burns & McDonnell
9400 Ward Parkway
Kansas City, MO 64114







- KCS Divestiture Line (Proposed)
- Proposed Siding
- Existing Siding
- New Yard Track
- Increased Carload Switching Activities
- > > Increased Truck Traffic



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Figure 2:
KCS Divestiture to CN EA
Facility Improvement Projects
Missouri
Page 2 of 2

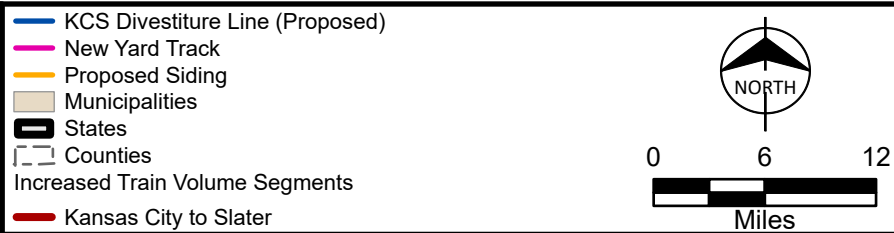
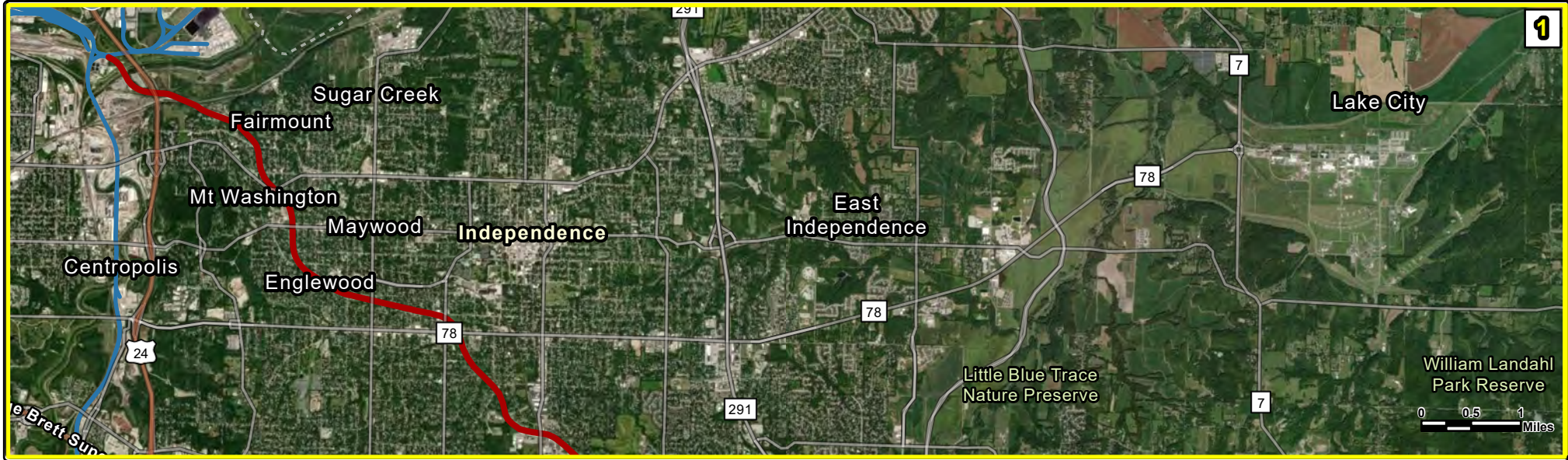
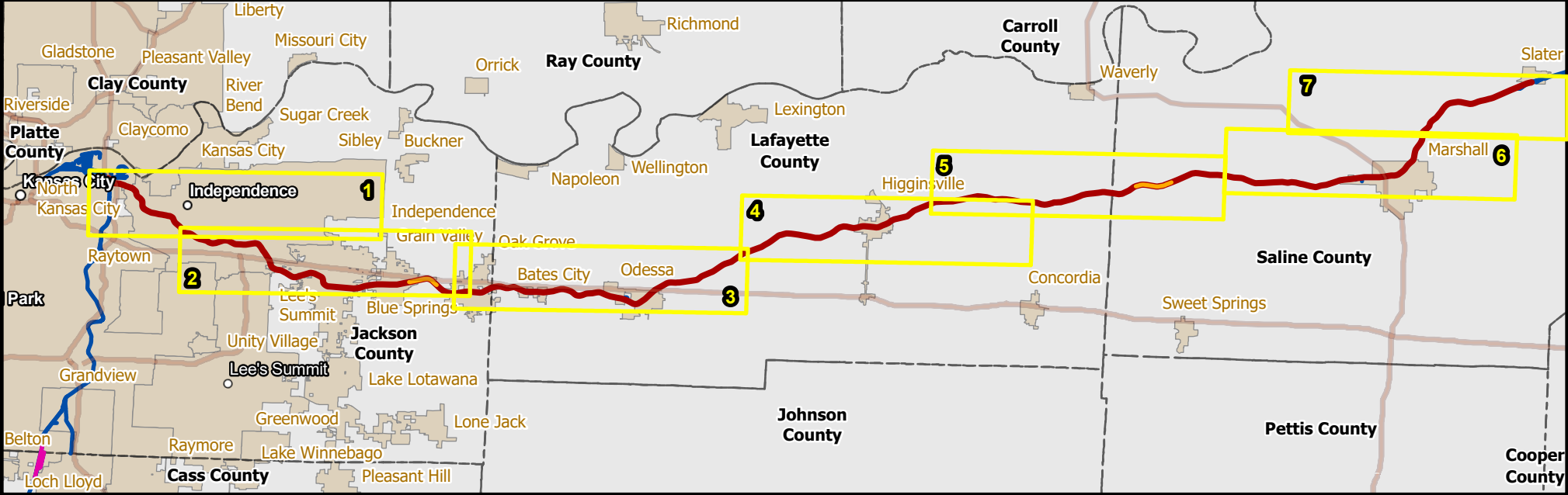
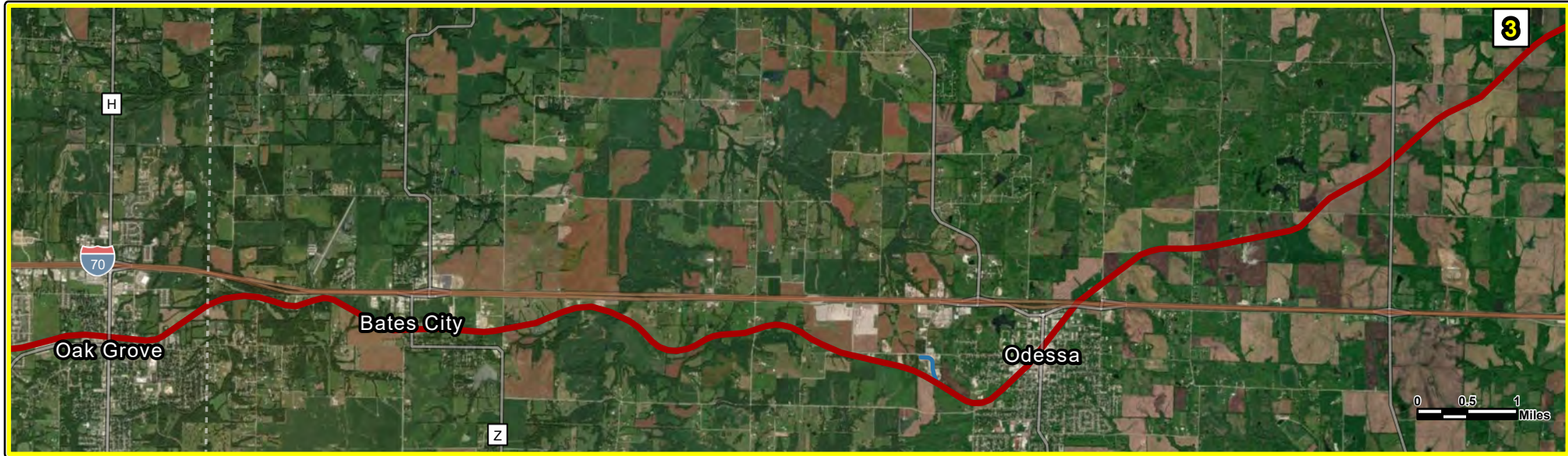
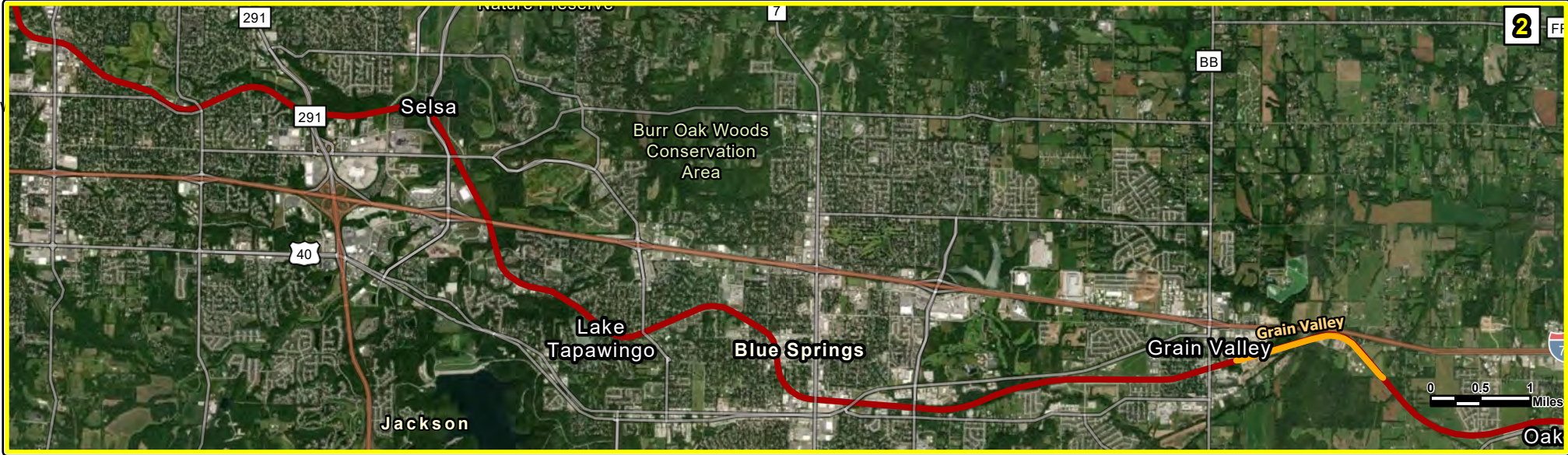


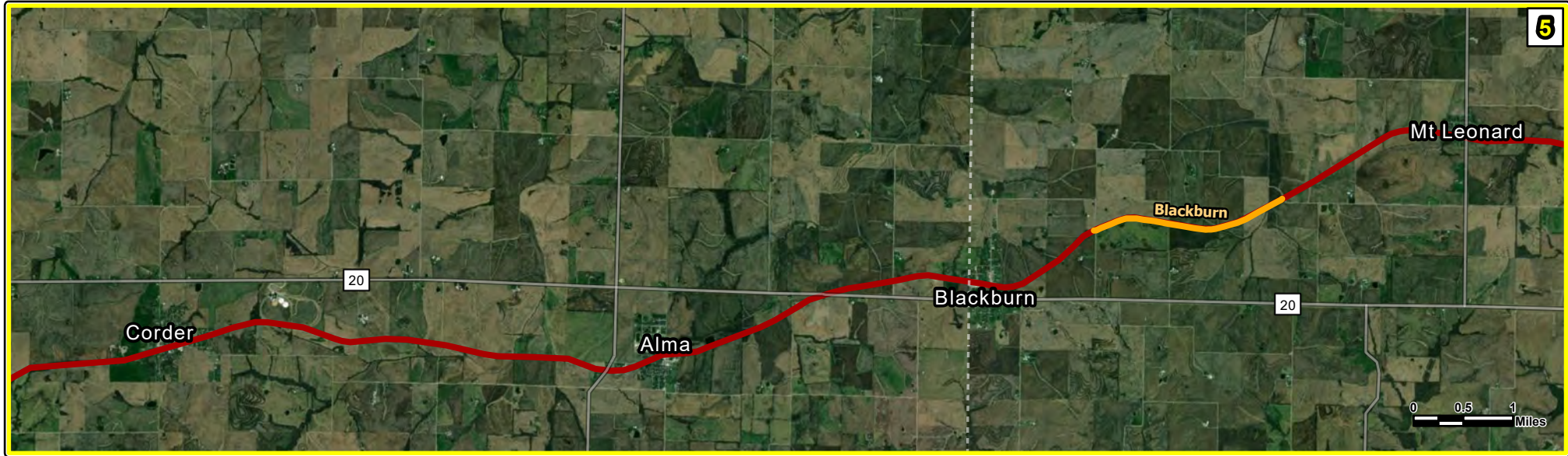
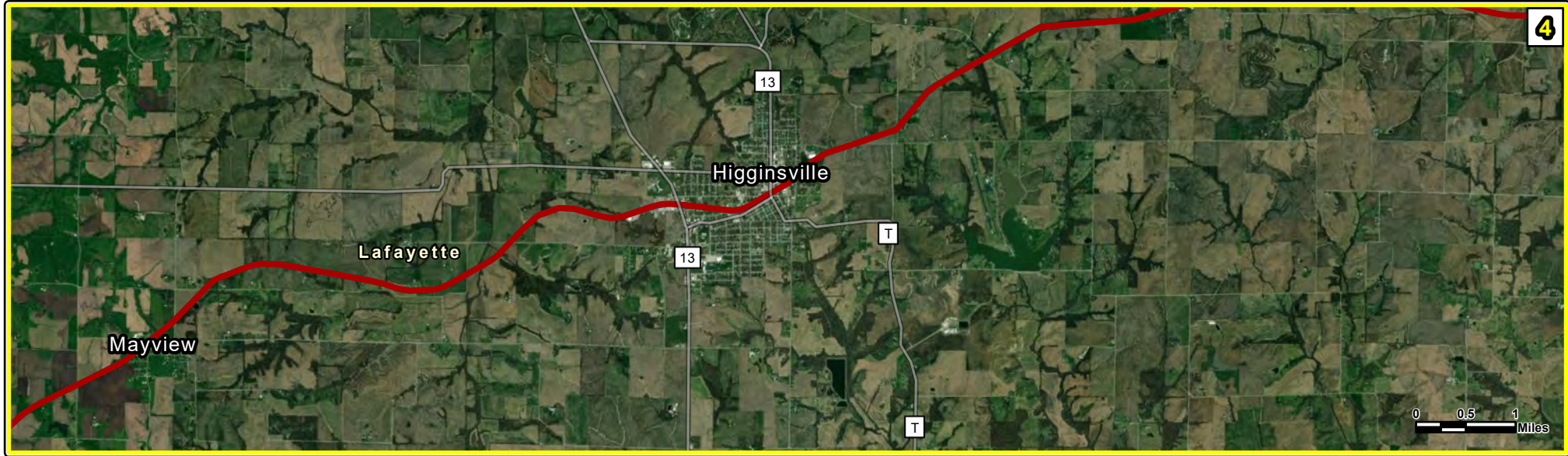
Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Kansas City to Slater
Missouri
Page 1 of 4



- KCS Divestiture Line (Proposed)
- Proposed Siding
- New Yard Track
- Increased Train Volume Segments
- Kansas City to Slater



Figure 3:
KCS Divestiture to CN EA
Rail Lines Exceeding Traffic Increase
Kansas City to Slater
Missouri
Page 2 of 4



— KCS Divestiture Line (Proposed)

— Proposed Siding

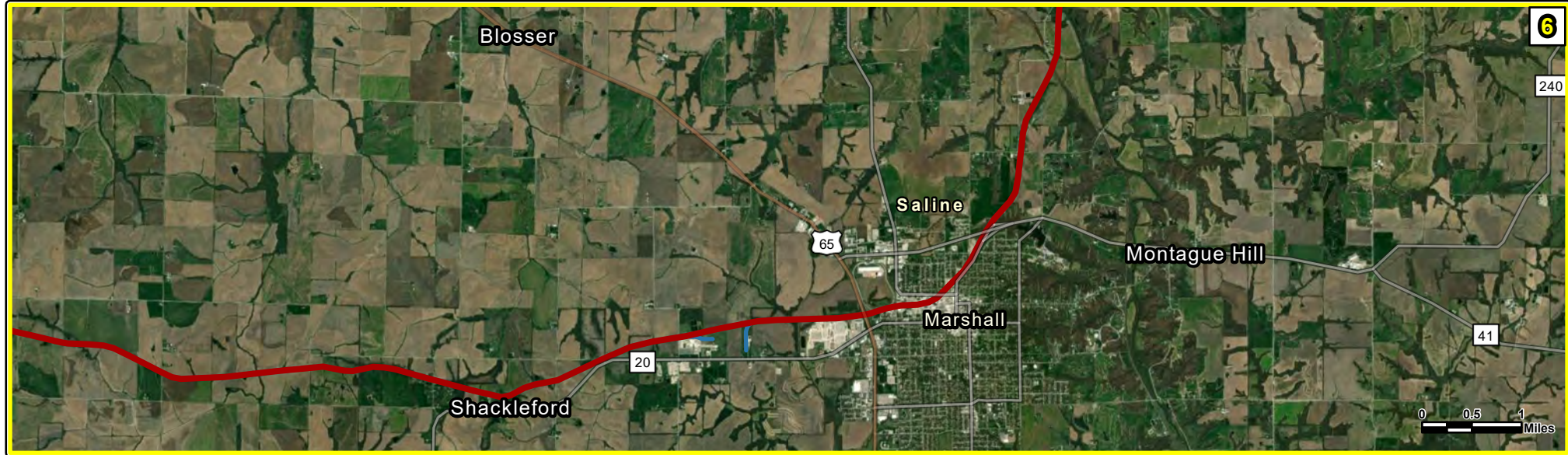
— New Yard Track

— Increased Train Volume Segments

— Kansas City to Slater



Figure 3:
KCS Divestiture to CN EA
Rail Lines Exceeding Traffic Increase
Kansas City to Slater
Missouri
Page 3 of 4



- KCS Divestiture Line (Proposed)
- Proposed Siding
- New Yard Track
- Increased Train Volume Segments
- Kansas City to Slater



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Kansas City to Slater
Missouri
Page 4 of 4



Figure 1:
KCS Divestiture to CN
Line Segments and
Facility Improvement Projects
for EA Evaluation



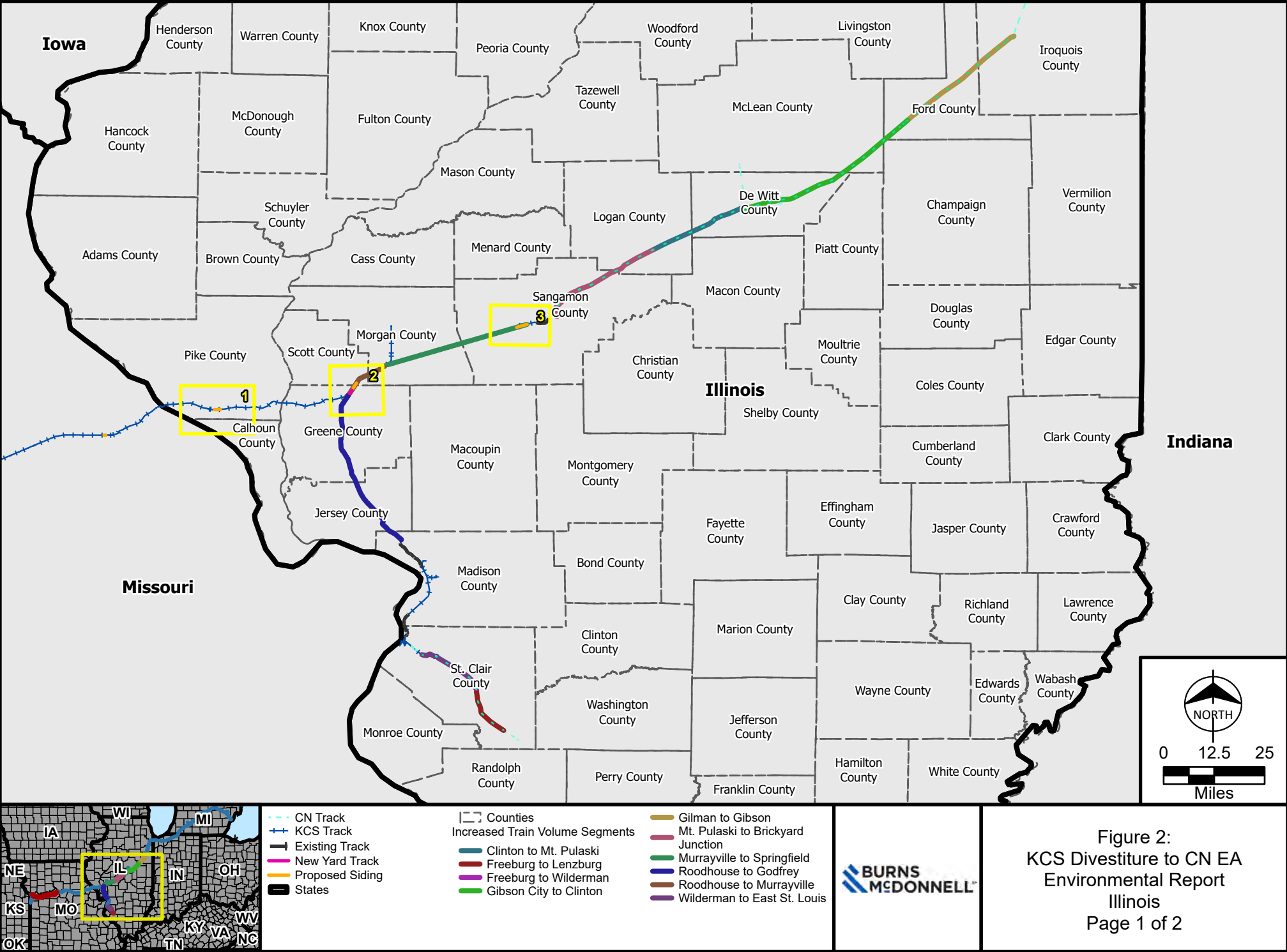
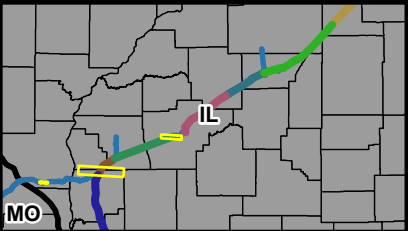
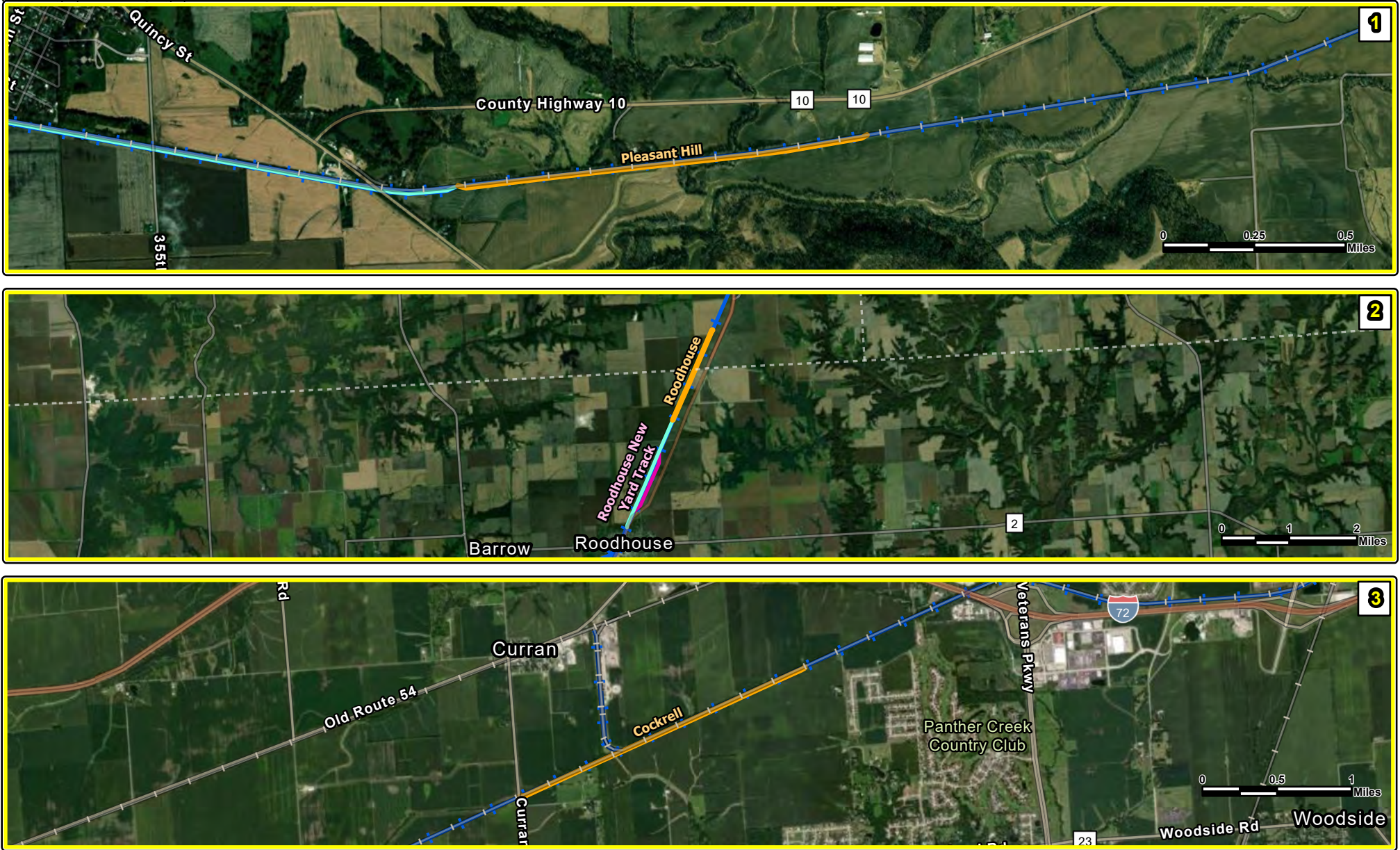


Figure 2:
KCS Divestiture to CN EA
Environmental Report
Illinois
Page 1 of 2





- + KCS Track
- Proposed Siding
- Existing Siding
- New Yard Track



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Figure 2:
KCS Divestiture to CN EA
Facility Improvement Projects
Illinois
Page 2 of 2

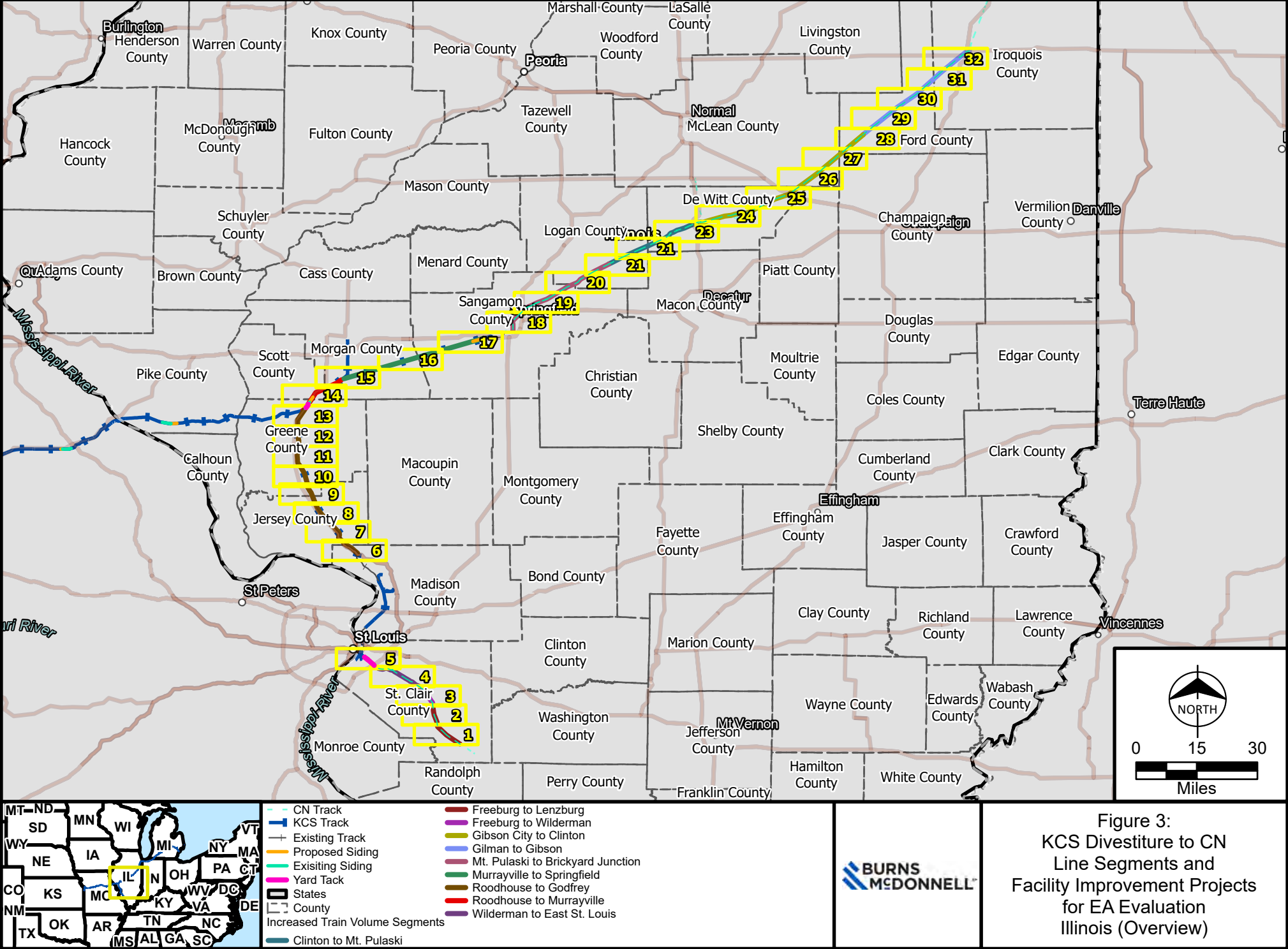
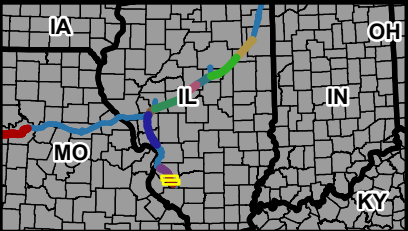


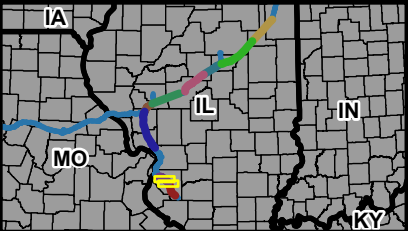
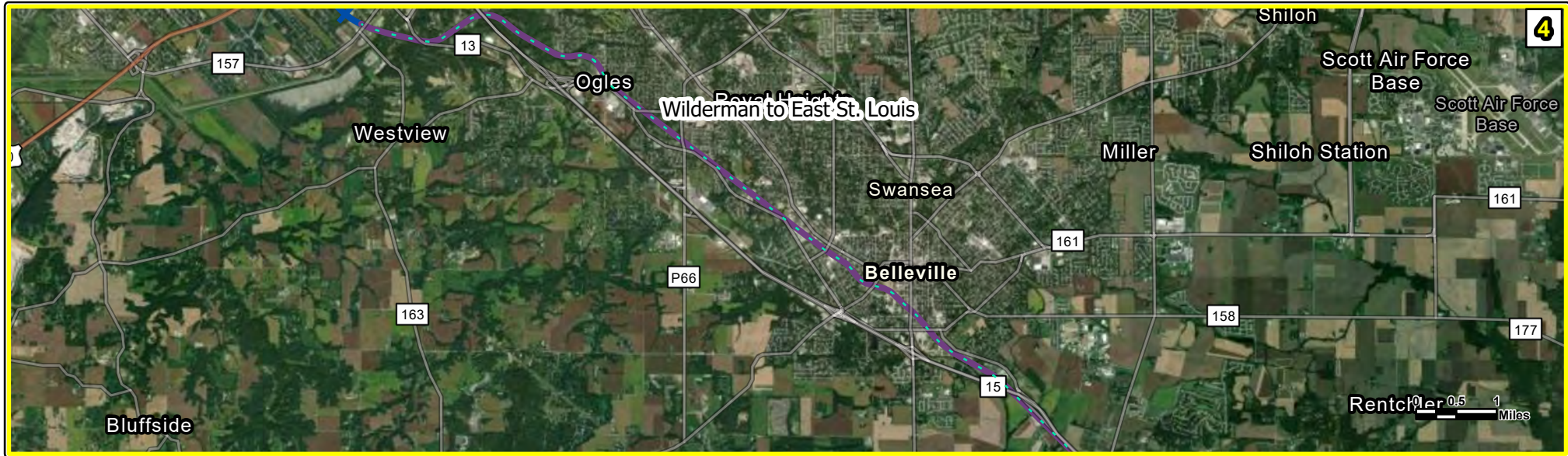
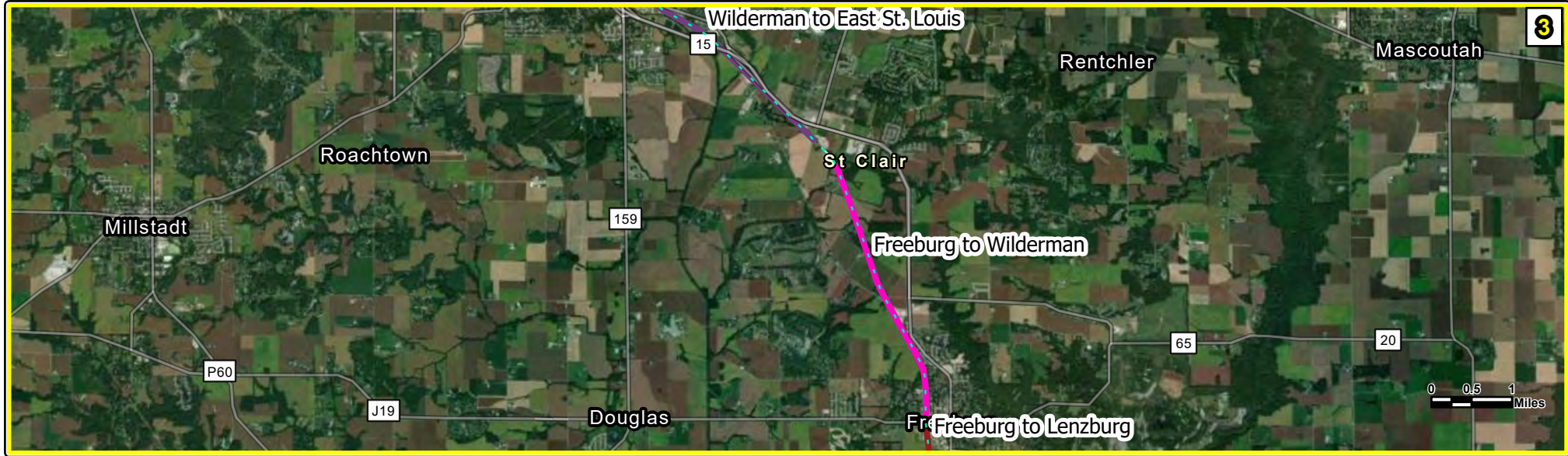
Figure 3:
KCS Divestiture to CN
Line Segments and
Facility Improvement Projects
for EA Evaluation
Illinois (Overview)



--- CN Track
Increased Train Volume Segments
— Freeburg to Lenzburg
— Freeburg to Wilderman



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 1 of 16



Increased Train Volume Segments

Name

Freeburg to Lenzburg

Freeburg to Wilderman

Wilderman to East St. Louis



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 2 of 16

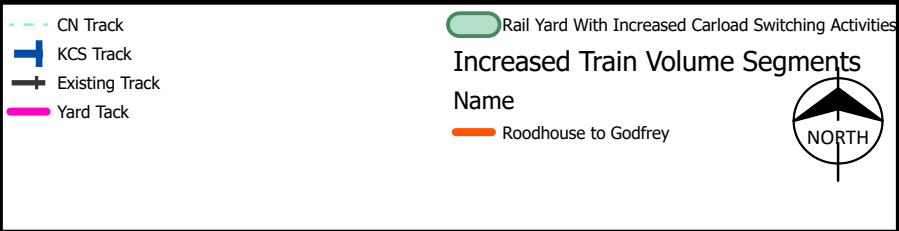
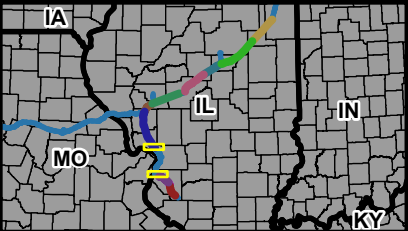
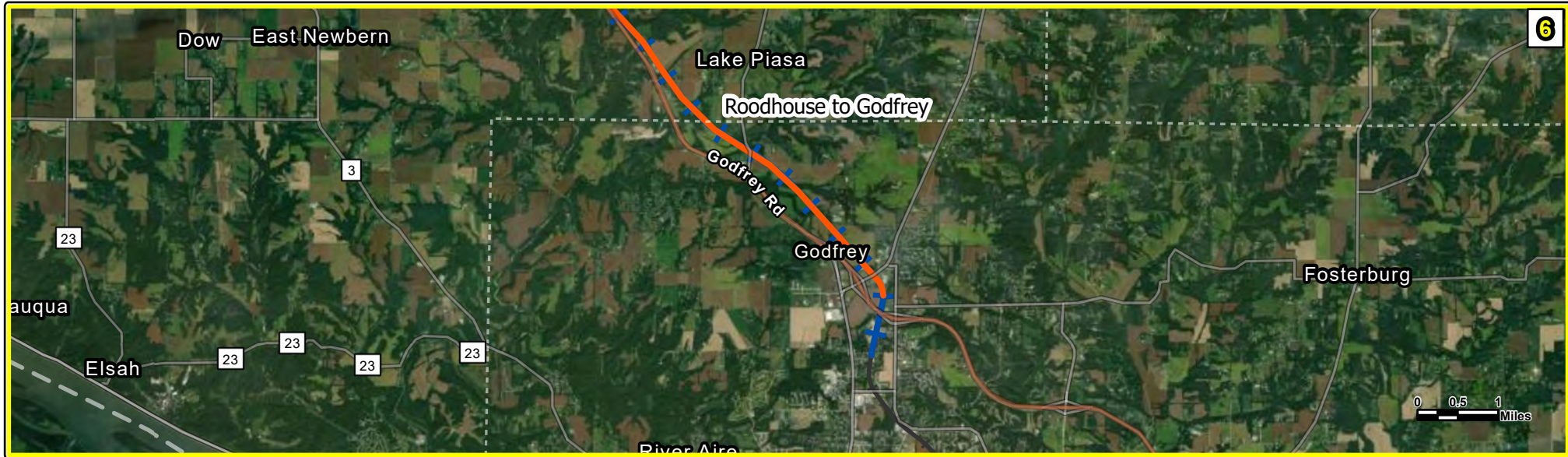
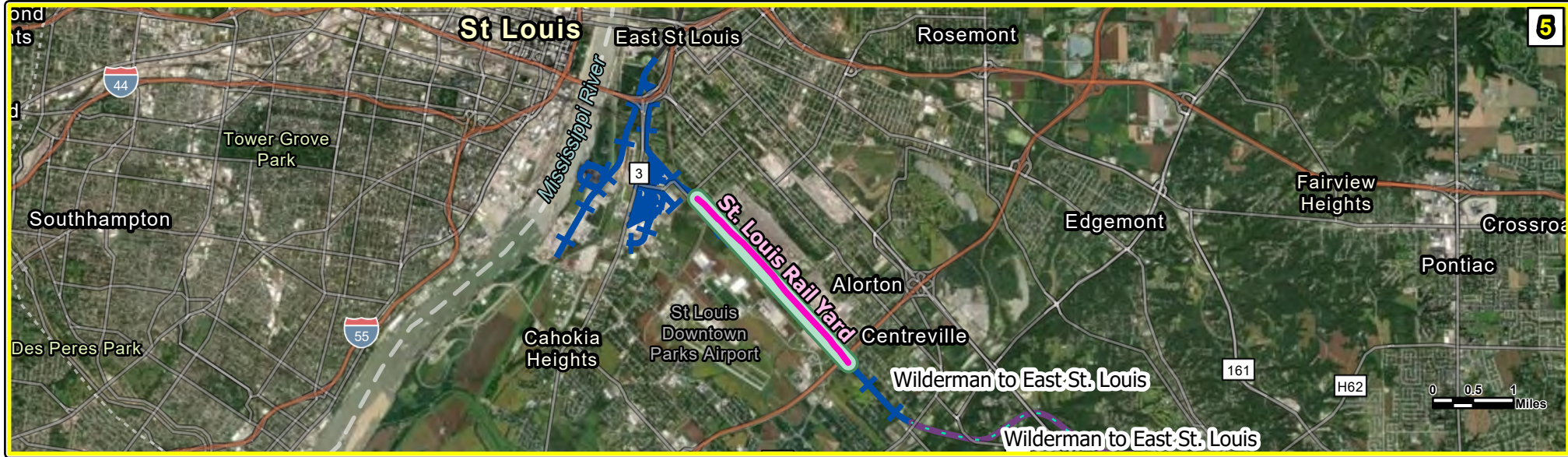
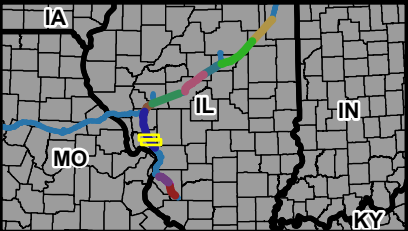
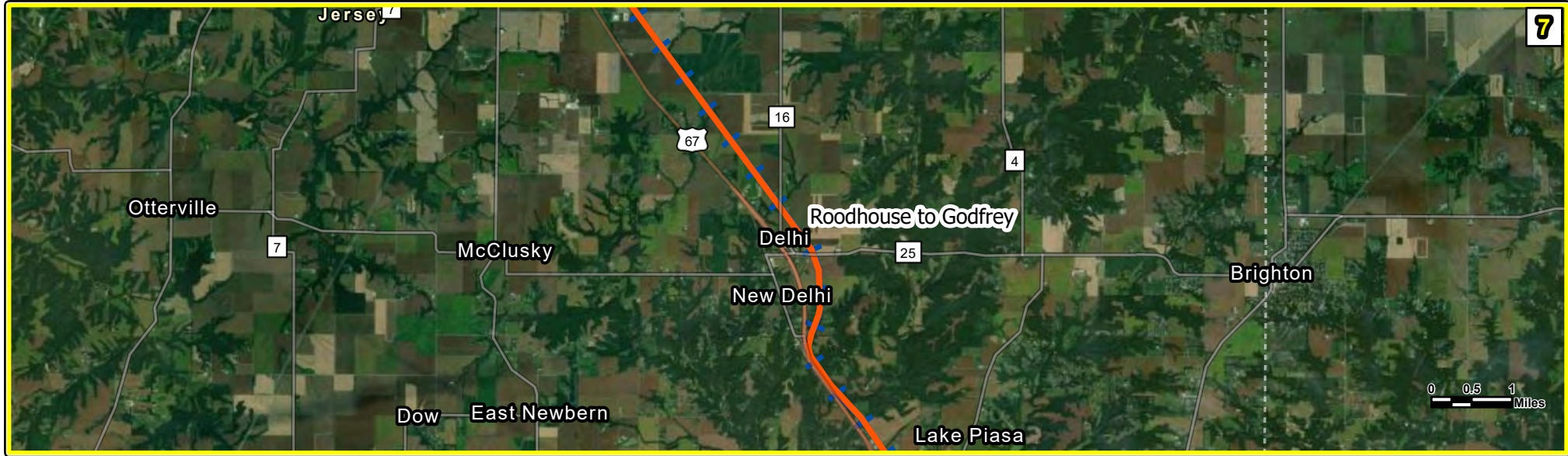


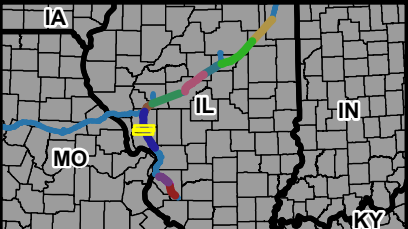
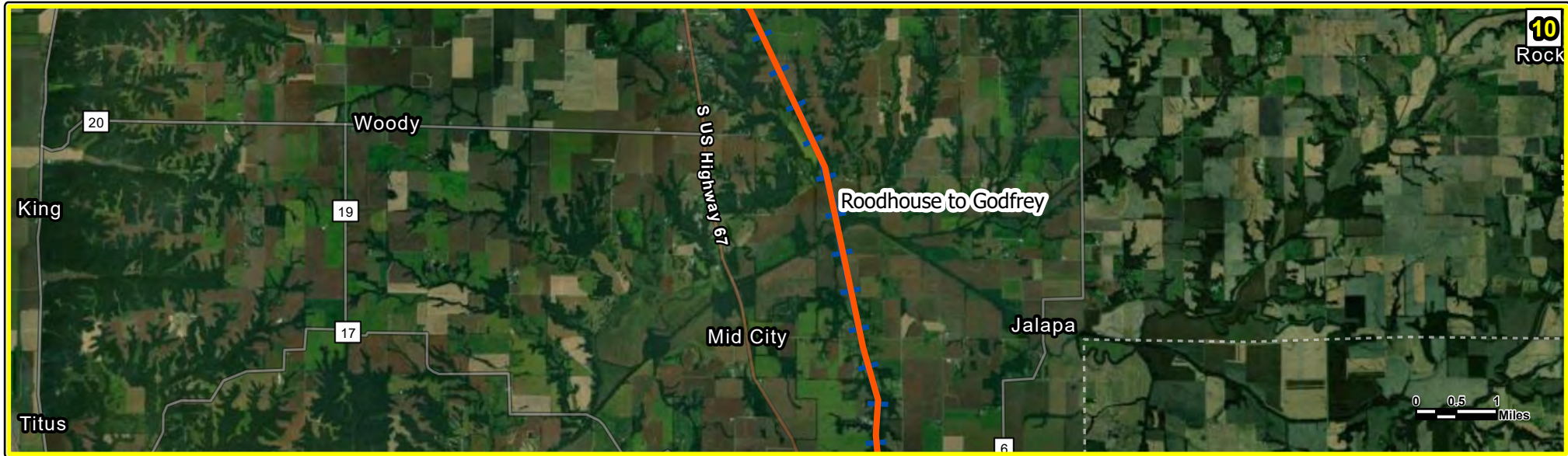
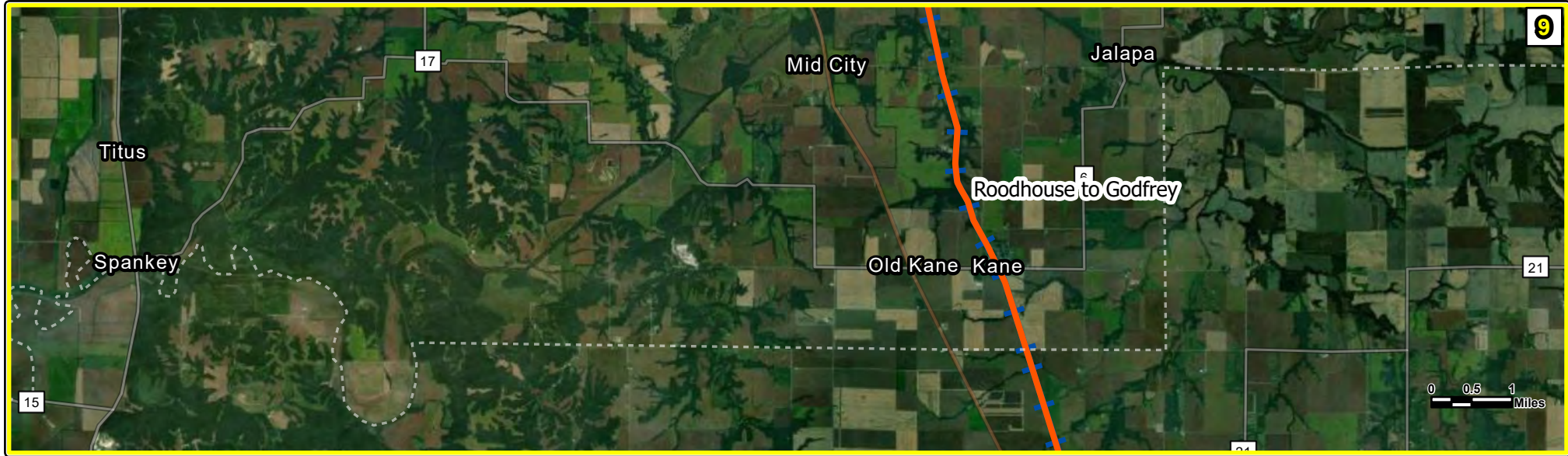
Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 3 of 16



- KCS Track
- Increased Train Volume Segments
- Name
- Roodhouse to Godfrey



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 4 of 16



 KCS Track

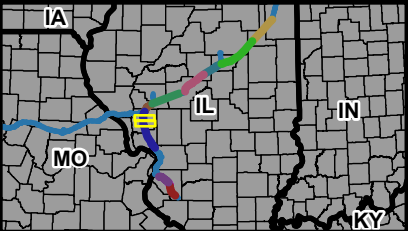
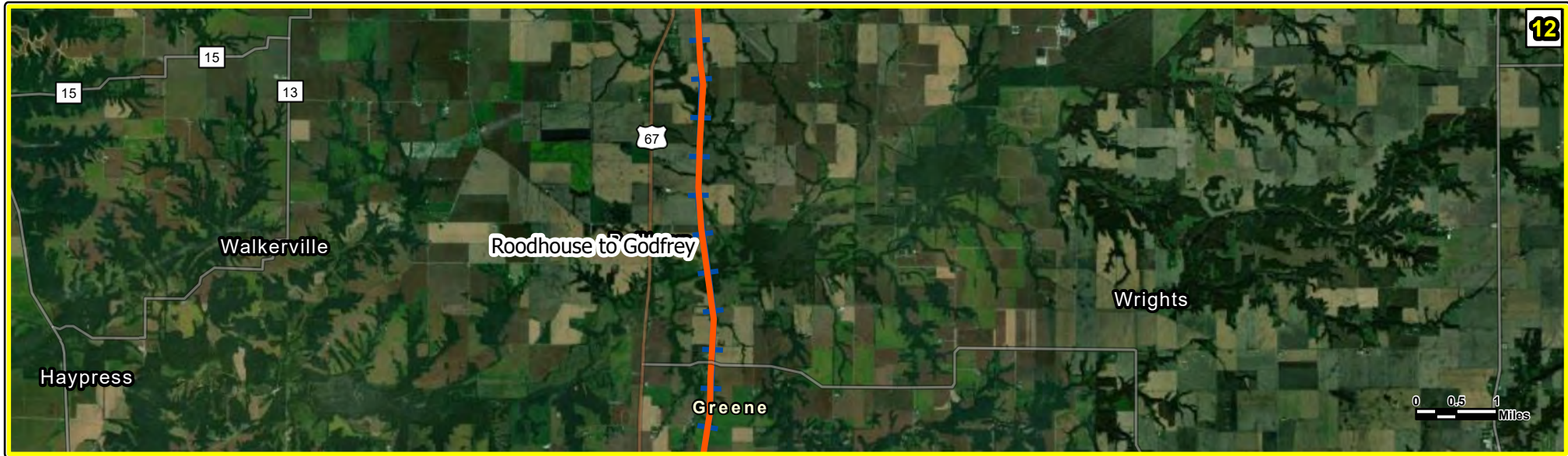
 Roodhouse to Godfrey

Increased Train Volume Segments

Name



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 5 of 16





KCS Track



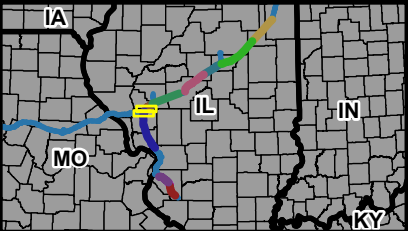
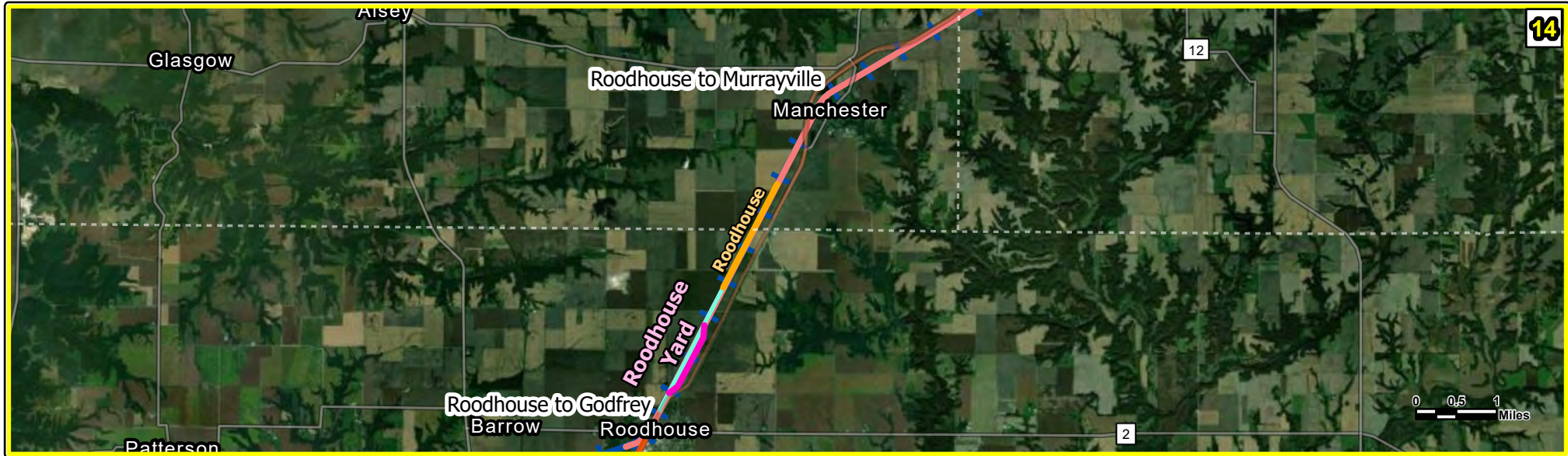
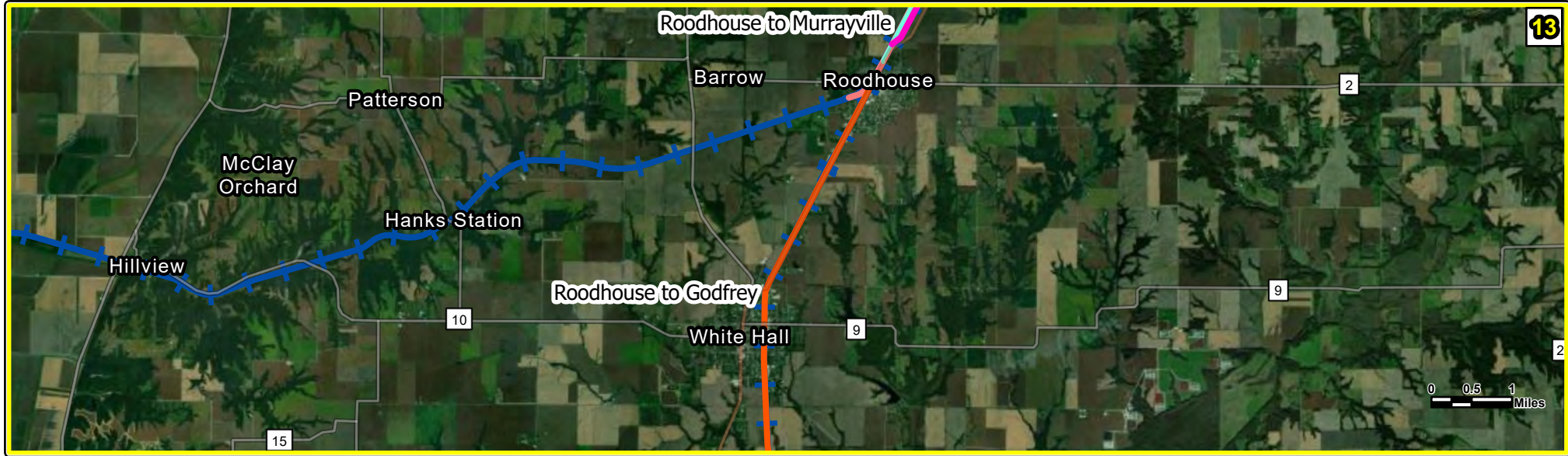
Roodhouse to Godfrey

Increased Train Volume Segments

Name



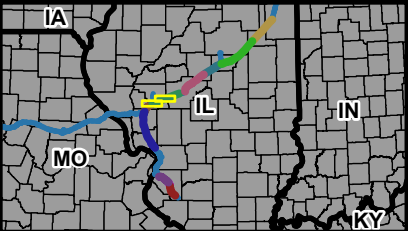
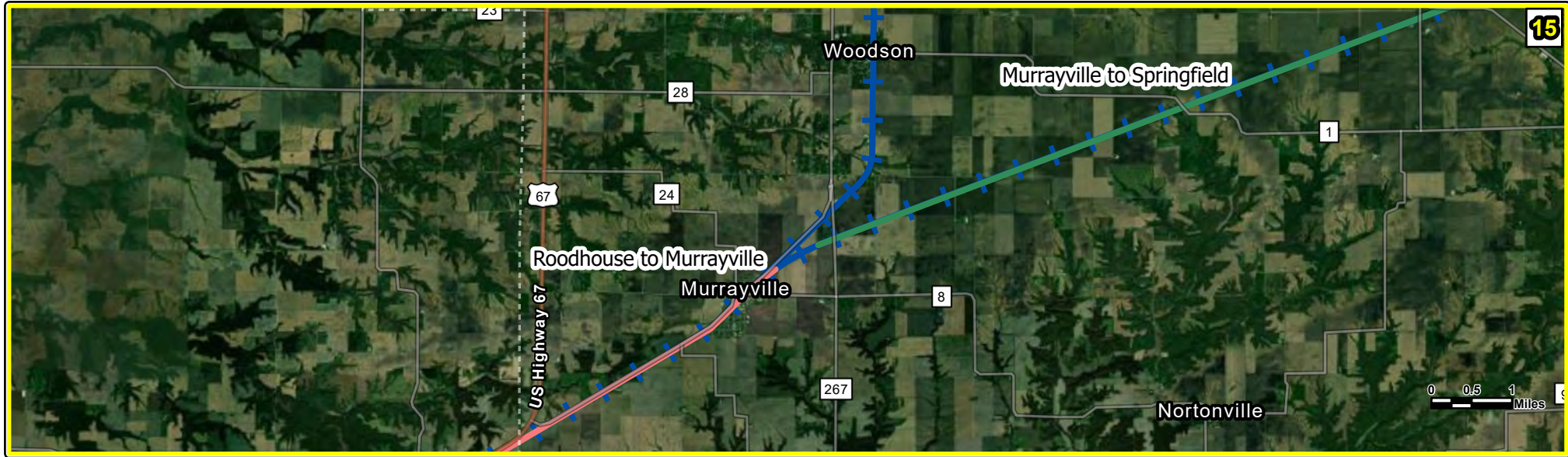
Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 6 of 16



KCS Track	Increased Train Volume Segments Name		
Proposed Siding			
Existing Siding			
Yard Tack			
	Roodhouse to Godfrey		
	Roodhouse to Murrayville		



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 7 of 16



 KCS Track

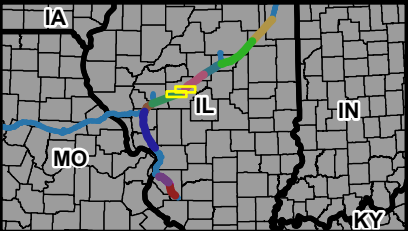
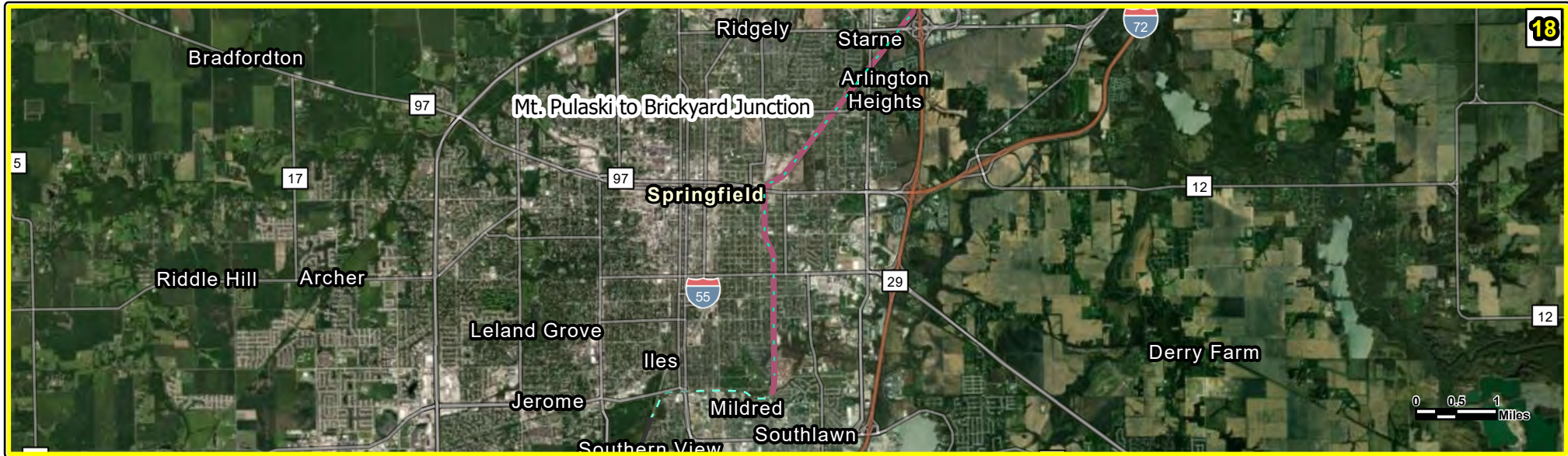
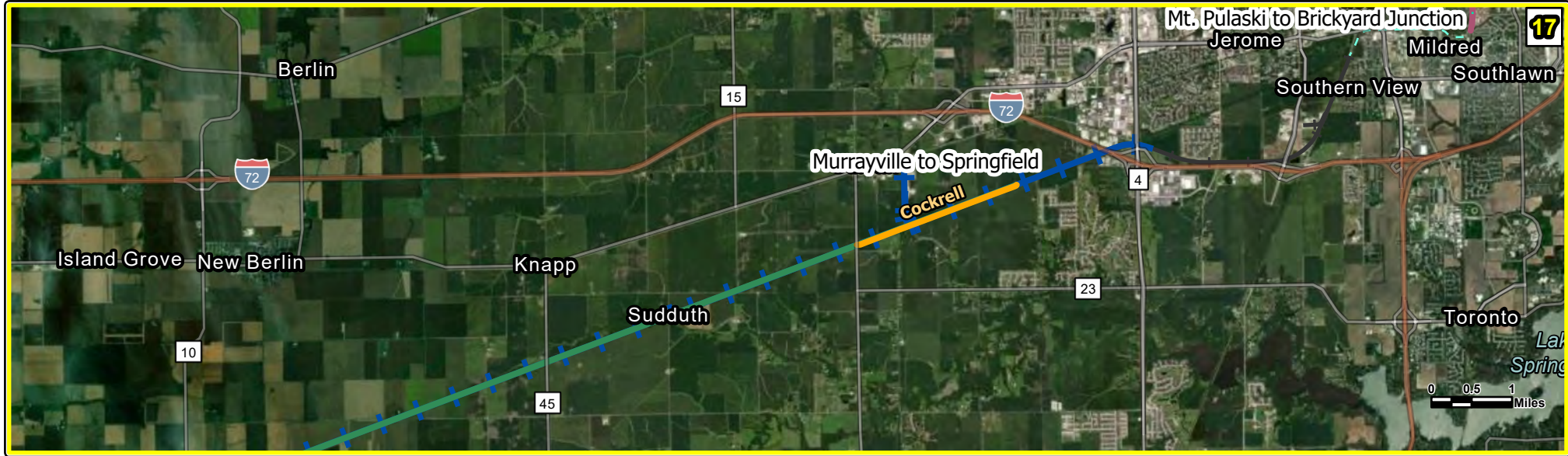
Increased Train Volume Segments

Name

-  Murrayville to Springfield
-  Roodhouse to Murrayville



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
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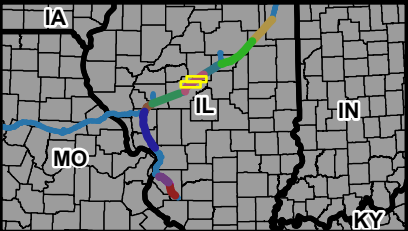
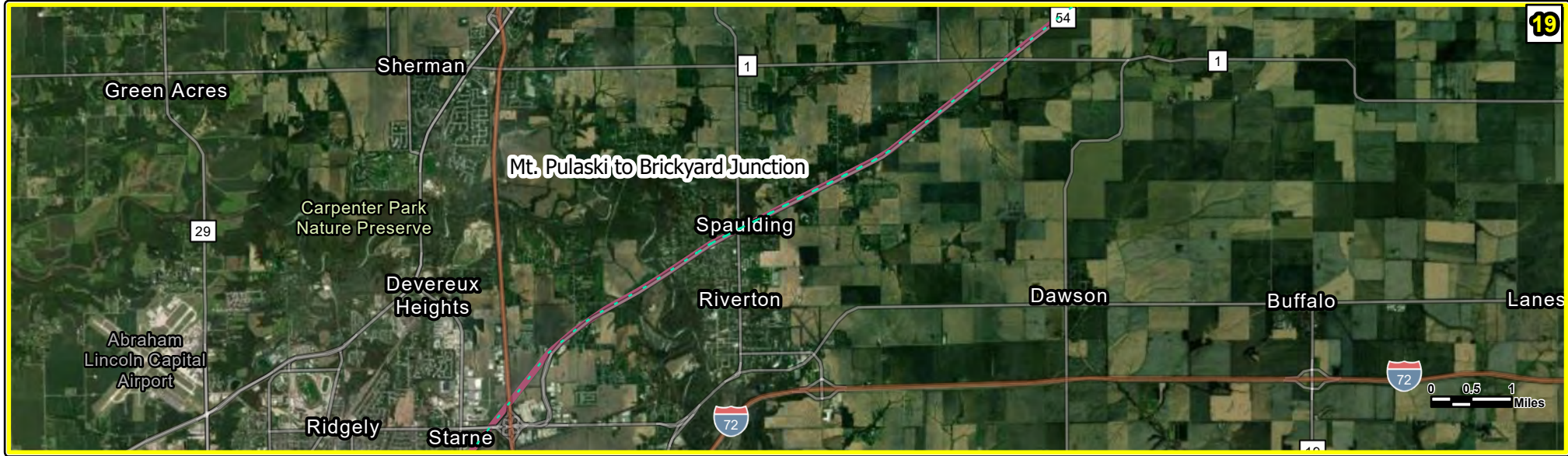
- CN Track
- + KCS Track
- Existing Track
- Proposed Siding

Increased Train Volume Segments

- Name
- Mt. Pulaski to Brickyard Junction
 - Murrayville to Springfield



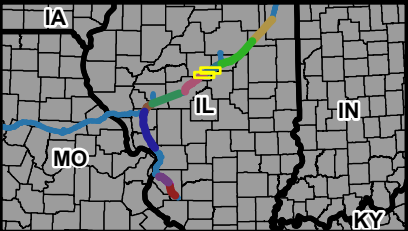
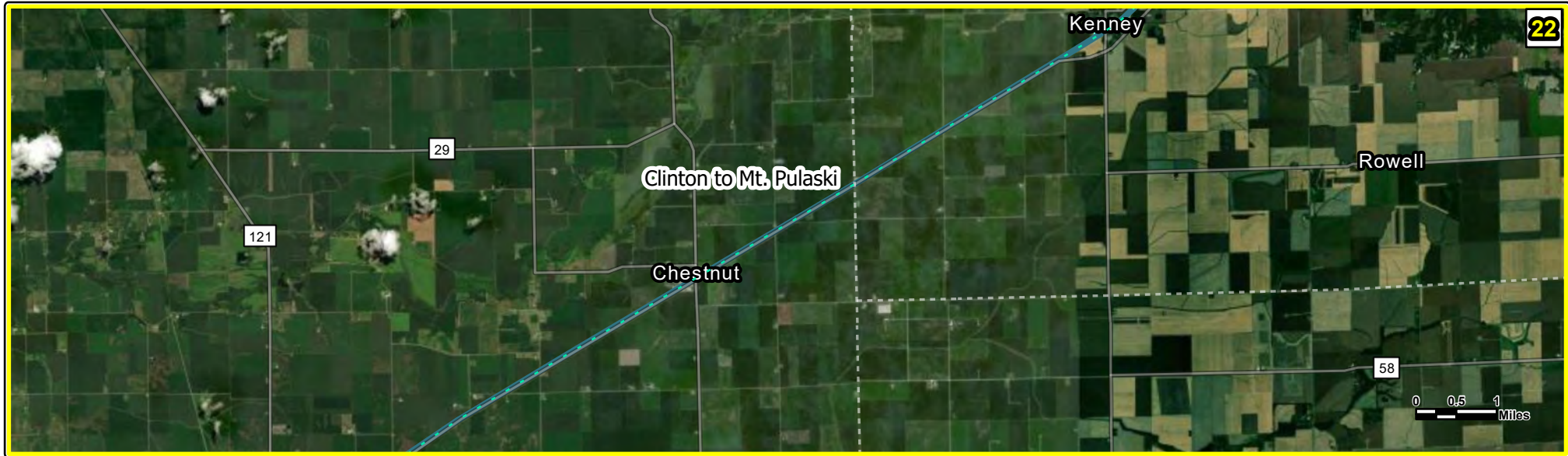
Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 9 of 16



--- CN Track
Increased Train Volume Segments
Name
— Mt. Pulaski to Brickyard Junction



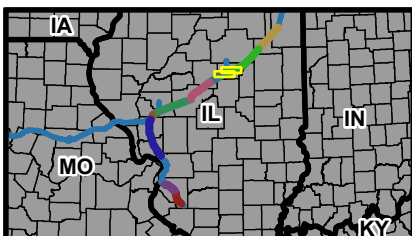
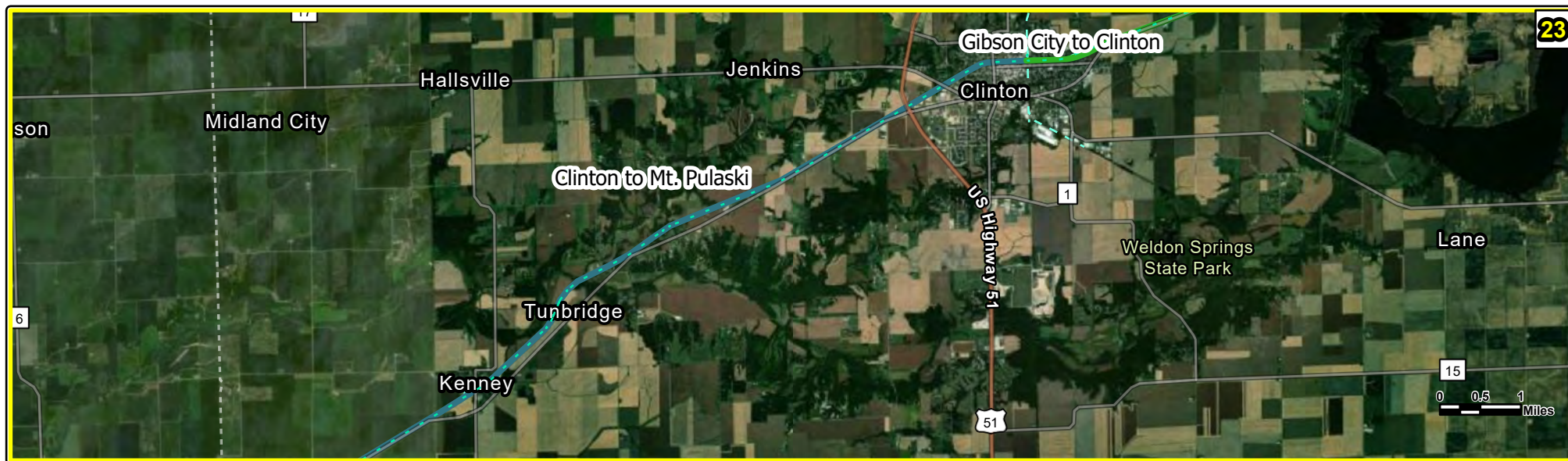
Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 10 of 16



- CN Track
- Increased Train Volume Segments
- Name
- Clinton to Mt. Pulaski
 - Mt. Pulaski to Brickyard Junction



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
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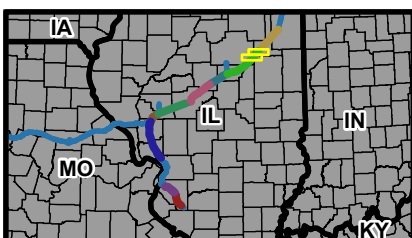
Increased Train Volume Segments

Name

- Clinton to Mt. Pulaski
- Gibson City to Clinton



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 12 of 16



Increased Train Volume Segments

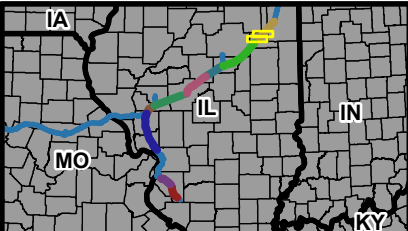
Name

- Gibson City to Clinton
- Gilman to Gibson



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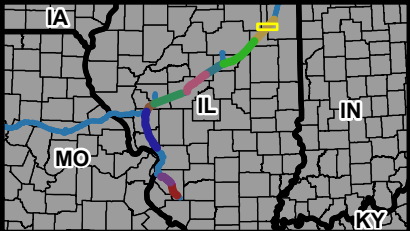
Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
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- - - - - CN Track
 Increased Train Volume Segments
 Name
 ——— Gilman to Gibson



Figure 3:
 KCS Divestiture to CN EA
 Rail Line Exceeding Traffic Increase
 Illinois
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- CN Track
- Increased Train Volume Segments
- Name
- Gilman to Gibson



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
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SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

November 3, 2022

Tonya Bear
Executive Director
Sac & Fox tribe of the Mississippi in Iowa
349 Meskwaki rd.
Tama, IA 52339

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 for Comments**

Dear Ms. Bear:

This letter requests comments on the amended “responsive” application filed by Canadian National Railway Company (CN) and its United States rail carrier affiliate, Illinois Central Railroad Company (ICCR) (collectively, CN), on June 9, 2022, in Docket No. FD 36500 (Sub-No. 1). In that application,¹⁰ CN requests that the Surface Transportation Board (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). See attached maps. CN’s filing was submitted in response to a primary application filed jointly by Canadian Pacific et al. (CP) and KCS in Docket No. FD 36500, seeking Board authority for CP to acquire KCS.¹¹ The proposed acquisition of KCS by CP is the subject of a separate ongoing environmental review by the Board.¹² Should the Board authorize both the primary application and the Proposed Divestiture, then CP would be ordered to sell the Springfield Line to CN upon completion of CP’s acquisition of KCS.

¹⁰ CN had filed a responsive application on February 28, 2022. However, in response to an apparent inconsistency in certain data filed in Docket No. 36500, the Board provided time for CP and KCS to address the inconsistency and for all interested parties to refile their respective applications.

¹¹ Other responsive applications are pending before the Board in Docket No. FD 36500 (Sub-Nos. 2-4) but are not discussed here because those applications are exempt from environmental review.

¹² The Board issued a Draft Environmental Impact Statement (EIS) on the primary application in Docket No. FD 36500 on August 5, 2022, and requested public comments on the Draft EIS by October 14, 2022. More information regarding the environmental review of the proposed acquisition of KCS by CP can be found on the project-specific website (www.CP-KCSMergerEIS.com) or on the Board’s website at www.stb.gov by conducting a search for Docket No. FD 36500.

Before deciding whether to authorize the Proposed Divestiture, the Board must first evaluate the potential environmental impacts of CN's proposal in accordance with the National Environmental Policy Act (NEPA) (42 U.S.C. §§ 4321-4370m-12) and the Board's environmental regulations at 49 C.F.R. Part 1105. To comply with NEPA, the Board's Office of Environmental Analysis (OEA) is conducting an environmental review of the Proposed Divestiture separately from, but concurrently with, the ongoing environmental review of the proposed acquisition of KCS by CP. Although the Proposed Divestiture could only occur if CP is authorized to acquire KCS, the environmental reviews for the two proposals are being conducted separately because they involve different railroad applicants and largely distinct sets of potential environmental impacts that would occur in different geographic areas.

The purpose of this letter is to advise you of the Proposed Divestiture and request information from your tribe on the environmental resources under your jurisdiction that could be affected by the Proposed Divestiture and permits and approvals that could be required. The environmental review of the Proposed Divestiture will help inform the Board in making its decision about whether to approve CN's proposal and, if so, whether and what environmental mitigation conditions to impose.

Project Description

The Proposed Divestiture proceeding requests that the Board order the sale of approximately 370 miles of KCS's Springfield Line in Missouri and Illinois. In connection with the sale of the Springfield Line, CN also seeks a 50% equity interest in KCS's International Freight Gateway terminal (IFG Terminal) south of Kansas City. See attached map.

CN states that its proposal to acquire the Springfield Line if the Board authorizes CP to acquire KCS would preserve and enhance competition between Kansas City and Chicago; introduce new single-line rail automotive and intermodal service between Michigan/Eastern Canada and Kansas City; and establish a more direct route for rail traffic between Canada and the Midwest and East St. Louis. CN estimates that more than 80,000 long-haul trucks would be removed from the highways each year as a result of the Proposed Divestiture and that this would generate public benefits by reducing greenhouse gas emissions, highway congestion and maintenance.

According to CN, the Proposed Divestiture would involve (1) operational changes (e.g., an increase in average trains per day) on certain segments of the Springfield Line as well as some contiguous segments of CN's Gilman Line and CN's St. Louis Line that would exceed the Board's thresholds for environmental review at 49 C.F.R. § 1105.7(e) (see further discussion below); (2) changes in activity at some rail yards and intermodal facilities that would exceed the Board's thresholds for environmental review; (3) capital improvements within the existing rail right-of-way and at yards/intermodal facilities; and (4) changes at intermodal facilities that would result in an average increase of truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on affected road segments.

Environmental Review

The Board's thresholds for assessing environmental impacts from increased rail traffic on rail lines in railroad acquisition proceedings are an increase in rail traffic of at least 100 percent as measured in gross ton-miles annually (GTM) or an increase in rail traffic of at least eight trains per day in areas classified as being in attainment under the Clean Air Act. For rail lines located in nonattainment areas, environmental impacts are assessed if they would experience an increase in rail traffic of at least 50 percent as measured in GTMs or an increase of at least three trains per day. 49 C.F.R. §§ 1105.7(e)(5)(i)-(ii). For the Proposed Divestiture, CN projects that the Board's environmental thresholds for GTM (but not for trains per day) would be met or exceeded along 11 rail line segments, including four segments of the KCS Springfield Line, four segments of the CN Gilman Line, and three segments of the CN St. Louis Line. See attached map. Of these line segments, CN estimates that seven are located in attainment areas and four are located in non-attainment areas. Therefore, OEA will evaluate the potential environmental impacts that could result from increased rail traffic on those 11 rail line segments.

At rail yards and intermodal facilities, the air quality thresholds include an increase of at least 100% in rail carload activity for areas classified as being in attainment or 20% in rail carload activity for areas in nonattainment. 49 C.F.R. §§ 1105.7(e)(5)(i)-(ii). CN projects that the Proposed Divestiture would result in increases in operational activity that would exceed the Board's thresholds at the East St. Louis Yard/Intermodal Terminal in Illinois and at CN's Detroit Intermodal Yard in Michigan. See attached map. Therefore, OEA will evaluate the potential environmental impacts that could result from increased operational activity at those facilities.

To support the projected increases in rail traffic, CN plans to make eight capital improvements within the existing rail right-of-way (ROW). These would include extending six existing passing sidings, adding one new siding passing, and relocating one passing siding on the Springfield Line. In Missouri, the improvements would occur at Grain Valley, Harmony, Mexico West, Bowling Green, and Blackburn; and in Illinois, improvements would occur at Pleasant Hill, Roodhouse and Cockrell. In addition, CN plans to make capital improvements at the East St. Louis Yard/Intermodal Terminal in Illinois by constructing 6,000 track feet with intermodal pads and accompanying pavement and 5,000 track feet for loading/unloading and car storage; and developing approximately 25 acres of land for necessary roadways, parking, and truck areas. At IFG Terminal in Missouri, CN proposes to construct 20,000 track feet with pad, storage and accompanying pavement, and 6,600 track feet for loading/unloading and storage, roadways and railhead parking and truck areas. At Roodhouse Yard in Illinois, CN would construct 5,000 feet of new yard track. Railroads have the right to increase efficiency by improving their rail lines and rerouting their traffic without seeking authority from the Board. Therefore, railroad capital improvements that are designed to improve operational efficiency (such as sidings, double tracking, and industry track) typically do not require Board authorization or environmental review by OEA. Where, as here, planned capital improvements are related to a proposal requiring Board approval, however, OEA considers, as appropriate, the potential environmental impacts from such planned capital improvements on a case-by-case basis. In this case, CN has stated that the planned capital improvements are necessary to accommodate the projected increase in rail traffic and has sufficiently identified the location and general layout of the planned capital improvements to support an environmental review. Therefore, OEA will

assess the potential impacts of the planned capital improvements as part of the NEPA review of the Proposed Divestiture.

Lastly, OEA will evaluate changes at intermodal facilities that would result in an average increase of truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment. See 49 C.F.R. §§ 1105.7(e)(5)(i)-(ii). These include: IFG Terminal in Missouri; East St. Louis Intermodal Terminal in Illinois; and Detroit Intermodal Yard in Michigan.

CN projects that transaction-related rail traffic would primarily consist of intermodal containers, assembled automobiles, and carloads of grain. CN does not anticipate any transaction-related shipments of hazardous materials. Nor is CN aware of any current or foreseeable passenger rail service, including Amtrak service, on any of the 11 rail line segments to be evaluated.

In short, based on the information available to date, OEA will evaluate the potential environmental impacts associated with the increased rail traffic, increased operational activity, and capital improvements described above and compare these impacts to the No-Action Alternative, which would occur if the Board were to authorize CP to acquire KCS in Finance Docket No. 36500 but deny CN's amended responsive application for the Proposed Divestiture of the Springfield Line from CP to CN in Finance Docket No. 36500 (Sub-No. 1). OEA's environmental review will evaluate impacts from the Proposed Divestiture related to freight rail safety; rail/roadway at-grade crossing (grade crossing) safety; grade crossing delay; truck-to-rail diversions; intermodal facility traffic; noise and vibration; air quality and climate change; energy; cultural resources; hazardous materials releases sites; biological resources; water resources; environmental justice; and cumulative impacts.

Request for Comments

We appreciate your assistance in identifying whether any resources of concern to your tribe may be affected by the Proposed Divestiture and welcome any additional issues or concerns that you consider appropriate. To submit comments electronically through the Board's website at <https://www.stb.gov>, select "File an Environmental Comment" below the "Need Assistance?" button. Be sure to include the docket number "Docket No. FD 36500 (Sub-No. 1)." Log-in accounts are not needed to file environmental comments electronically, and brief comments can be typed in the comment field, and lengthier comments can be attached as Word, Adobe Acrobat, or other file formats.

Alternatively, comments submitted by mail should be addressed to: Diana Wood, Surface Transportation Board, 395 E Street SW, Washington, DC 20423-0001, Attention: Environmental Filing, Docket No. FD 36500 (Sub-No. 1). You may also submit comments to OEA's third-party consultant Burns & McDonnell at:

Diana Wood
c/o Stephen Thornhill
Burns & McDonnell

9400 Ward Parkway
Kansas City, MO 64114

We have also included a Consultation Questionnaire to assist you in participating in the Project and help us with your level of involvement. Please complete and return the questionnaire to us also by December 9, 2022.

If you have any questions, please feel free to contact Diana Wood, OEA's Project Manager for the environmental review, at 202-245-0302 or by email at Diana.Wood@stb.gov.
Please send your responses by December 9, 2022.

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
Director
Office of Environmental Analysis

Map Attachments
Consultation Questionnaire

CONSULTATION QUESTIONNAIRE

Sac & Fox tribe of the Mississippi in Iowa Tribe

Docket No. 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.

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ We have no interests in the proposed divestiture of the Kansas City Southern rail line between Kansas City, Missouri and East St. Louis, Illinois and further consultation with our Tribe is not necessary.

_____ We want to continue to receive project information by mail or email and participate in the public involvement process. Please specify email and/or mailing address

_____ We have interest in the proposed divestiture of the Kansas City Southern rail line between Kansas City, Missouri and East St. Louis, Illinois and want to participate in government to-government consultation.

Name of Sac & Fox tribe of the Mississippi in Iowa Tribe designated contact:

Name: _____

Email: _____

Phone: _____

Signed: _____

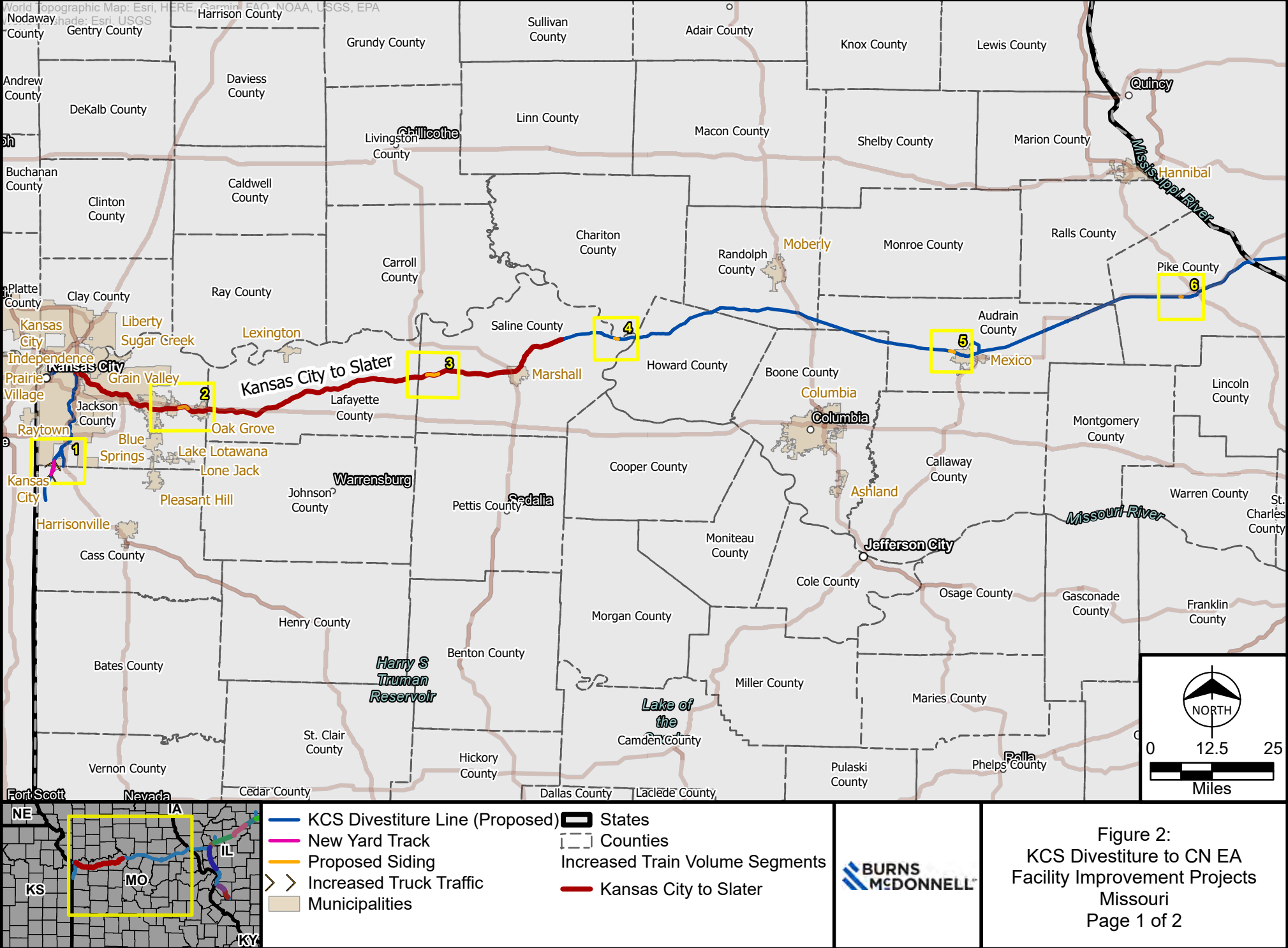
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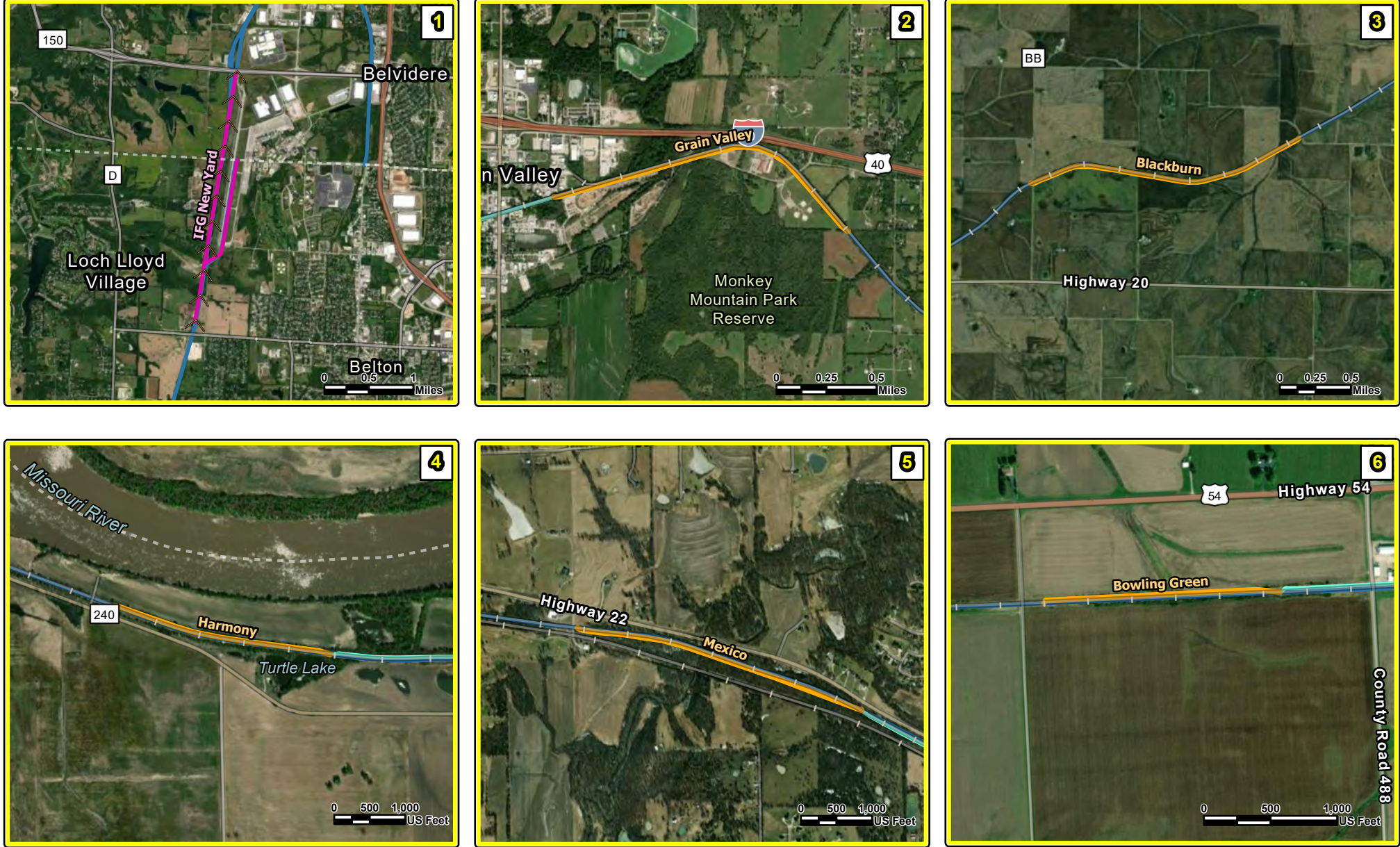
Please email to: Diana.Wood@stb.gov

Or mail to:

Diana Wood
c/o Stephen Thornhill
Burns & McDonnell
9400 Ward Parkway
Kansas City, MO 64114







- KCS Divestiture Line (Proposed)
- Proposed Siding
- Existing Siding
- New Yard Track
- Increased Carload Switching Activities
- > > Increased Truck Traffic



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Figure 2:
KCS Divestiture to CN EA
Facility Improvement Projects
Missouri
Page 2 of 2

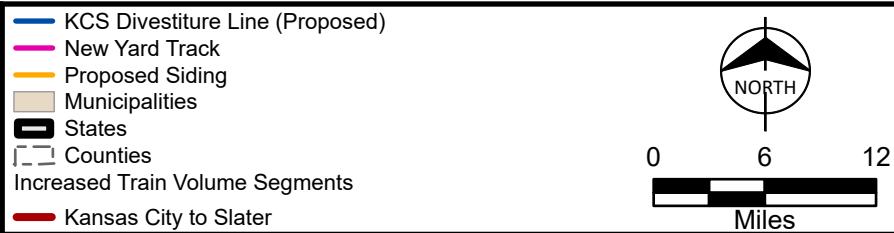
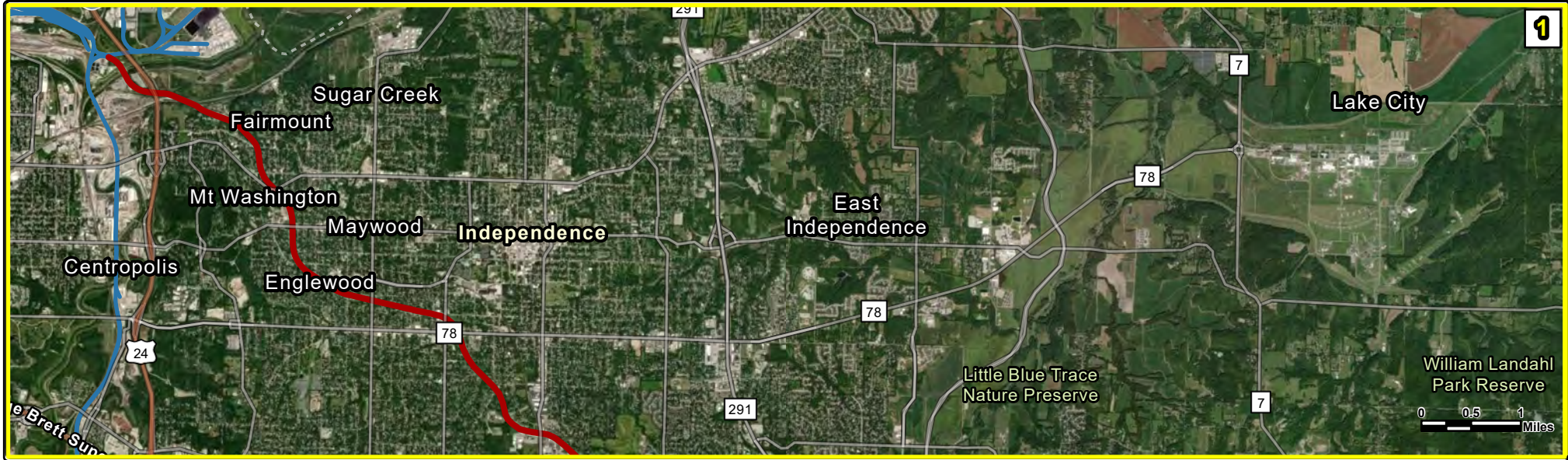
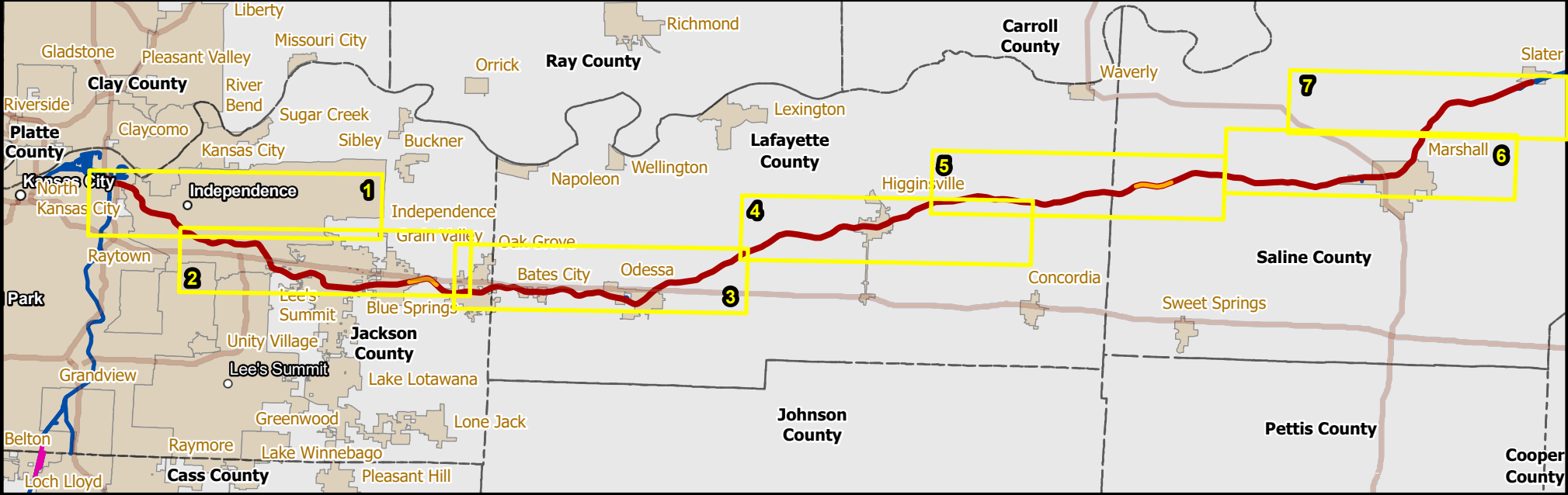
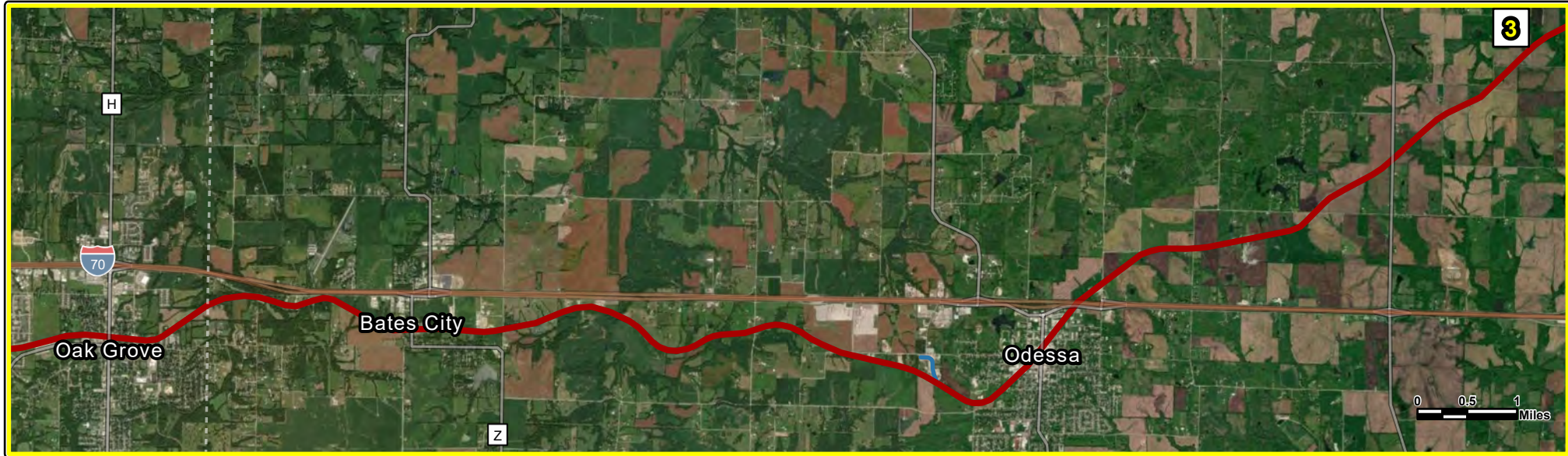
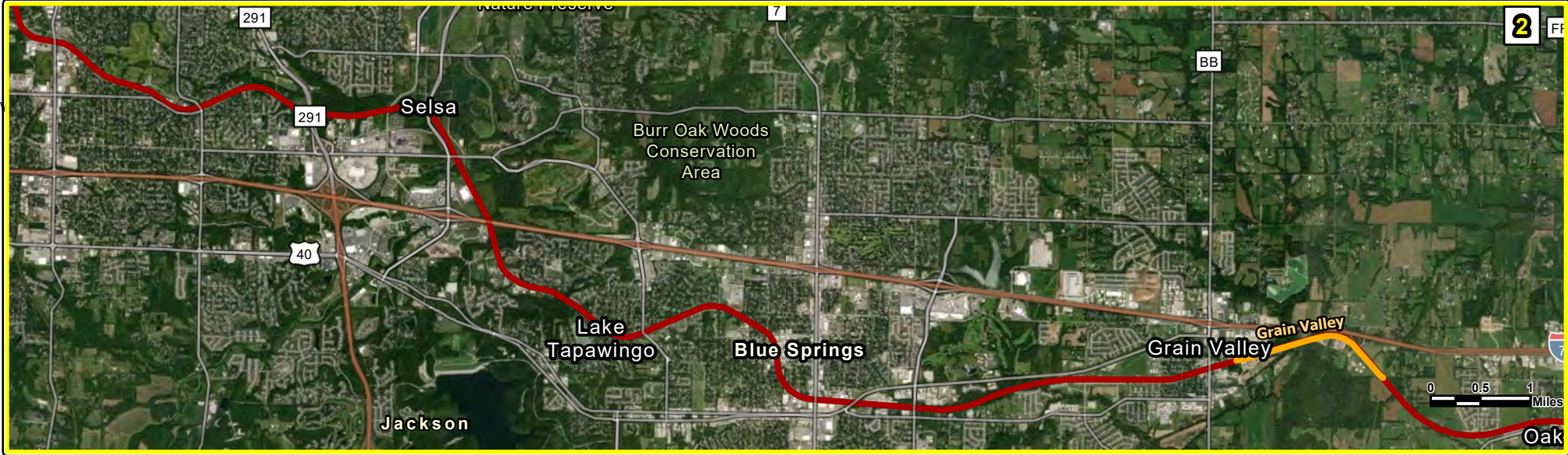


Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Kansas City to Slater
Missouri
Page 1 of 4



— KCS Divestiture Line (Proposed)

— Proposed Siding

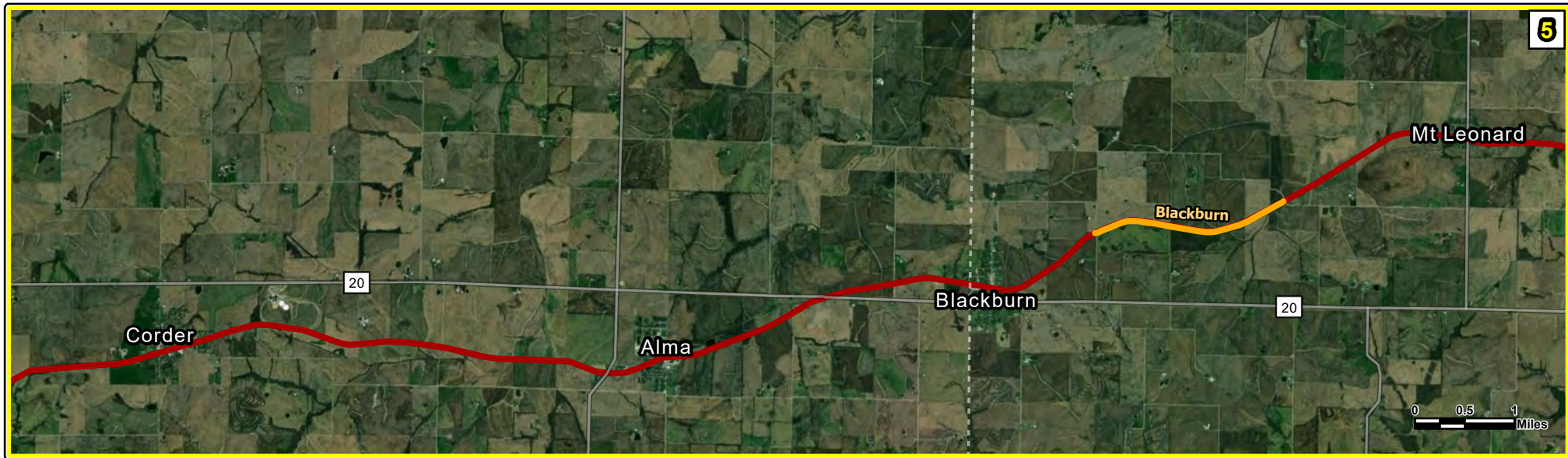
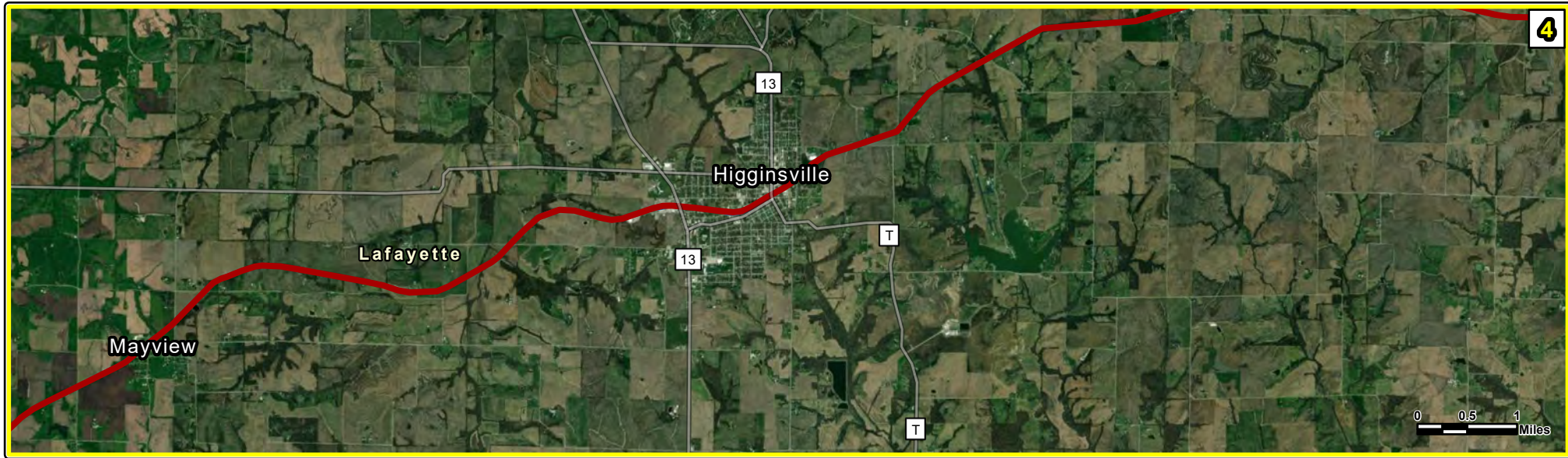
— New Yard Track

— Increased Train Volume Segments

— Kansas City to Slater



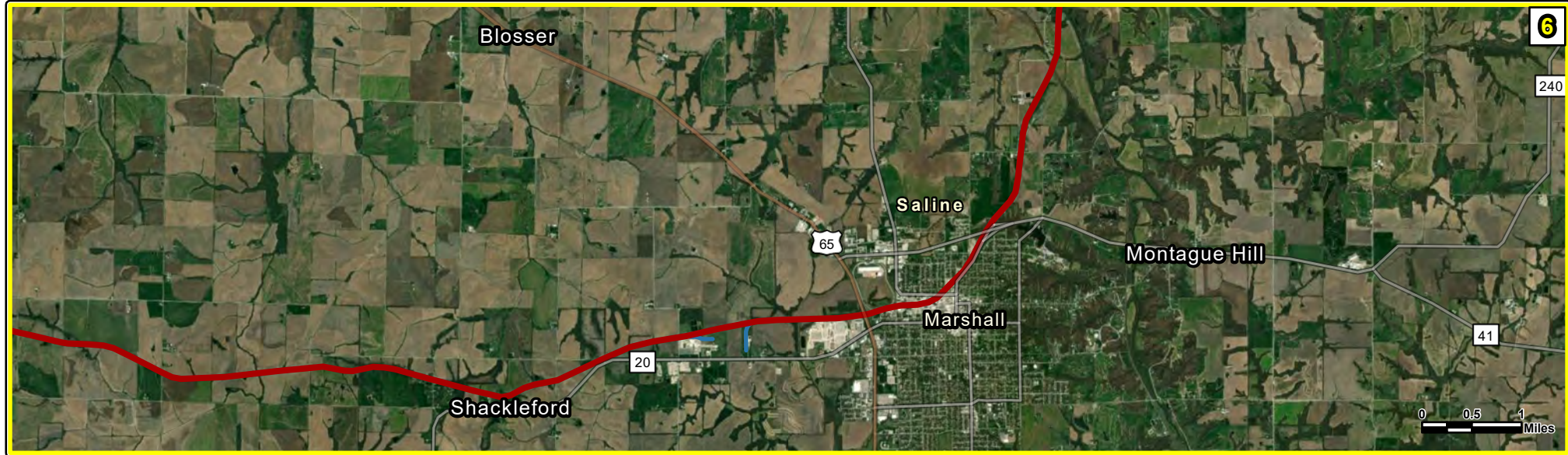
Figure 3:
KCS Divestiture to CN EA
Rail Lines Exceeding Traffic Increase
Kansas City to Slater
Missouri
Page 2 of 4



- KCS Divestiture Line (Proposed)
- Proposed Siding
- New Yard Track
- Increased Train Volume Segments
- Kansas City to Slater



Figure 3:
KCS Divestiture to CN EA
Rail Lines Exceeding Traffic Increase
Kansas City to Slater
Missouri
Page 3 of 4

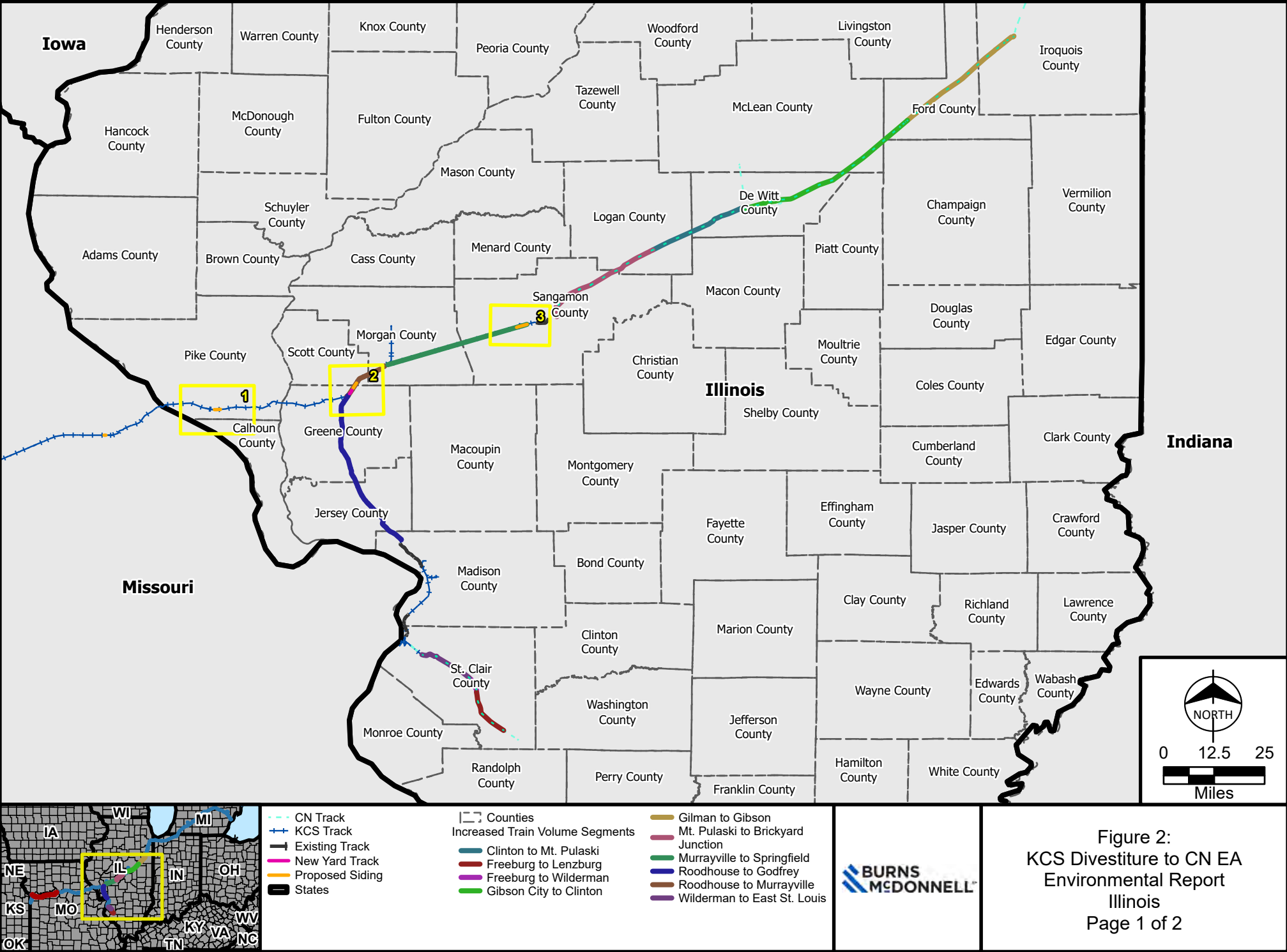


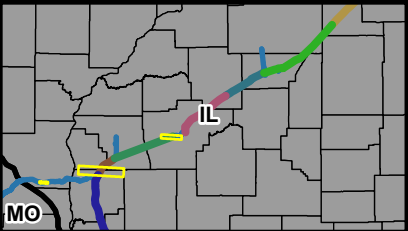
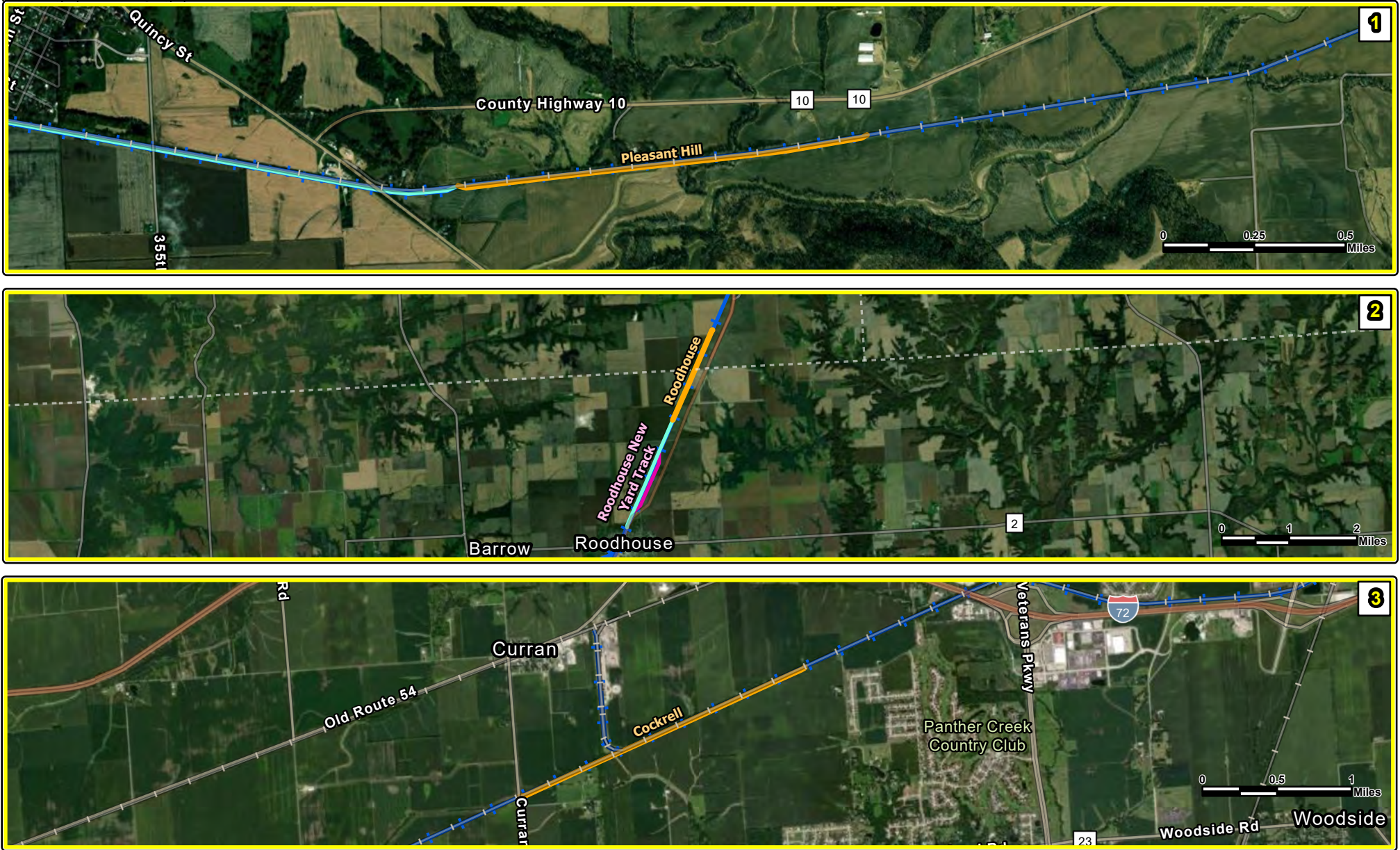
- KCS Divestiture Line (Proposed)
- Proposed Siding
- New Yard Track
- Increased Train Volume Segments
- Kansas City to Slater



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Kansas City to Slater
Missouri
Page 4 of 4







- +— KCS Track
- Proposed Siding
- Existing Siding
- New Yard Track



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Figure 2:
KCS Divestiture to CN EA
Facility Improvement Projects
Illinois
Page 2 of 2

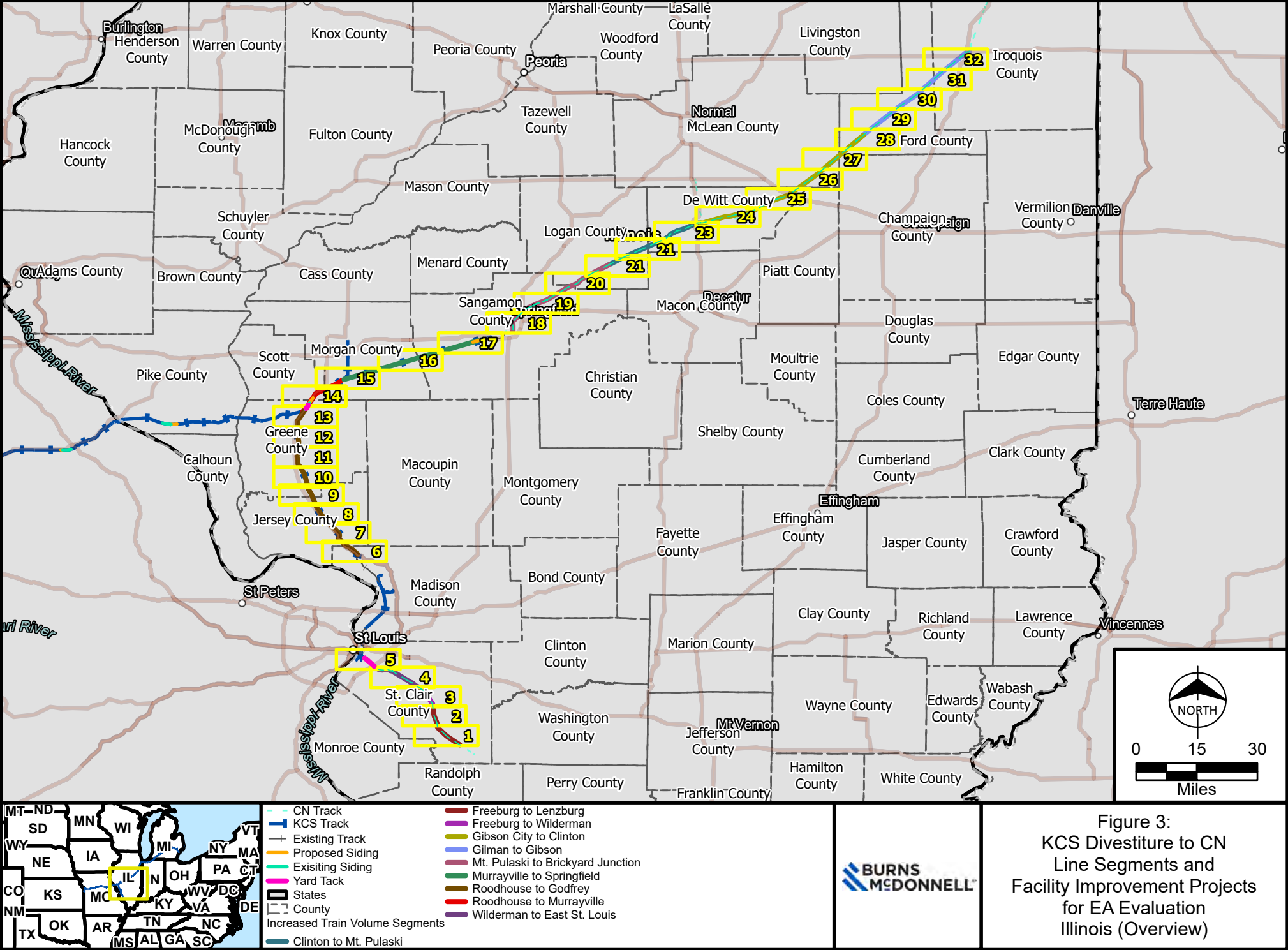
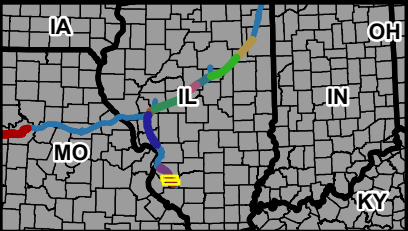


Figure 3:
KCS Divestiture to CN
Line Segments and
Facility Improvement Projects
for EA Evaluation
Illinois (Overview)

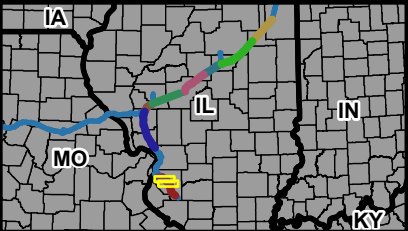
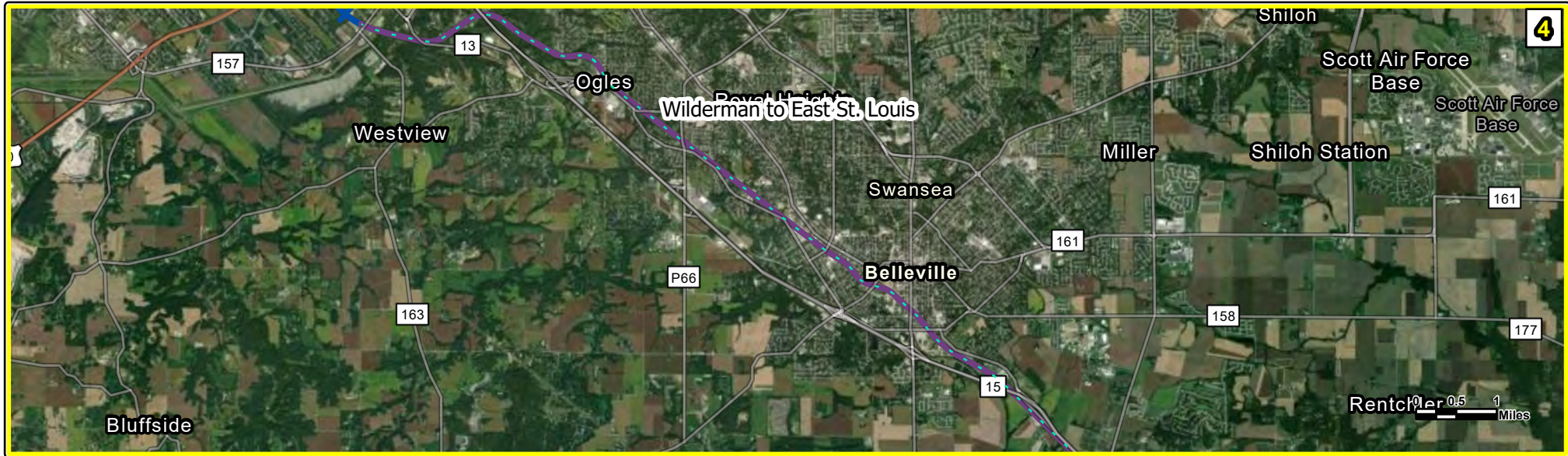
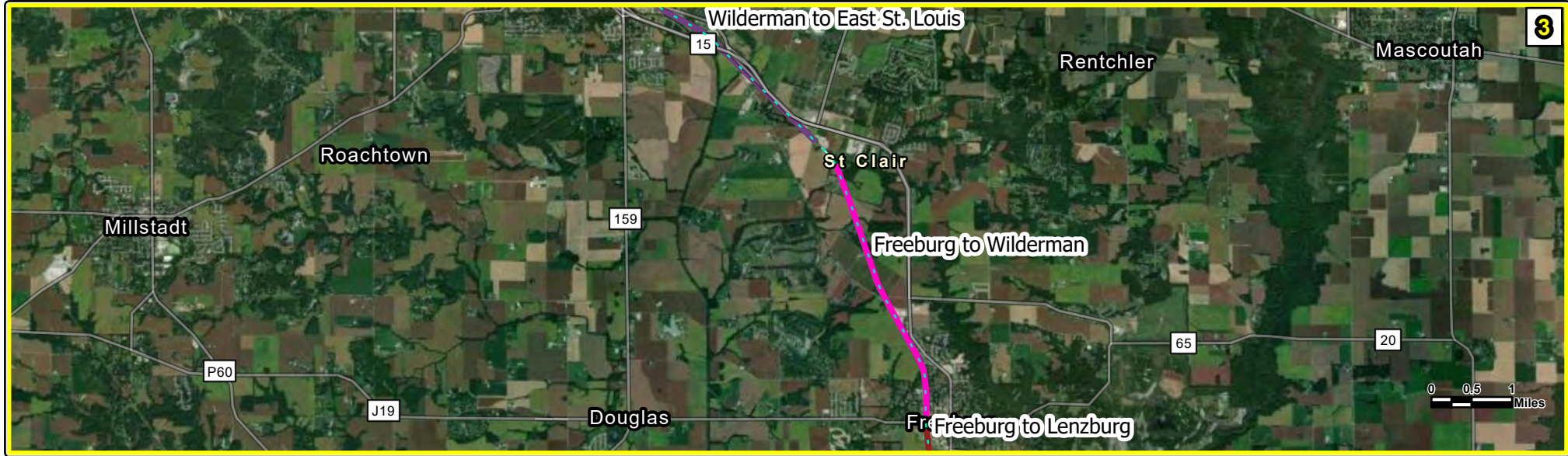




--- CN Track
Increased Train Volume Segments
— Freeburg to Lenzburg
— Freeburg to Wilderman



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 1 of 16



— — — CN Track

Increased Train Volume Segments

Name

- Freeburg to Lenzburg
- Freeburg to Wilderman
- Wilderman to East St. Louis



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 2 of 16

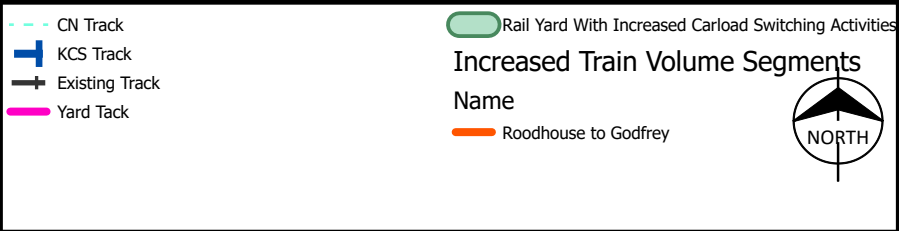
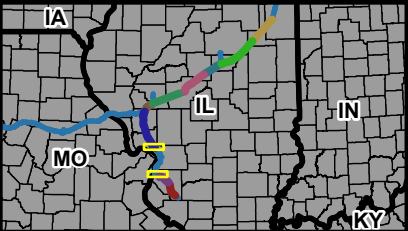
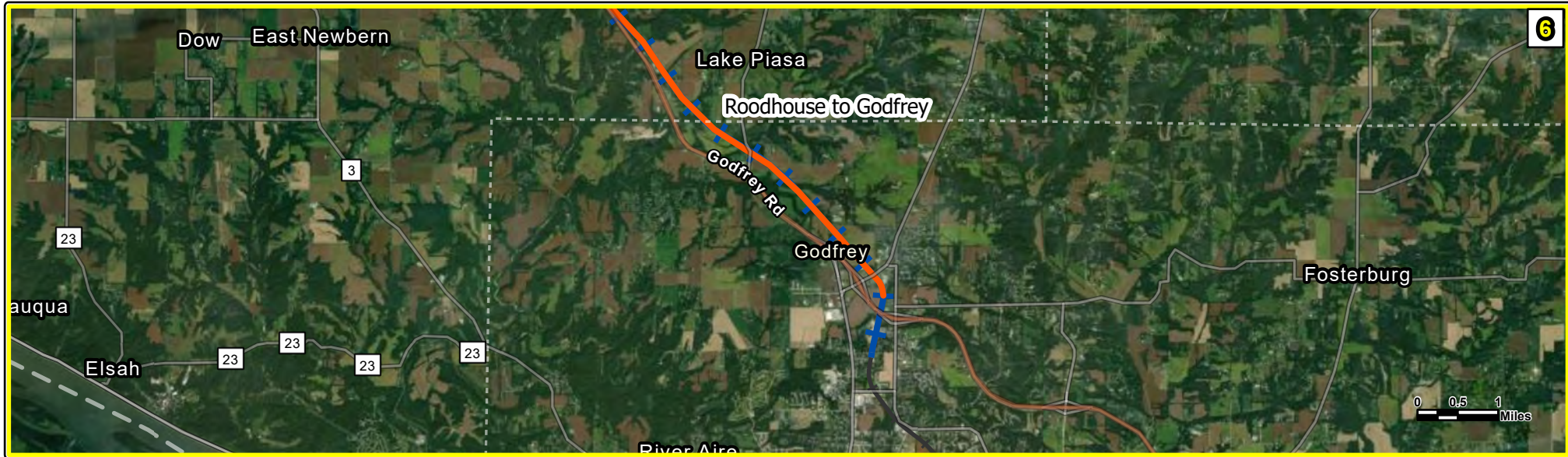
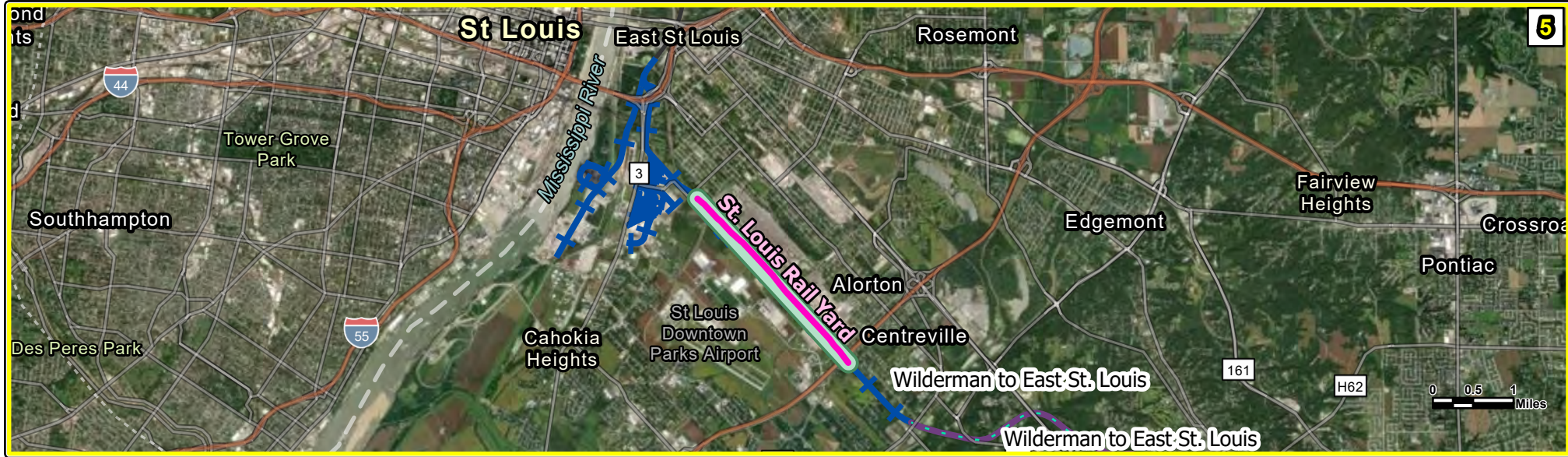
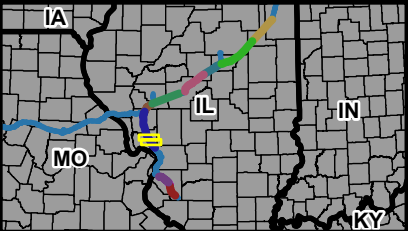
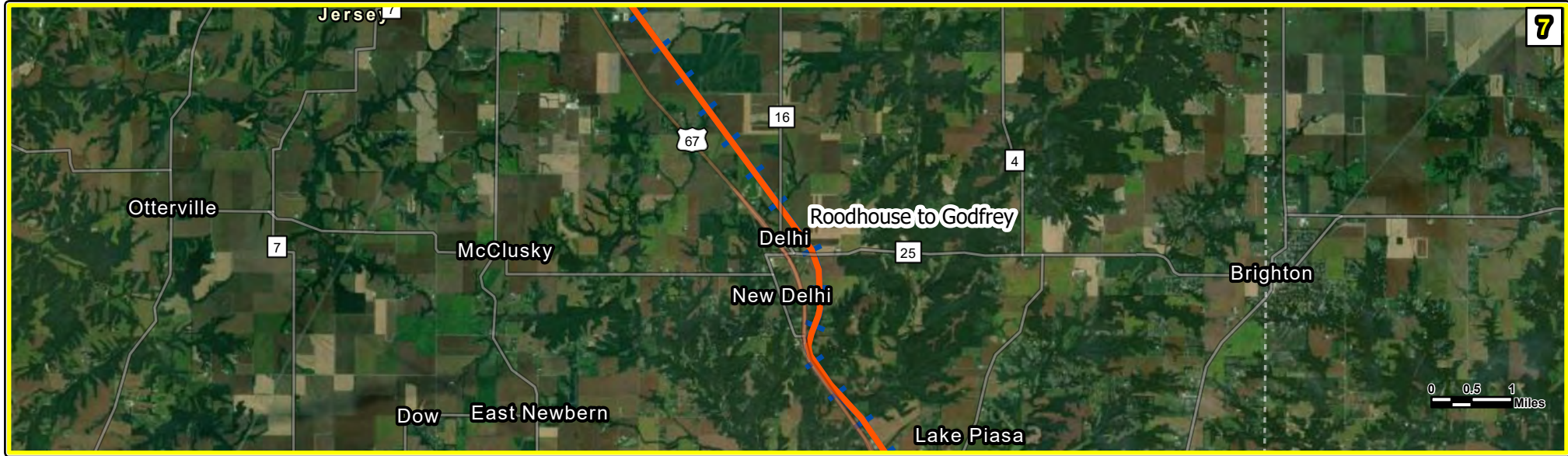


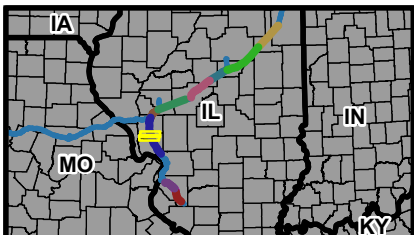
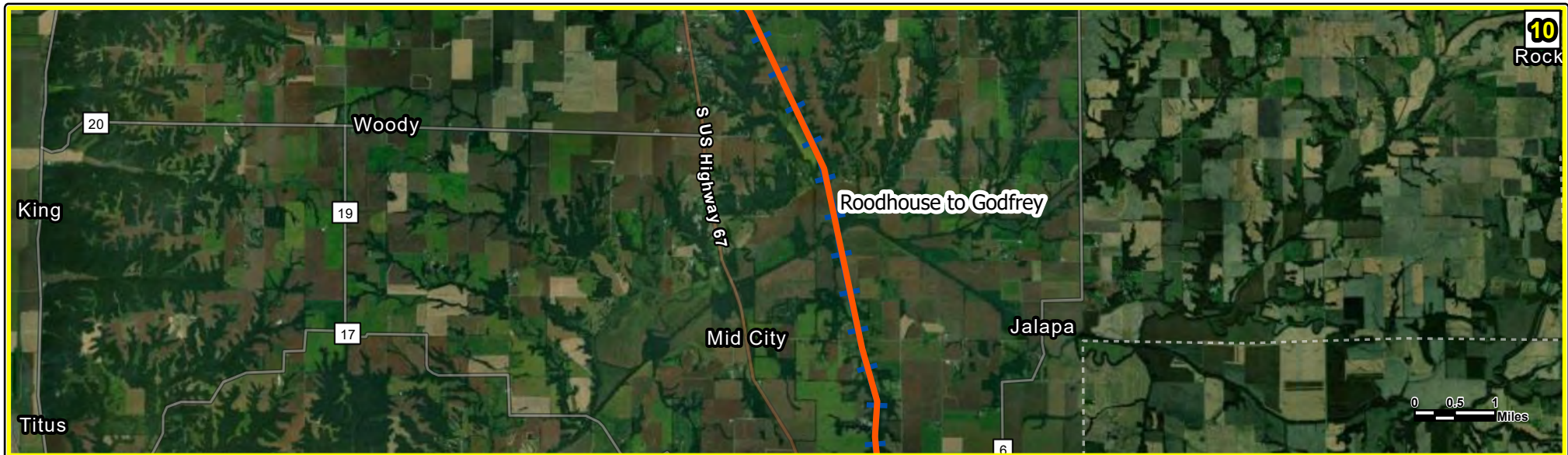
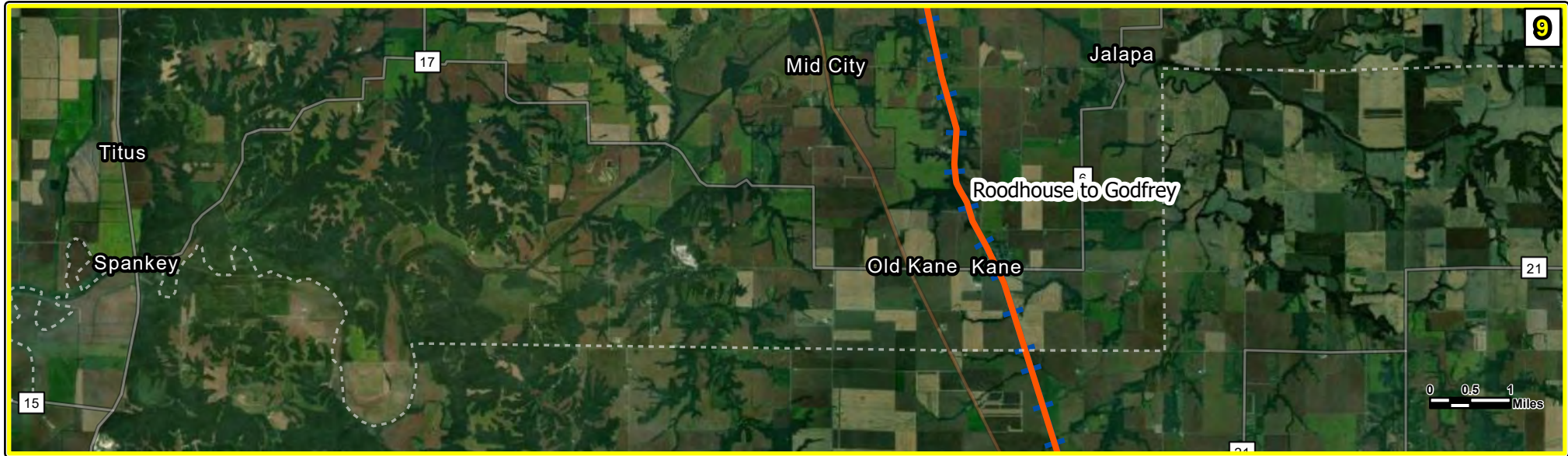
Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 3 of 16



- KCS Track
- Increased Train Volume Segments
- Name
- Roodhouse to Godfrey



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
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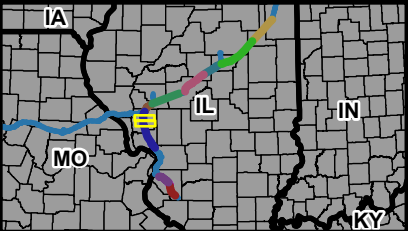
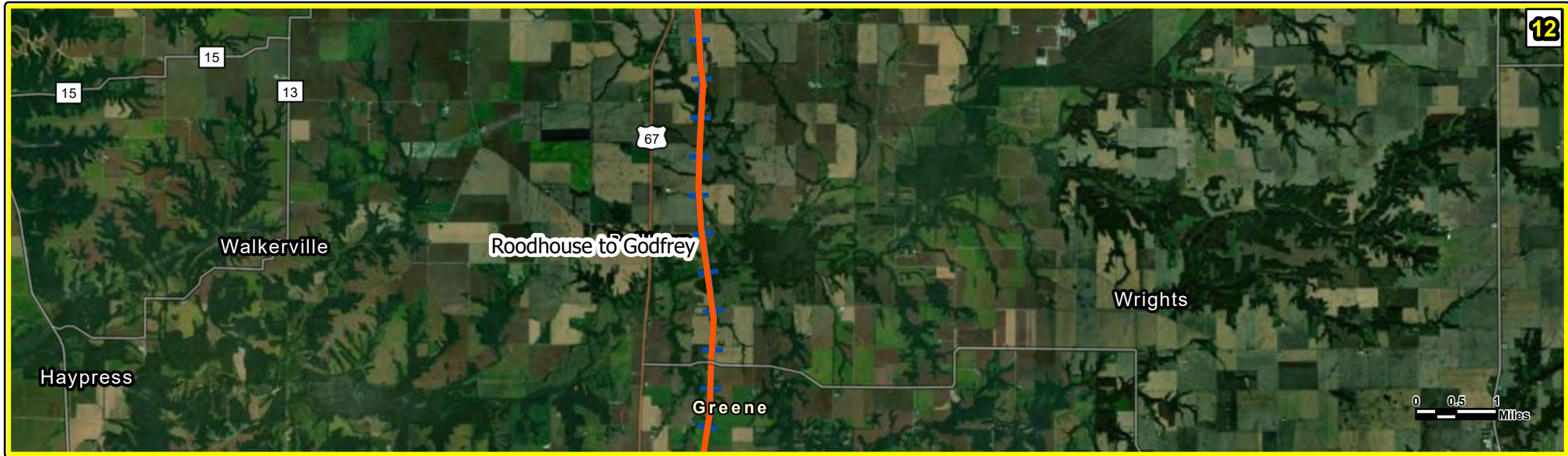


 KCS Track
 Increased Train Volume Segments
 Name
 Roodhouse to Godfrey



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Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
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+

KCS Track

Increased Train Volume Segments

Name

Roodhouse to Godfrey



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 6 of 16

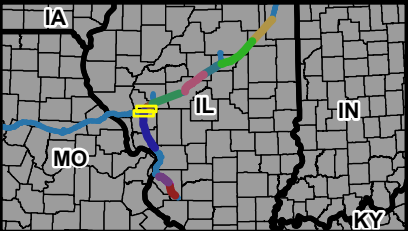
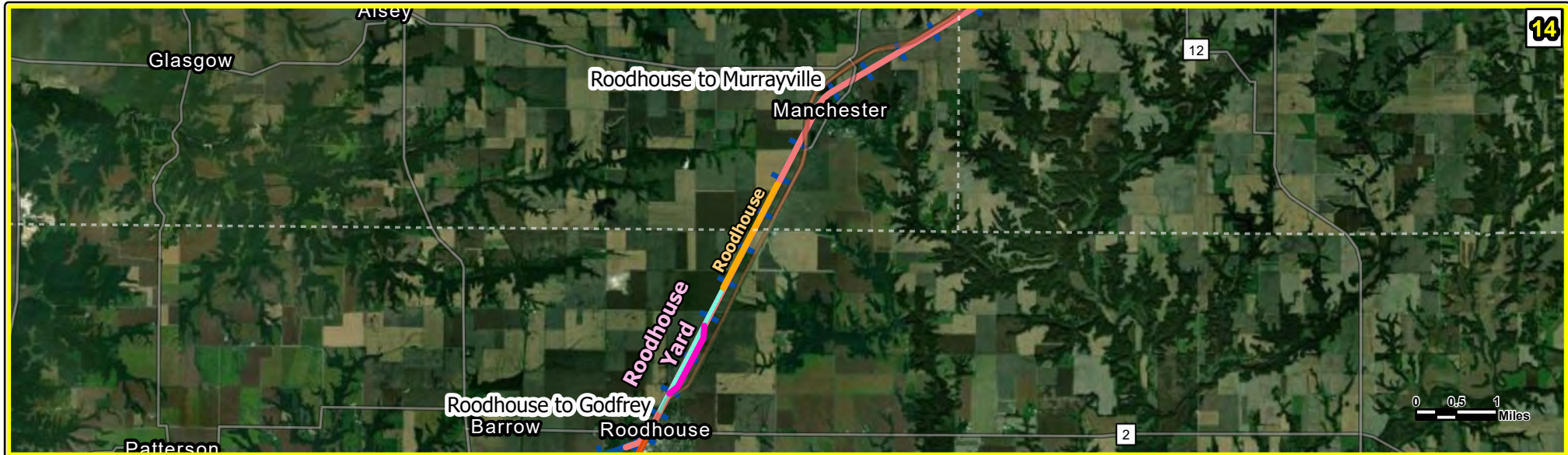
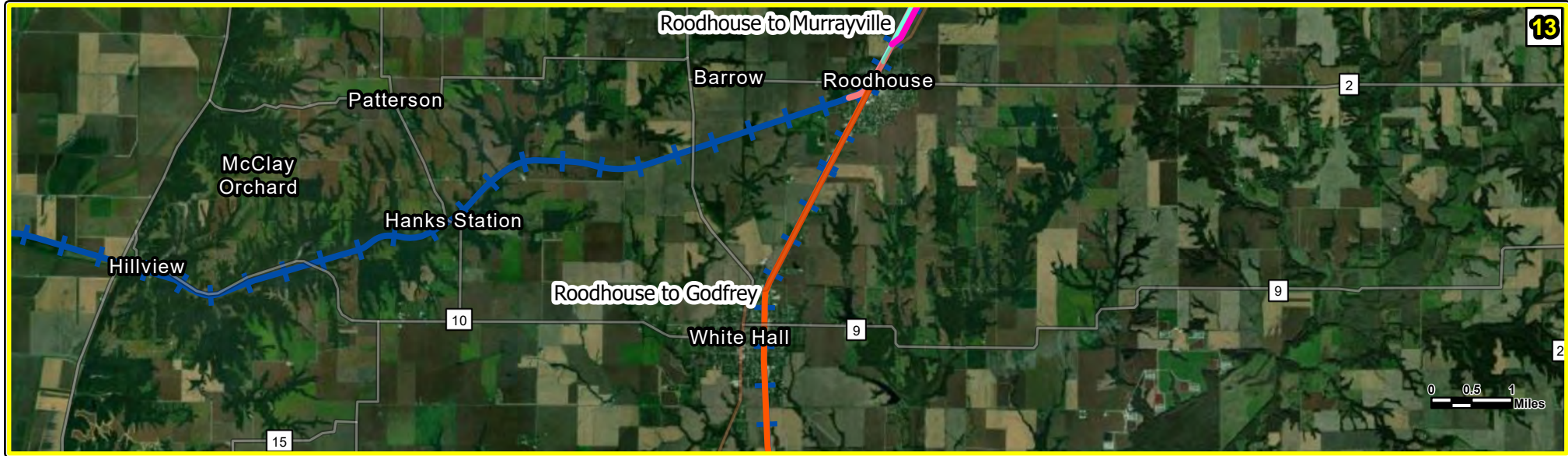
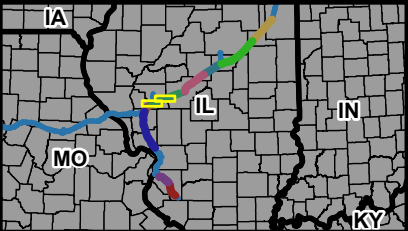
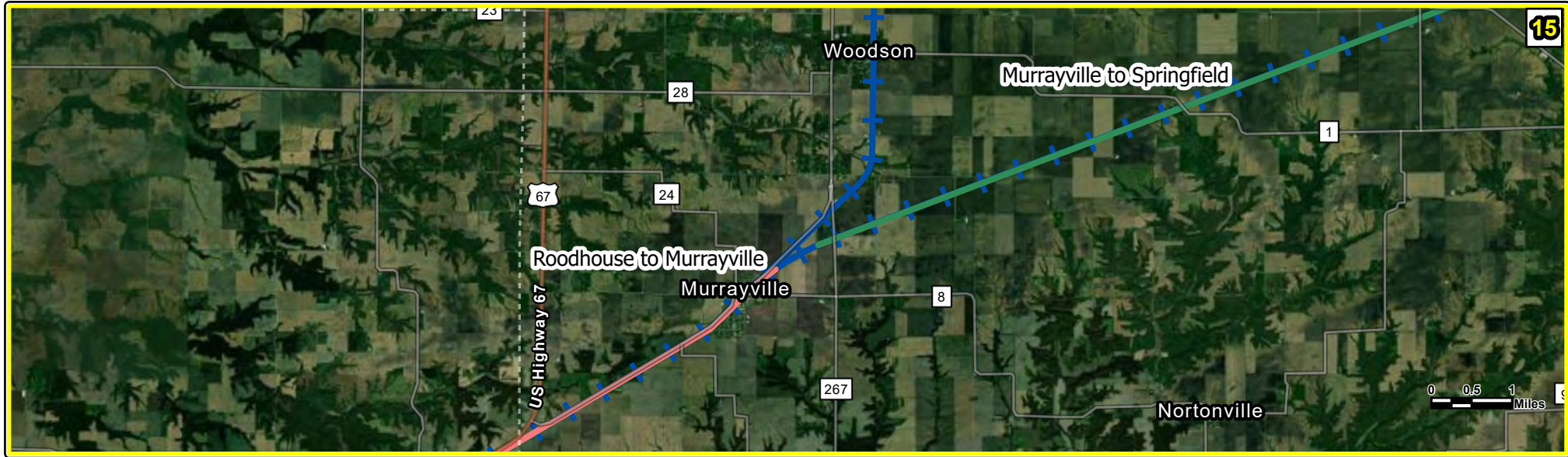


Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
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 KCS Track

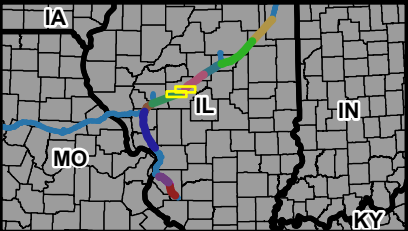
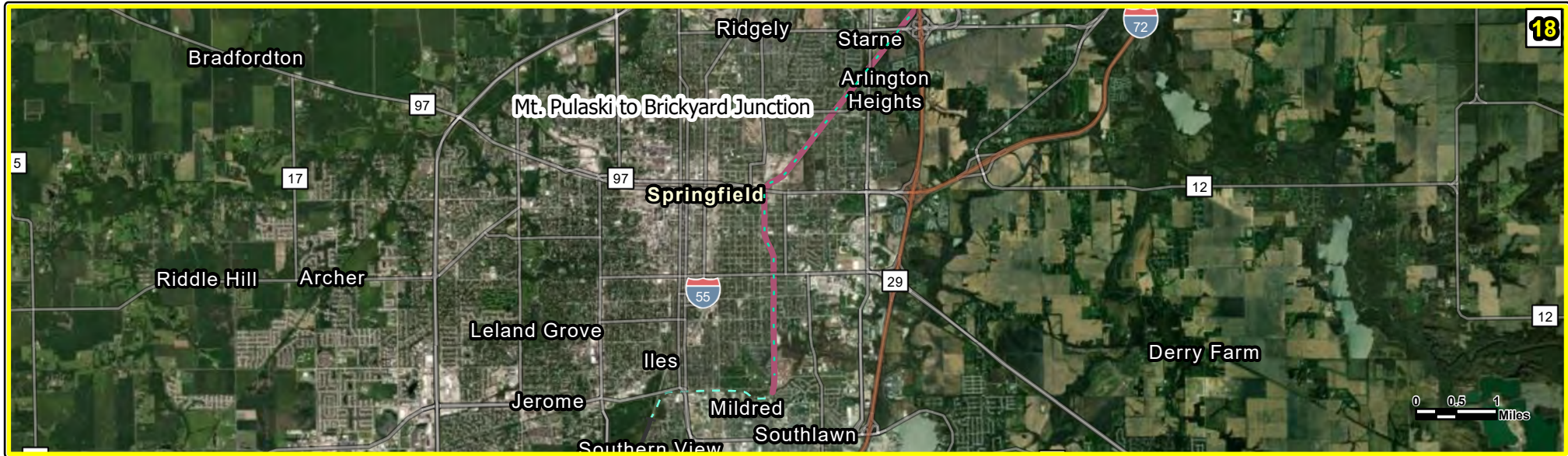
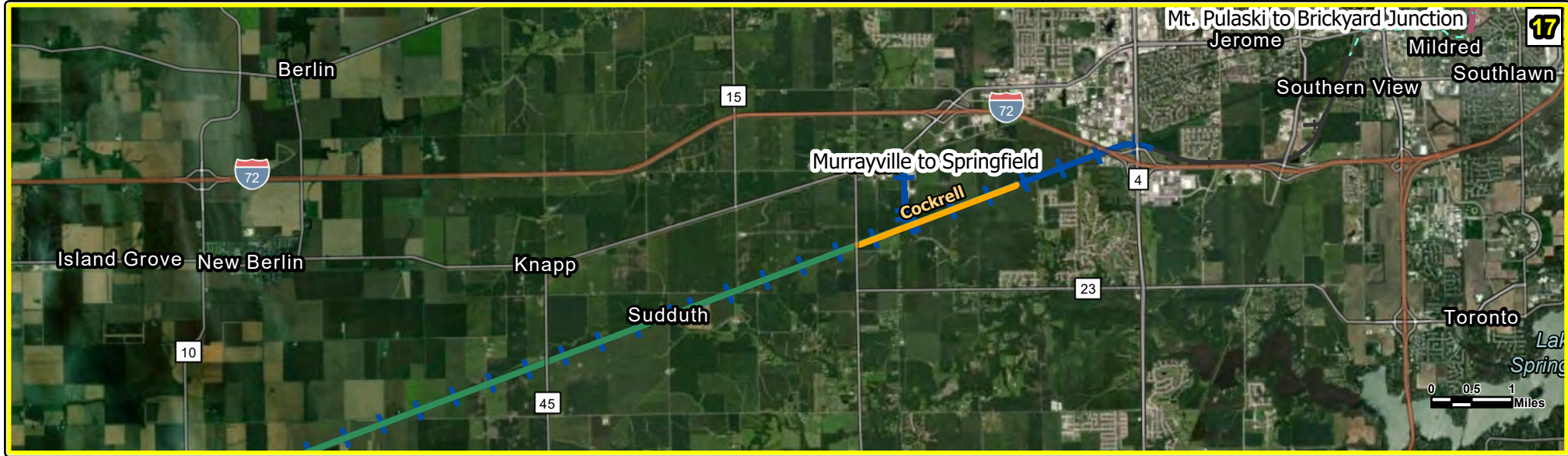
Increased Train Volume Segments

Name

-  Murrayville to Springfield
-  Roodhouse to Murrayville



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 8 of 16



Increased Train Volume Segments

Name

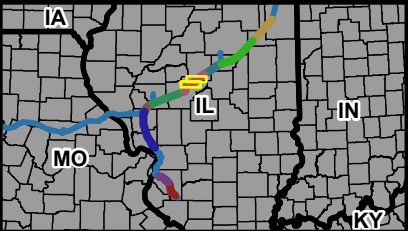
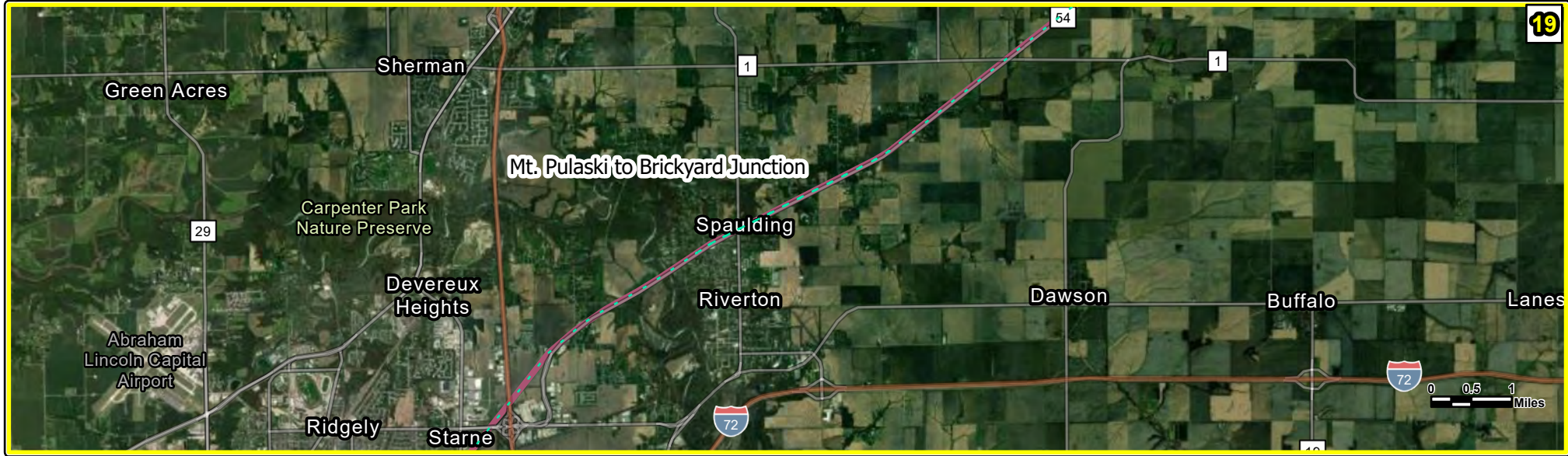
- Mt. Pulaski to Brickyard Junction
- Murrayville to Springfield

Legend:

- CN Track
- + KCS Track
- Existing Track
- Proposed Siding



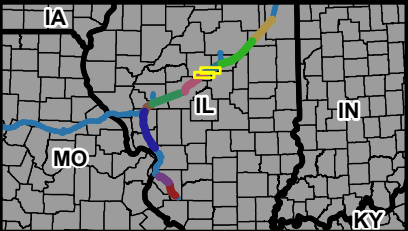
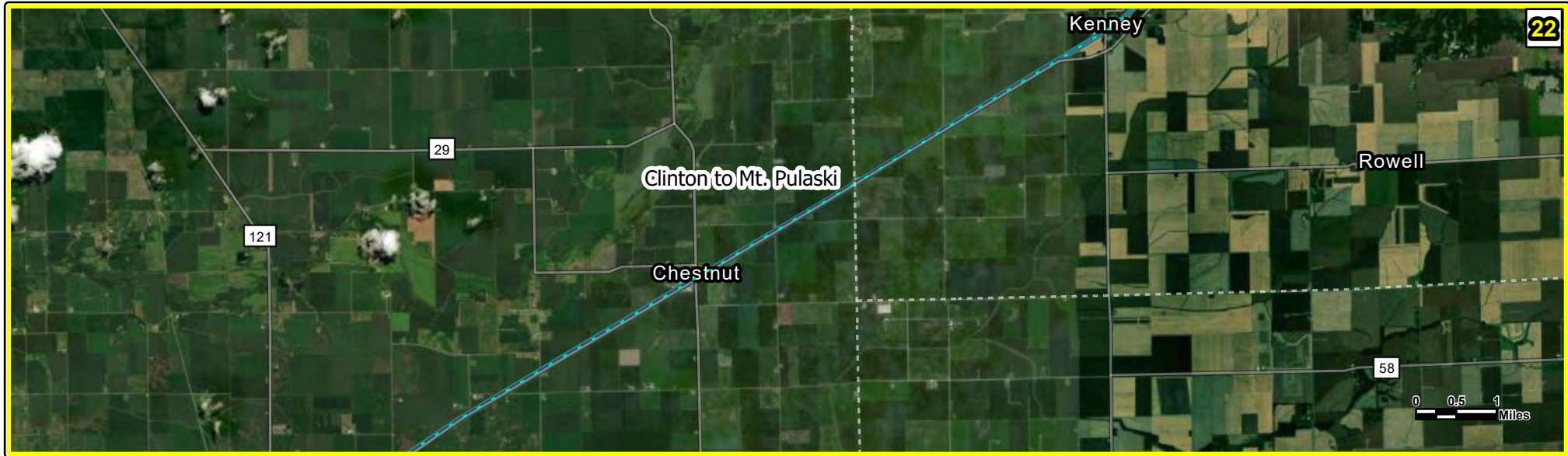
Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 9 of 16



- CN Track
- Increased Train Volume Segments
- Name
- Mt. Pulaski to Brickyard Junction



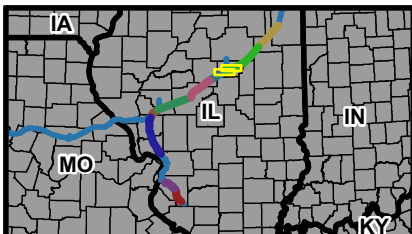
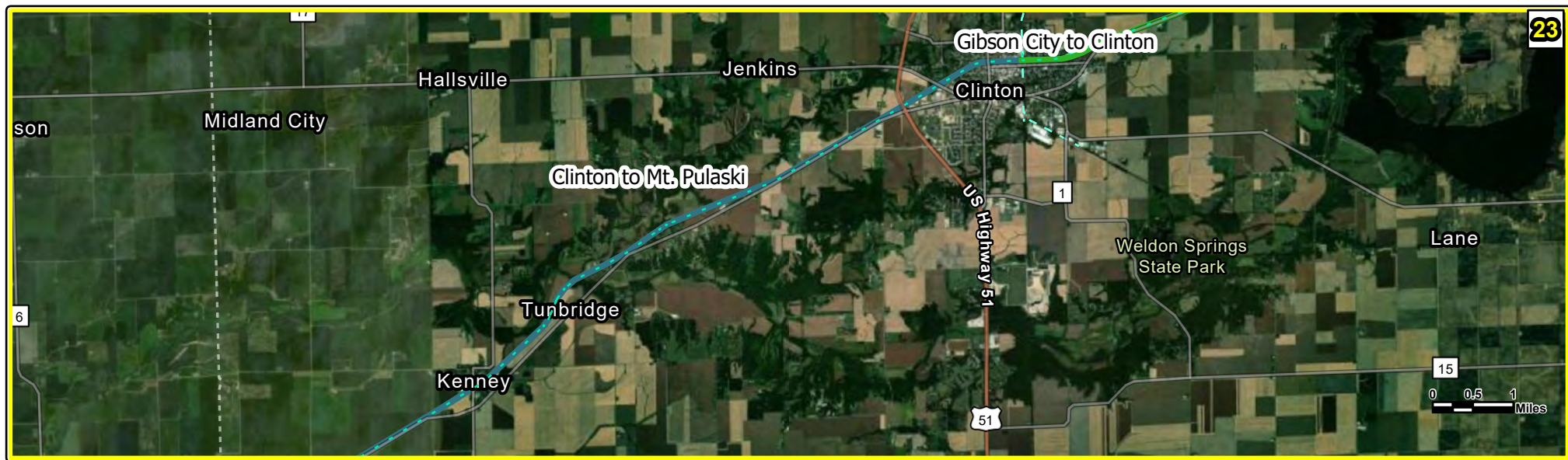
Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 10 of 16



- CN Track
- Increased Train Volume Segments
- Name
- Clinton to Mt. Pulaski
 - Mt. Pulaski to Brickyard Junction



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 11 of 16



Increased Train Volume Segments

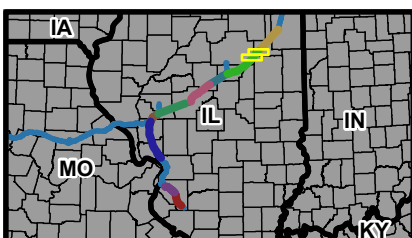
Legend:

- CN Track
- Clinton to Mt. Pulaski
- Gibson City to Clinton



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Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 12 of 16



Increased Train Volume Segments

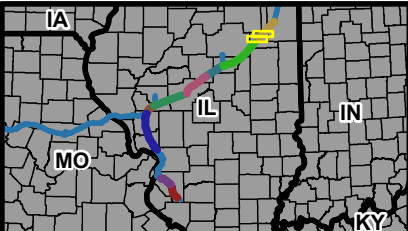
Name

- Gibson City to Clinton
- Gilman to Gibson



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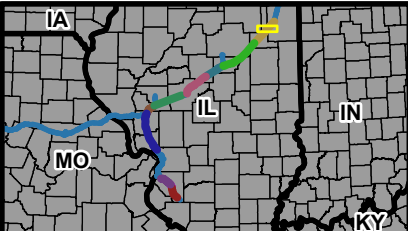
Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 14 of 16



- - - - - CN Track
 Increased Train Volume Segments
 Name
 ——— Gilman to Gibson



Figure 3:
 KCS Divestiture to CN EA
 Rail Line Exceeding Traffic Increase
 Illinois
 Page 15 of 16



- CN Track
- Increased Train Volume Segments
- | Name |
|------------------|
| Gilman to Gibson |



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 16 of 16



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

November 3, 2022

William Fisher
Chief
Seneca-Cayuga Nation
PO Box 453220
Grove, OK 74345-3220

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 for Comments**

Dear Mr. Fisher:

This letter requests comments on the amended “responsive” application filed by Canadian National Railway Company (CN) and its United States rail carrier affiliate, Illinois Central Railroad Company (ICCR) (collectively, CN), on June 9, 2022, in Docket No. FD 36500 (Sub-No. 1). In that application,¹³ CN requests that the Surface Transportation Board (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). See attached maps. CN’s filing was submitted in response to a primary application filed jointly by Canadian Pacific et al. (CP) and KCS in Docket No. FD 36500, seeking Board authority for CP to acquire KCS.¹⁴ The proposed acquisition of KCS by CP is the subject of a separate ongoing environmental review by the Board.¹⁵ Should the Board authorize both the primary application and the Proposed Divestiture, then CP would be ordered to sell the Springfield Line to CN upon completion of CP’s acquisition of KCS.

¹³ CN had filed a responsive application on February 28, 2022. However, in response to an apparent inconsistency in certain data filed in Docket No. 36500, the Board provided time for CP and KCS to address the inconsistency and for all interested parties to refile their respective applications.

¹⁴ Other responsive applications are pending before the Board in Docket No. FD 36500 (Sub-Nos. 2-4) but are not discussed here because those applications are exempt from environmental review.

¹⁵ The Board issued a Draft Environmental Impact Statement (EIS) on the primary application in Docket No. FD 36500 on August 5, 2022, and requested public comments on the Draft EIS by October 14, 2022. More information regarding the environmental review of the proposed acquisition of KCS by CP can be found on the project-specific website (www.CP-KCSMergerEIS.com) or on the Board’s website at www.stb.gov by conducting a search for Docket No. FD 36500.

Before deciding whether to authorize the Proposed Divestiture, the Board must first evaluate the potential environmental impacts of CN's proposal in accordance with the National Environmental Policy Act (NEPA) (42 U.S.C. §§ 4321-4370m-12) and the Board's environmental regulations at 49 C.F.R. Part 1105. To comply with NEPA, the Board's Office of Environmental Analysis (OEA) is conducting an environmental review of the Proposed Divestiture separately from, but concurrently with, the ongoing environmental review of the proposed acquisition of KCS by CP. Although the Proposed Divestiture could only occur if CP is authorized to acquire KCS, the environmental reviews for the two proposals are being conducted separately because they involve different railroad applicants and largely distinct sets of potential environmental impacts that would occur in different geographic areas.

The purpose of this letter is to advise you of the Proposed Divestiture and request information from your tribe on the environmental resources under your jurisdiction that could be affected by the Proposed Divestiture and permits and approvals that could be required. The environmental review of the Proposed Divestiture will help inform the Board in making its decision about whether to approve CN's proposal and, if so, whether and what environmental mitigation conditions to impose.

Project Description

The Proposed Divestiture proceeding requests that the Board order the sale of approximately 370 miles of KCS's Springfield Line in Missouri and Illinois. In connection with the sale of the Springfield Line, CN also seeks a 50% equity interest in KCS's International Freight Gateway terminal (IFG Terminal) south of Kansas City. See attached map.

CN states that its proposal to acquire the Springfield Line if the Board authorizes CP to acquire KCS would preserve and enhance competition between Kansas City and Chicago; introduce new single-line rail automotive and intermodal service between Michigan/Eastern Canada and Kansas City; and establish a more direct route for rail traffic between Canada and the Midwest and East St. Louis. CN estimates that more than 80,000 long-haul trucks would be removed from the highways each year as a result of the Proposed Divestiture and that this would generate public benefits by reducing greenhouse gas emissions, highway congestion and maintenance.

According to CN, the Proposed Divestiture would involve (1) operational changes (e.g., an increase in average trains per day) on certain segments of the Springfield Line as well as some contiguous segments of CN's Gilman Line and CN's St. Louis Line that would exceed the Board's thresholds for environmental review at 49 C.F.R. § 1105.7(e) (see further discussion below); (2) changes in activity at some rail yards and intermodal facilities that would exceed the Board's thresholds for environmental review; (3) capital improvements within the existing rail right-of-way and at yards/intermodal facilities; and (4) changes at intermodal facilities that would result in an average increase of truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on affected road segments.

Environmental Review

The Board's thresholds for assessing environmental impacts from increased rail traffic on rail lines in railroad acquisition proceedings are an increase in rail traffic of at least 100 percent as measured in gross ton-miles annually (GTM) or an increase in rail traffic of at least eight trains per day in areas classified as being in attainment under the Clean Air Act. For rail lines located in nonattainment areas, environmental impacts are assessed if they would experience an increase in rail traffic of at least 50 percent as measured in GTMs or an increase of at least three trains per day. 49 C.F.R. §§ 1105.7(e)(5)(i)-(ii). For the Proposed Divestiture, CN projects that the Board's environmental thresholds for GTM (but not for trains per day) would be met or exceeded along 11 rail line segments, including four segments of the KCS Springfield Line, four segments of the CN Gilman Line, and three segments of the CN St. Louis Line. See attached map. Of these line segments, CN estimates that seven are located in attainment areas and four are located in non-attainment areas. Therefore, OEA will evaluate the potential environmental impacts that could result from increased rail traffic on those 11 rail line segments.

At rail yards and intermodal facilities, the air quality thresholds include an increase of at least 100% in rail carload activity for areas classified as being in attainment or 20% in rail carload activity for areas in nonattainment. 49 C.F.R. §§ 1105.7(e)(5)(i)-(ii). CN projects that the Proposed Divestiture would result in increases in operational activity that would exceed the Board's thresholds at the East St. Louis Yard/Intermodal Terminal in Illinois and at CN's Detroit Intermodal Yard in Michigan. See attached map. Therefore, OEA will evaluate the potential environmental impacts that could result from increased operational activity at those facilities.

To support the projected increases in rail traffic, CN plans to make eight capital improvements within the existing rail right-of-way (ROW). These would include extending six existing passing sidings, adding one new siding passing, and relocating one passing siding on the Springfield Line. In Missouri, the improvements would occur at Grain Valley, Harmony, Mexico West, Bowling Green, and Blackburn; and in Illinois, improvements would occur at Pleasant Hill, Roodhouse and Cockrell. In addition, CN plans to make capital improvements at the East St. Louis Yard/Intermodal Terminal in Illinois by constructing 6,000 track feet with intermodal pads and accompanying pavement and 5,000 track feet for loading/unloading and car storage; and developing approximately 25 acres of land for necessary roadways, parking, and truck areas. At IFG Terminal in Missouri, CN proposes to construct 20,000 track feet with pad, storage and accompanying pavement, and 6,600 track feet for loading/unloading and storage, roadways and railhead parking and truck areas. At Roodhouse Yard in Illinois, CN would construct 5,000 feet of new yard track. Railroads have the right to increase efficiency by improving their rail lines and rerouting their traffic without seeking authority from the Board. Therefore, railroad capital improvements that are designed to improve operational efficiency (such as sidings, double tracking, and industry track) typically do not require Board authorization or environmental review by OEA. Where, as here, planned capital improvements are related to a proposal requiring Board approval, however, OEA considers, as appropriate, the potential environmental impacts from such planned capital improvements on a case-by-case basis. In this case, CN has stated that the planned capital improvements are necessary to accommodate the projected increase in rail traffic and has sufficiently identified the location and general layout of the planned capital improvements to support an environmental review. Therefore, OEA will

assess the potential impacts of the planned capital improvements as part of the NEPA review of the Proposed Divestiture.

Lastly, OEA will evaluate changes at intermodal facilities that would result in an average increase of truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment. See 49 C.F.R. §§ 1105.7(e)(5)(i)-(ii). These include: IFG Terminal in Missouri; East St. Louis Intermodal Terminal in Illinois; and Detroit Intermodal Yard in Michigan.

CN projects that transaction-related rail traffic would primarily consist of intermodal containers, assembled automobiles, and carloads of grain. CN does not anticipate any transaction-related shipments of hazardous materials. Nor is CN aware of any current or foreseeable passenger rail service, including Amtrak service, on any of the 11 rail line segments to be evaluated.

In short, based on the information available to date, OEA will evaluate the potential environmental impacts associated with the increased rail traffic, increased operational activity, and capital improvements described above and compare these impacts to the No-Action Alternative, which would occur if the Board were to authorize CP to acquire KCS in Finance Docket No. 36500 but deny CN's amended responsive application for the Proposed Divestiture of the Springfield Line from CP to CN in Finance Docket No. 36500 (Sub-No. 1). OEA's environmental review will evaluate impacts from the Proposed Divestiture related to freight rail safety; rail/roadway at-grade crossing (grade crossing) safety; grade crossing delay; truck-to-rail diversions; intermodal facility traffic; noise and vibration; air quality and climate change; energy; cultural resources; hazardous materials releases sites; biological resources; water resources; environmental justice; and cumulative impacts.

Request for Comments

We appreciate your assistance in identifying whether any resources of concern to your tribe may be affected by the Proposed Divestiture and welcome any additional issues or concerns that you consider appropriate. To submit comments electronically through the Board's website at <https://www.stb.gov>, select "File an Environmental Comment" below the "Need Assistance?" button. Be sure to include the docket number "Docket No. FD 36500 (Sub-No. 1)." Log-in accounts are not needed to file environmental comments electronically, and brief comments can be typed in the comment field, and lengthier comments can be attached as Word, Adobe Acrobat, or other file formats.

Alternatively, comments submitted by mail should be addressed to: Diana Wood, Surface Transportation Board, 395 E Street SW, Washington, DC 20423-0001, Attention: Environmental Filing, Docket No. FD 36500 (Sub-No. 1). You may also submit comments to OEA's third-party consultant Burns & McDonnell at:

Diana Wood
c/o Stephen Thornhill
Burns & McDonnell

9400 Ward Parkway
Kansas City, MO 64114

We have also included a Consultation Questionnaire to assist you in participating in the Project and help us with your level of involvement. Please complete and return the questionnaire to us also by December 9, 2022.

If you have any questions, please feel free to contact Diana Wood, OEA's Project Manager for the environmental review, at 202-245-0302 or by email at Diana.Wood@stb.gov.
Please send your responses by December 9, 2022.

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
Director
Office of Environmental Analysis

Map Attachments
Consultation Questionnaire

CONSULTATION QUESTIONNAIRE

Seneca-Cayuga Nation Tribe

Docket No. 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.

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ We have no interests in the proposed divestiture of the Kansas City Southern rail line between Kansas City, Missouri and East St. Louis, Illinois and further consultation with our Tribe is not necessary.

_____ We want to continue to receive project information by mail or email and participate in the public involvement process. Please specify email and/or mailing address

_____ We have interest in the proposed divestiture of the Kansas City Southern rail line between Kansas City, Missouri and East St. Louis, Illinois and want to participate in government to-government consultation.

Name of Seneca-Cayuga Nation Tribe designated contact:

Name: _____ Email: _____

Phone: _____

Signed: _____ Date: _____

Please email to: Diana.Wood@stb.gov

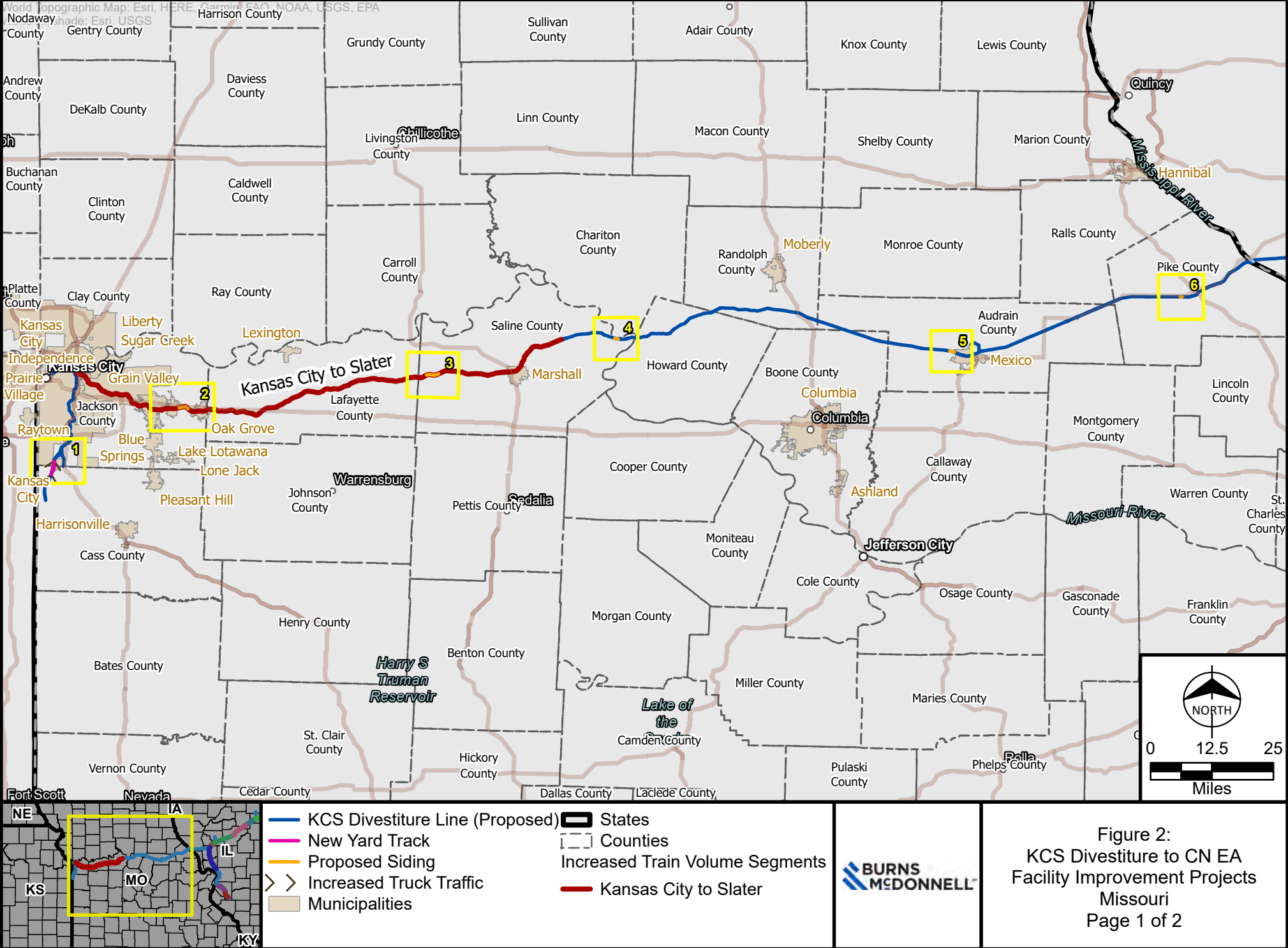
Or mail to:

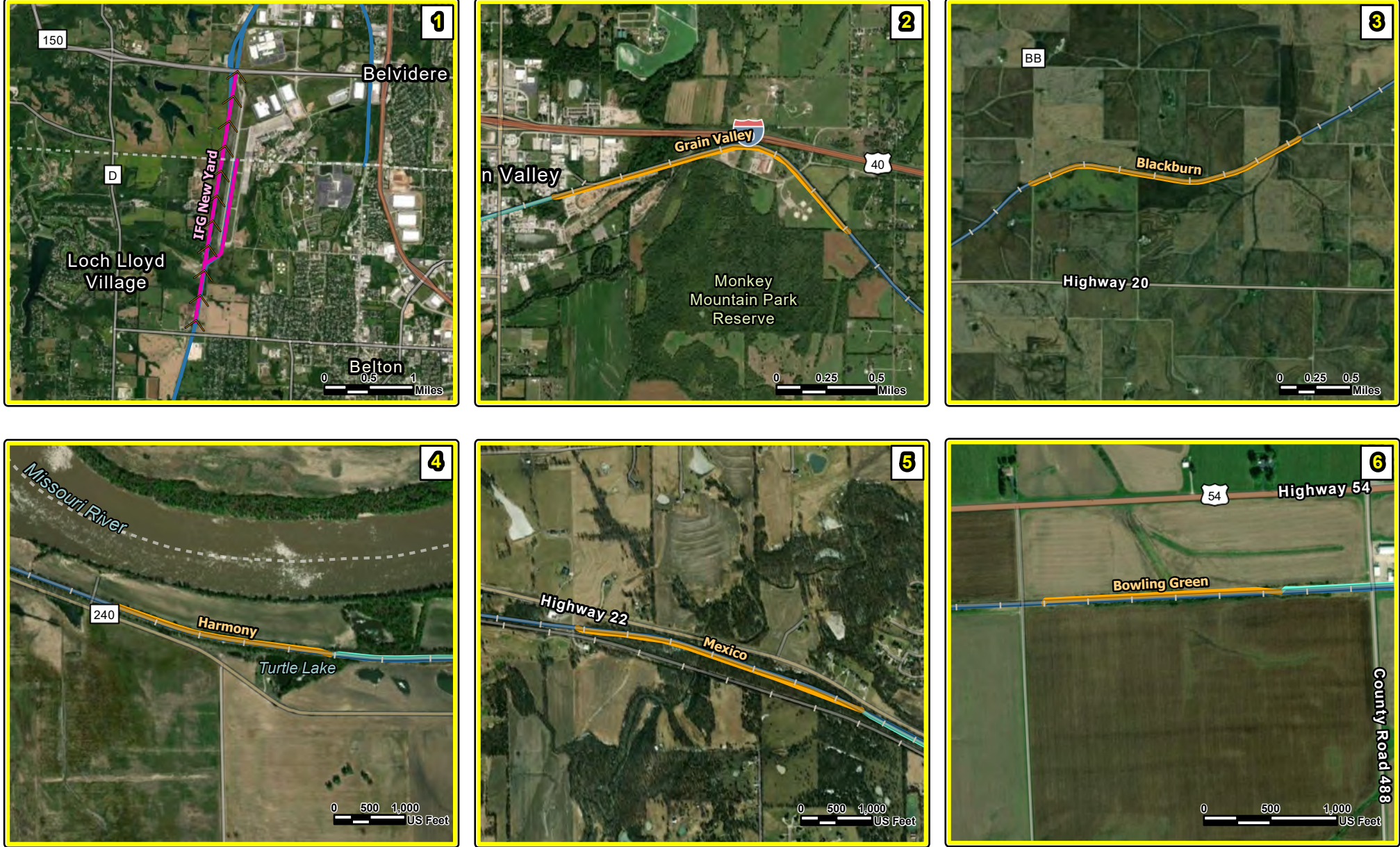
Diana Wood
c/o Stephen Thornhill
Burns & McDonnell
9400 Ward Parkway
Kansas City, MO 64114



Figure 1:
KCS Divestiture to CN
Line Segments and
Facility Improvement Projects
for EA Evaluation







- KCS Divestiture Line (Proposed)
- Proposed Siding
- Existing Siding
- New Yard Track
- Increased Carload Switching Activities
- > > Increased Truck Traffic



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Figure 2:
KCS Divestiture to CN EA
Facility Improvement Projects
Missouri
Page 2 of 2

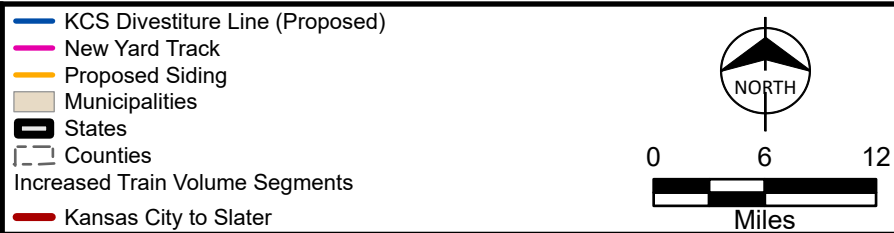
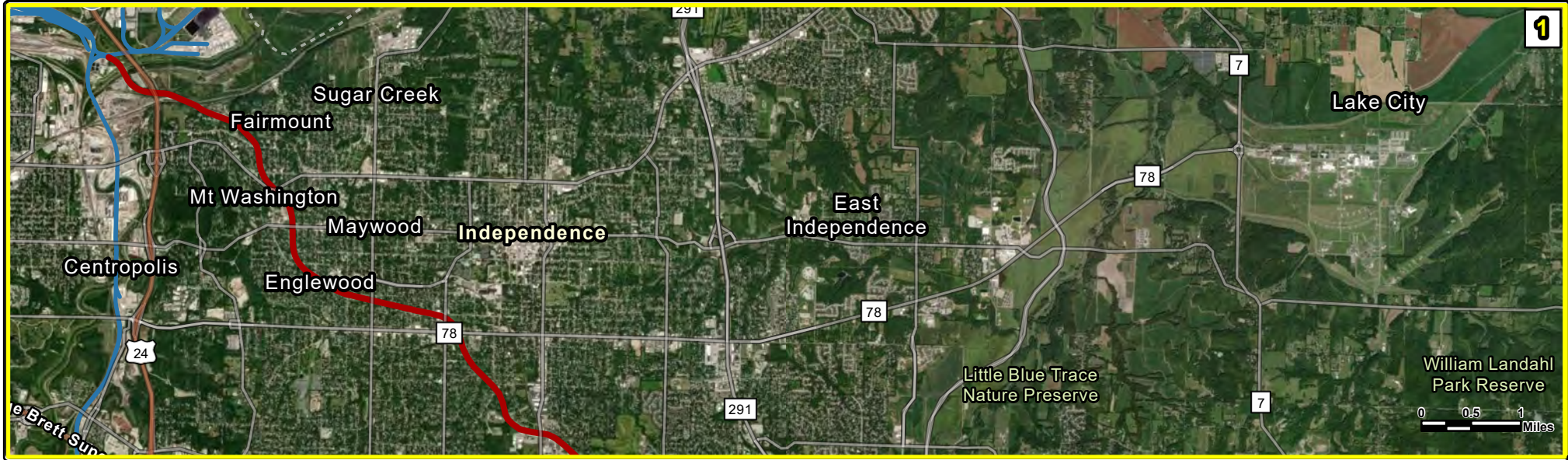
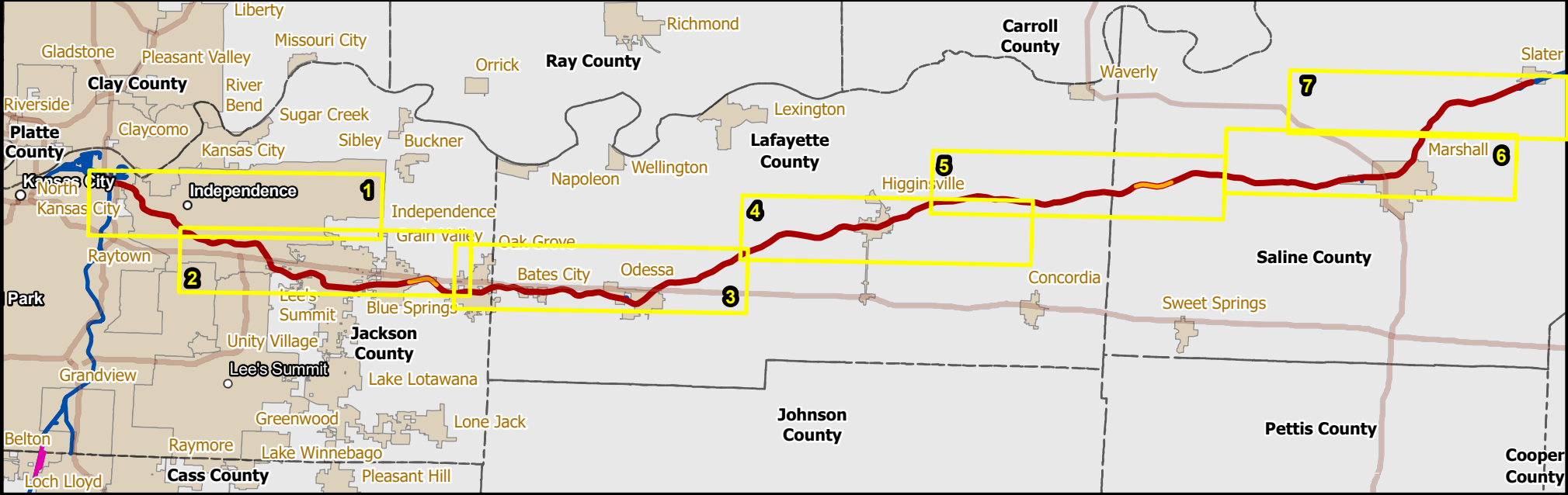
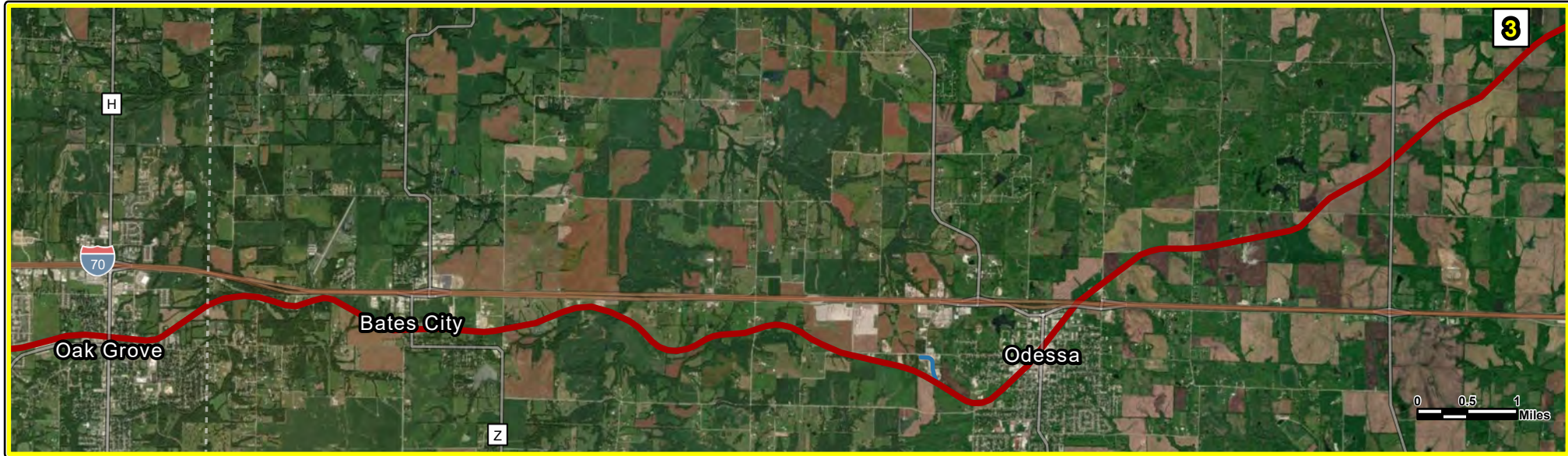
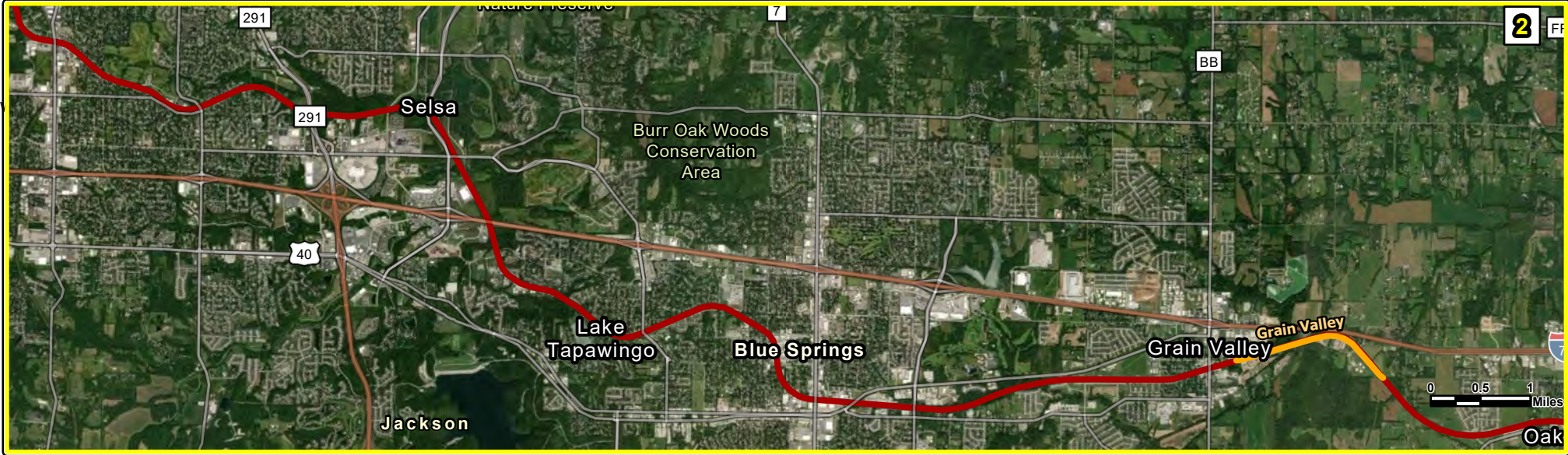


Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Kansas City to Slater
Missouri
Page 1 of 4

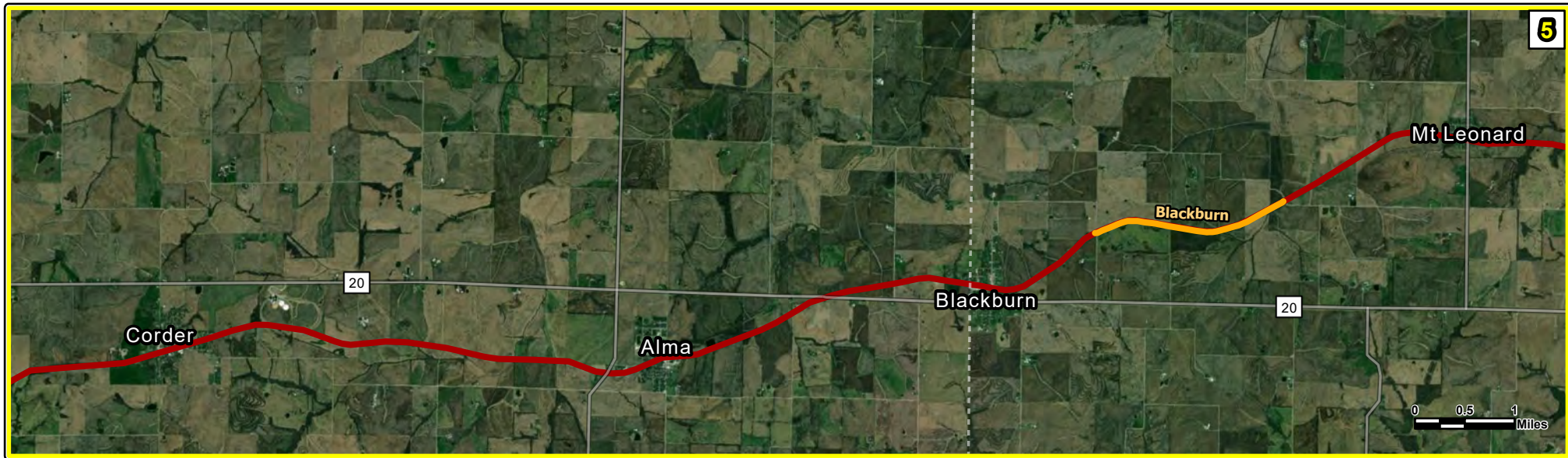
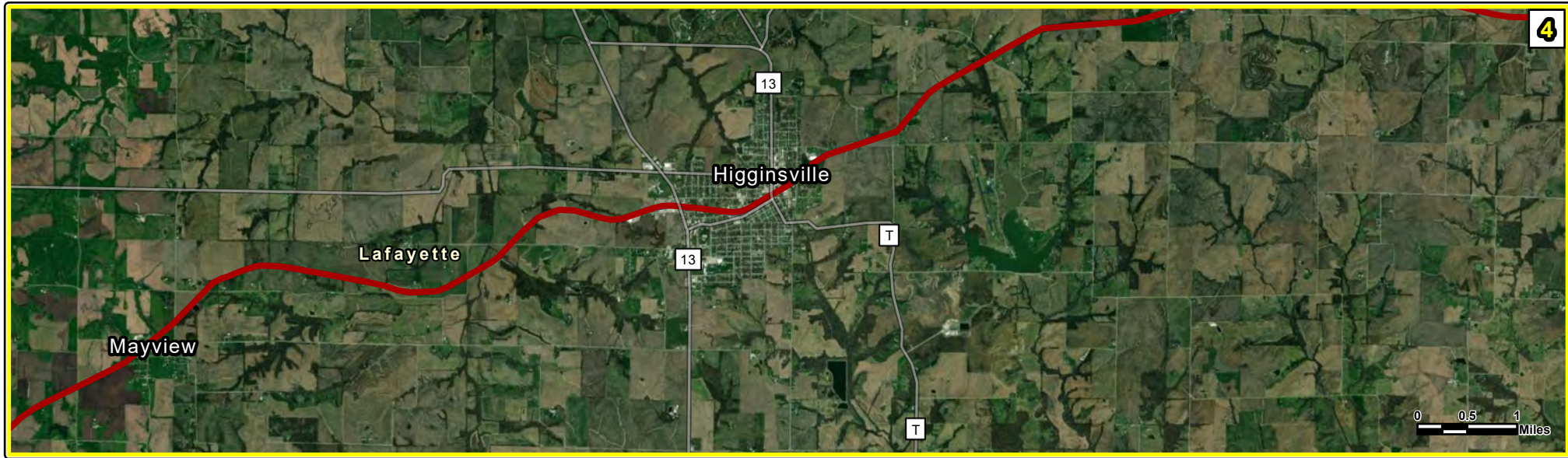


- KCS Divestiture Line (Proposed)
- Proposed Siding
- New Yard Track
- Increased Train Volume Segments
- Kansas City to Slater



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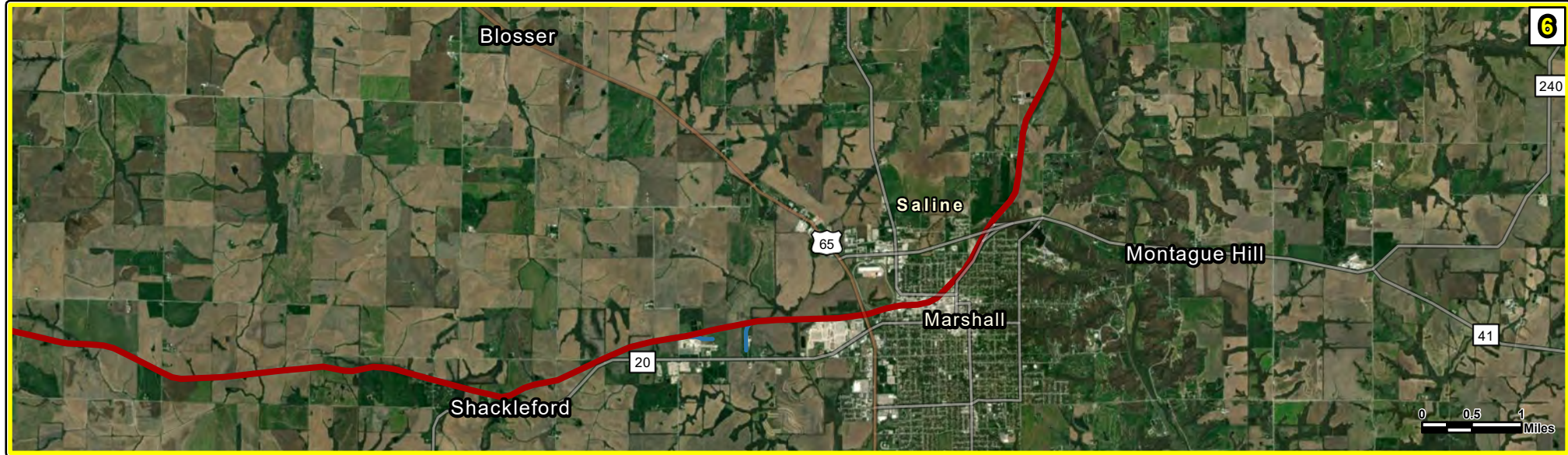
Figure 3:
KCS Divestiture to CN EA
Rail Lines Exceeding Traffic Increase
Kansas City to Slater
Missouri
Page 2 of 4



- KCS Divestiture Line (Proposed)
- Proposed Siding
- New Yard Track
- Increased Train Volume Segments
- Kansas City to Slater



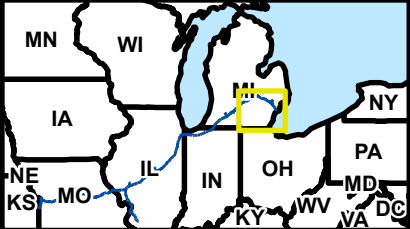
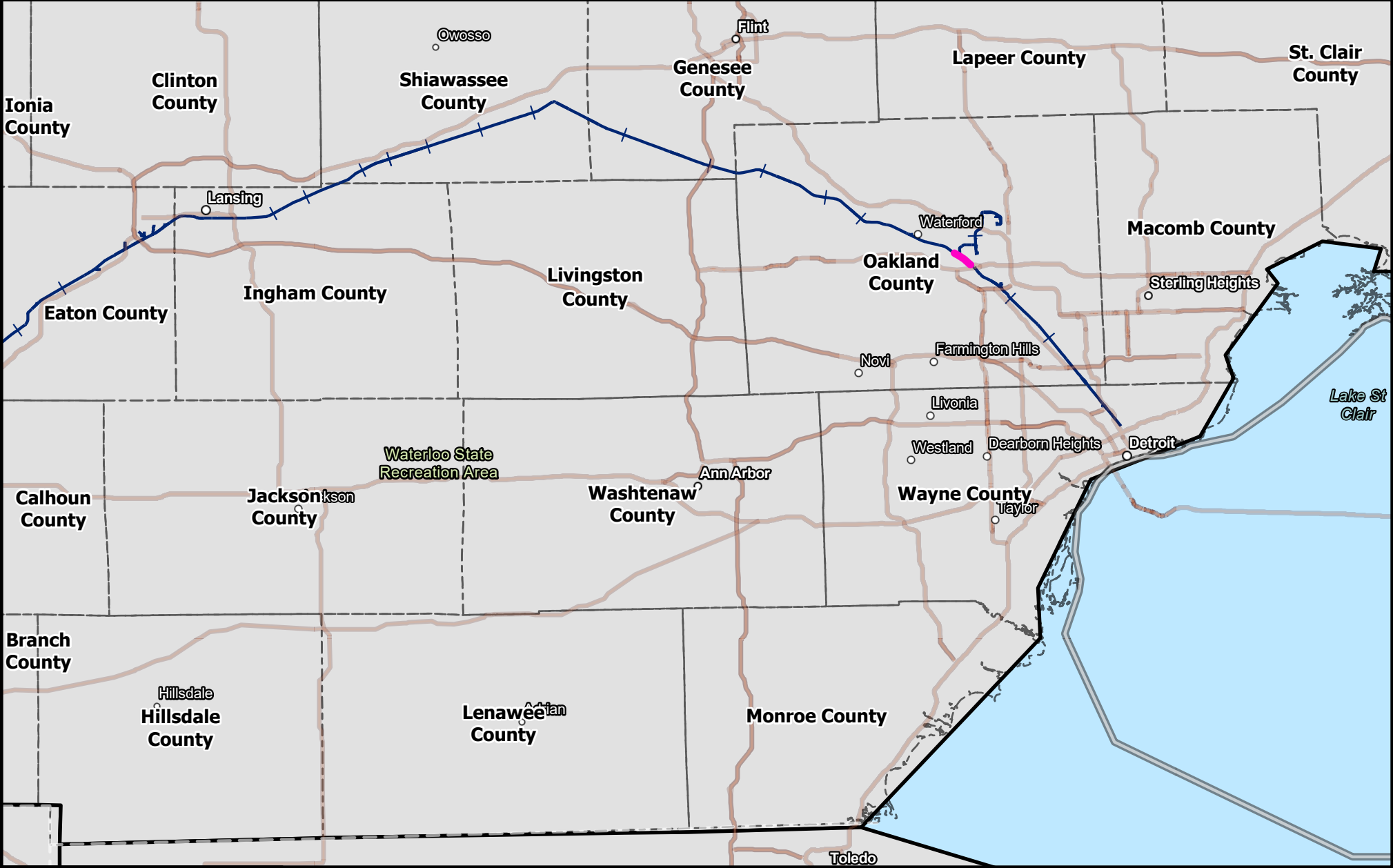
Figure 3:
KCS Divestiture to CN EA
Rail Lines Exceeding Traffic Increase
Kansas City to Slater
Missouri
Page 3 of 4



- KCS Divestiture Line (Proposed)
- Proposed Siding
- New Yard Track
- Increased Train Volume Segments
- Kansas City to Slater



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Kansas City to Slater
Missouri
Page 4 of 4



- States
- County
- Yard Tack

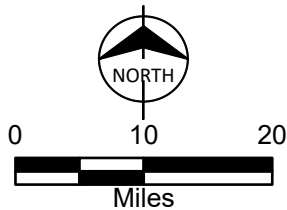
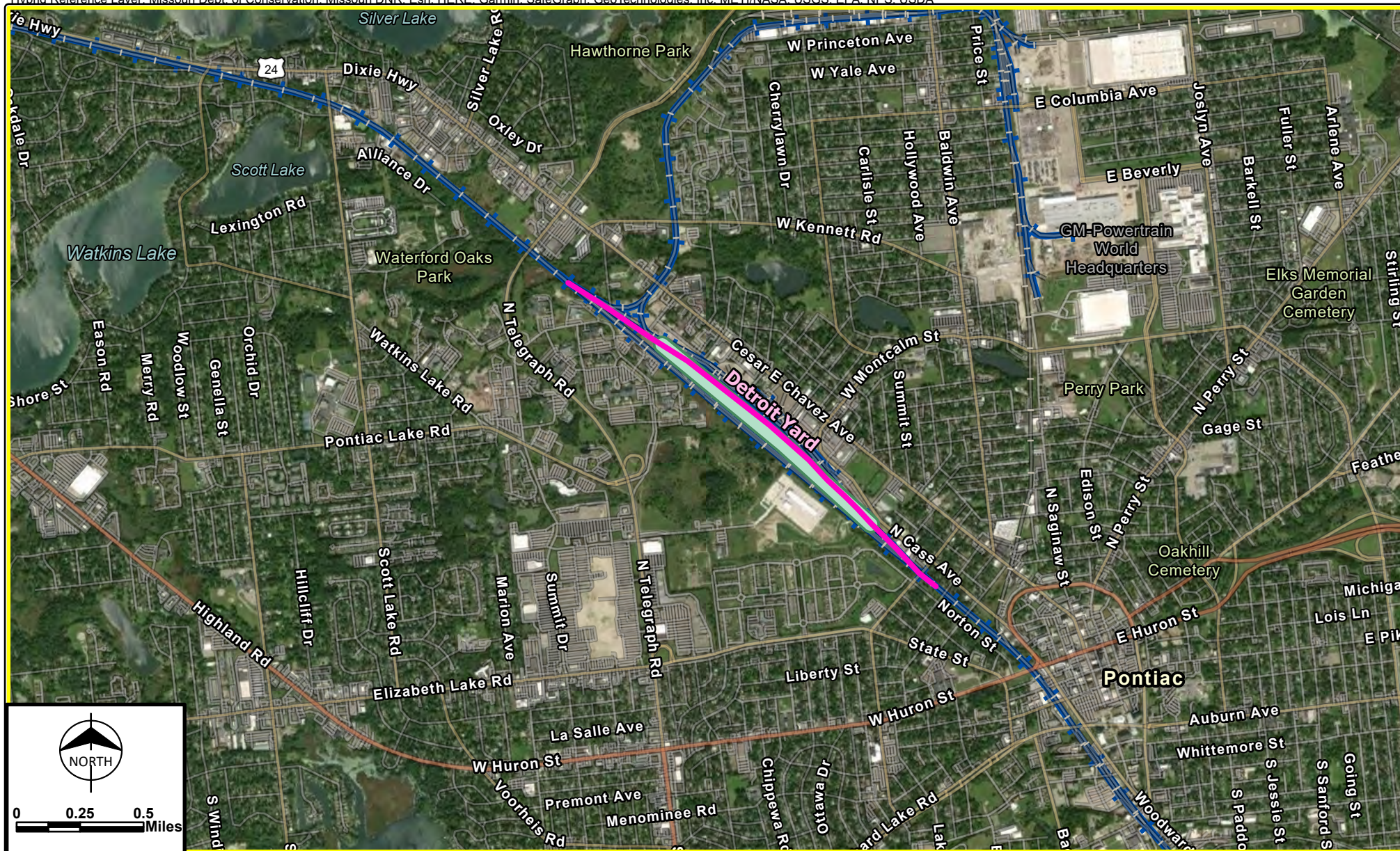


Figure 2:
KCS Divestiture to CN
Facility Improvement Projects
for EA Evaluation
Michigan (Overview)
Page 1 of 2



- + Existing Rail Line
- Rail Yard With Increased Carload Switching Activities
- Yard Tack



Figure 2:
 KCS Divestiture to CN EA
 Facility Improvement Project
 Detroit Intermodal Yard
 Michigan
 Page 2 of 2



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

November 3, 2022

Ron Corn, Sr.
Chairman
Menominee Indian Tribe of Wisconsin
PO Box 910
Keshena, WI 54135

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 for Comments**

Dear Mr. Corn, Sr.:

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The Board's thresholds for assessing environmental impacts from increased rail traffic on rail lines in railroad acquisition proceedings are an increase in rail traffic of at least 100 percent as measured in gross ton-miles annually (GTM) or an increase in rail traffic of at least eight trains per day in areas classified as being in attainment under the Clean Air Act. For rail lines located in nonattainment areas, environmental impacts are assessed if they would experience an increase in rail traffic of at least 50 percent as measured in GTMs or an increase of at least three trains per day. 49 C.F.R. §§ 1105.7(e)(5)(i)-(ii). For the Proposed Divestiture, CN projects that the Board's environmental thresholds for GTM (but not for trains per day) would be met or exceeded along 11 rail line segments, including four segments of the KCS Springfield Line, four segments of the CN Gilman Line, and three segments of the CN St. Louis Line. See attached map. Of these line segments, CN estimates that seven are located in attainment areas and four are located in non-attainment areas. Therefore, OEA will evaluate the potential environmental impacts that could result from increased rail traffic on those 11 rail line segments.

At rail yards and intermodal facilities, the air quality thresholds include an increase of at least 100% in rail carload activity for areas classified as being in attainment or 20% in rail carload activity for areas in nonattainment. 49 C.F.R. §§ 1105.7(e)(5)(i)-(ii). CN projects that the Proposed Divestiture would result in increases in operational activity that would exceed the Board's thresholds at the East St. Louis Yard/Intermodal Terminal in Illinois and at CN's Detroit Intermodal Yard in Michigan. See attached map. Therefore, OEA will evaluate the potential environmental impacts that could result from increased operational activity at those facilities.

To support the projected increases in rail traffic, CN plans to make eight capital improvements within the existing rail right-of-way (ROW). These would include extending six existing passing sidings, adding one new siding passing, and relocating one passing siding on the Springfield Line. In Missouri, the improvements would occur at Grain Valley, Harmony, Mexico West, Bowling Green, and Blackburn; and in Illinois, improvements would occur at Pleasant Hill, Roodhouse and Cockrell. In addition, CN plans to make capital improvements at the East St. Louis Yard/Intermodal Terminal in Illinois by constructing 6,000 track feet with intermodal pads and accompanying pavement and 5,000 track feet for loading/unloading and car storage; and developing approximately 25 acres of land for necessary roadways, parking, and truck areas. At IFG Terminal in Missouri, CN proposes to construct 20,000 track feet with pad, storage and accompanying pavement, and 6,600 track feet for loading/unloading and storage, roadways and railhead parking and truck areas. At Roodhouse Yard in Illinois, CN would construct 5,000 feet of new yard track. Railroads have the right to increase efficiency by improving their rail lines and rerouting their traffic without seeking authority from the Board. Therefore, railroad capital improvements that are designed to improve operational efficiency (such as sidings, double tracking, and industry track) typically do not require Board authorization or environmental review by OEA. Where, as here, planned capital improvements are related to a proposal requiring Board approval, however, OEA considers, as appropriate, the potential environmental impacts from such planned capital improvements on a case-by-case basis. In this case, CN has stated that the planned capital improvements are necessary to accommodate the projected increase in rail traffic and has sufficiently identified the location and general layout of the planned capital improvements to support an environmental review. Therefore, OEA will

assess the potential impacts of the planned capital improvements as part of the NEPA review of the Proposed Divestiture.

Lastly, OEA will evaluate changes at intermodal facilities that would result in an average increase of truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment. See 49 C.F.R. §§ 1105.7(e)(5)(i)-(ii). These include: IFG Terminal in Missouri; East St. Louis Intermodal Terminal in Illinois; and Detroit Intermodal Yard in Michigan.

CN projects that transaction-related rail traffic would primarily consist of intermodal containers, assembled automobiles, and carloads of grain. CN does not anticipate any transaction-related shipments of hazardous materials. Nor is CN aware of any current or foreseeable passenger rail service, including Amtrak service, on any of the 11 rail line segments to be evaluated.

In short, based on the information available to date, OEA will evaluate the potential environmental impacts associated with the increased rail traffic, increased operational activity, and capital improvements described above and compare these impacts to the No-Action Alternative, which would occur if the Board were to authorize CP to acquire KCS in Finance Docket No. 36500 but deny CN's amended responsive application for the Proposed Divestiture of the Springfield Line from CP to CN in Finance Docket No. 36500 (Sub-No. 1). OEA's environmental review will evaluate impacts from the Proposed Divestiture related to freight rail safety; rail/roadway at-grade crossing (grade crossing) safety; grade crossing delay; truck-to-rail diversions; intermodal facility traffic; noise and vibration; air quality and climate change; energy; cultural resources; hazardous materials releases sites; biological resources; water resources; environmental justice; and cumulative impacts.

Request for Comments

We appreciate your assistance in identifying whether any resources of concern to your tribe may be affected by the Proposed Divestiture and welcome any additional issues or concerns that you consider appropriate. To submit comments electronically through the Board's website at <https://www.stb.gov>, select "File an Environmental Comment" below the "Need Assistance?" button. Be sure to include the docket number "Docket No. FD 36500 (Sub-No. 1)." Log-in accounts are not needed to file environmental comments electronically, and brief comments can be typed in the comment field, and lengthier comments can be attached as Word, Adobe Acrobat, or other file formats.

Alternatively, comments submitted by mail should be addressed to: Diana Wood, Surface Transportation Board, 395 E Street SW, Washington, DC 20423-0001, Attention: Environmental Filing, Docket No. FD 36500 (Sub-No. 1). You may also submit comments to OEA's third-party consultant Burns & McDonnell at:

Diana Wood
c/o Stephen Thornhill
Burns & McDonnell

9400 Ward Parkway
Kansas City, MO 64114

We have also included a Consultation Questionnaire to assist you in participating in the Project and help us with your level of involvement. Please complete and return the questionnaire to us also by December 9, 2022.

If you have any questions, please feel free to contact Diana Wood, OEA's Project Manager for the environmental review, at 202-245-0302 or by email at Diana.Wood@stb.gov.
Please send your responses by December 9, 2022.

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
Director
Office of Environmental Analysis

Map Attachments
Consultation Questionnaire

CONSULTATION QUESTIONNAIRE

Menominee Indian Tribe of Wisconsin Tribe

Docket No. 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.

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ We have no interests in the proposed divestiture of the Kansas City Southern rail line between Kansas City, Missouri and East St. Louis, Illinois and further consultation with our Tribe is not necessary.

_____ We want to continue to receive project information by mail or email and participate in the public involvement process. Please specify email and/or mailing address

_____ We have interest in the proposed divestiture of the Kansas City Southern rail line between Kansas City, Missouri and East St. Louis, Illinois and want to participate in government to-government consultation.

Name of Menominee Indian Tribe of Wisconsin Tribe designated contact:

Name: _____

Email: _____

Phone: _____

Signed: _____

Date: _____

Please email to: Diana.Wood@stb.gov

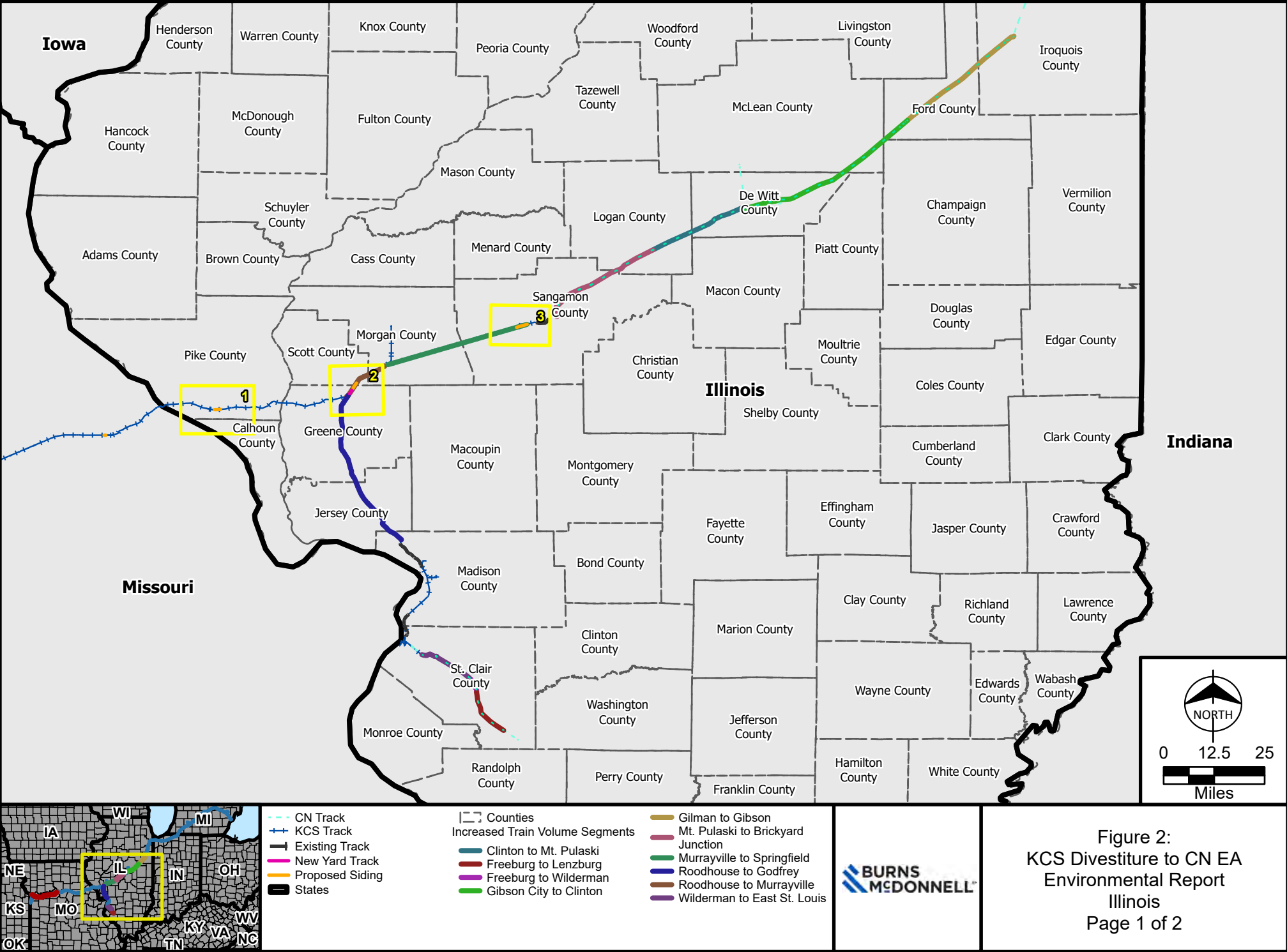
Or mail to:

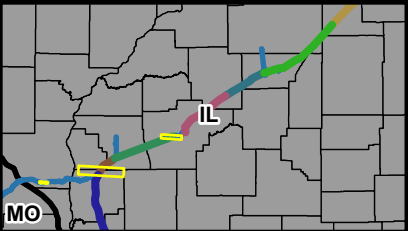
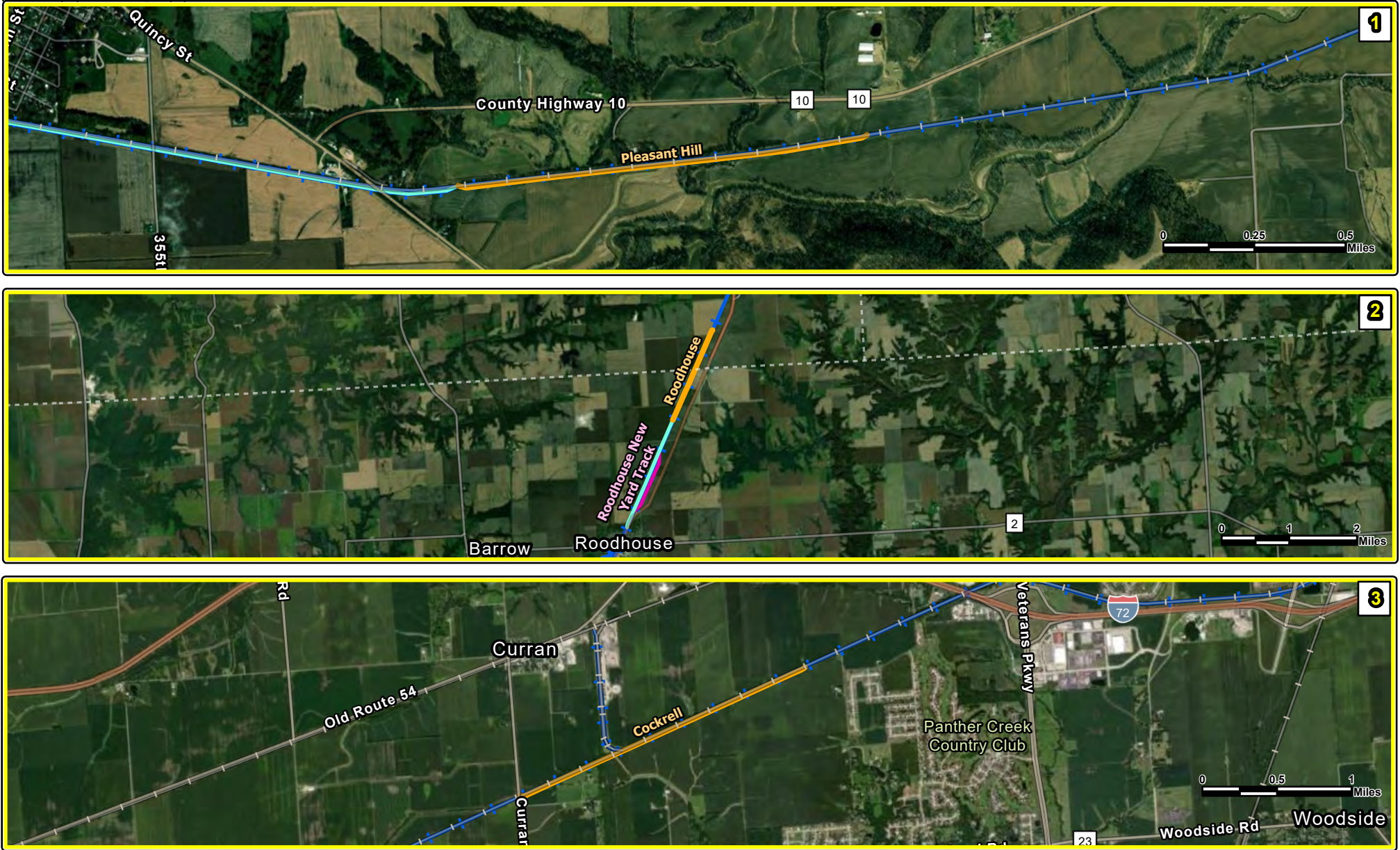
Diana Wood
c/o Stephen Thornhill
Burns & McDonnell
9400 Ward Parkway
Kansas City, MO 64114



Figure 1:
KCS Divestiture to CN
Line Segments and
Facility Improvement Projects
for EA Evaluation





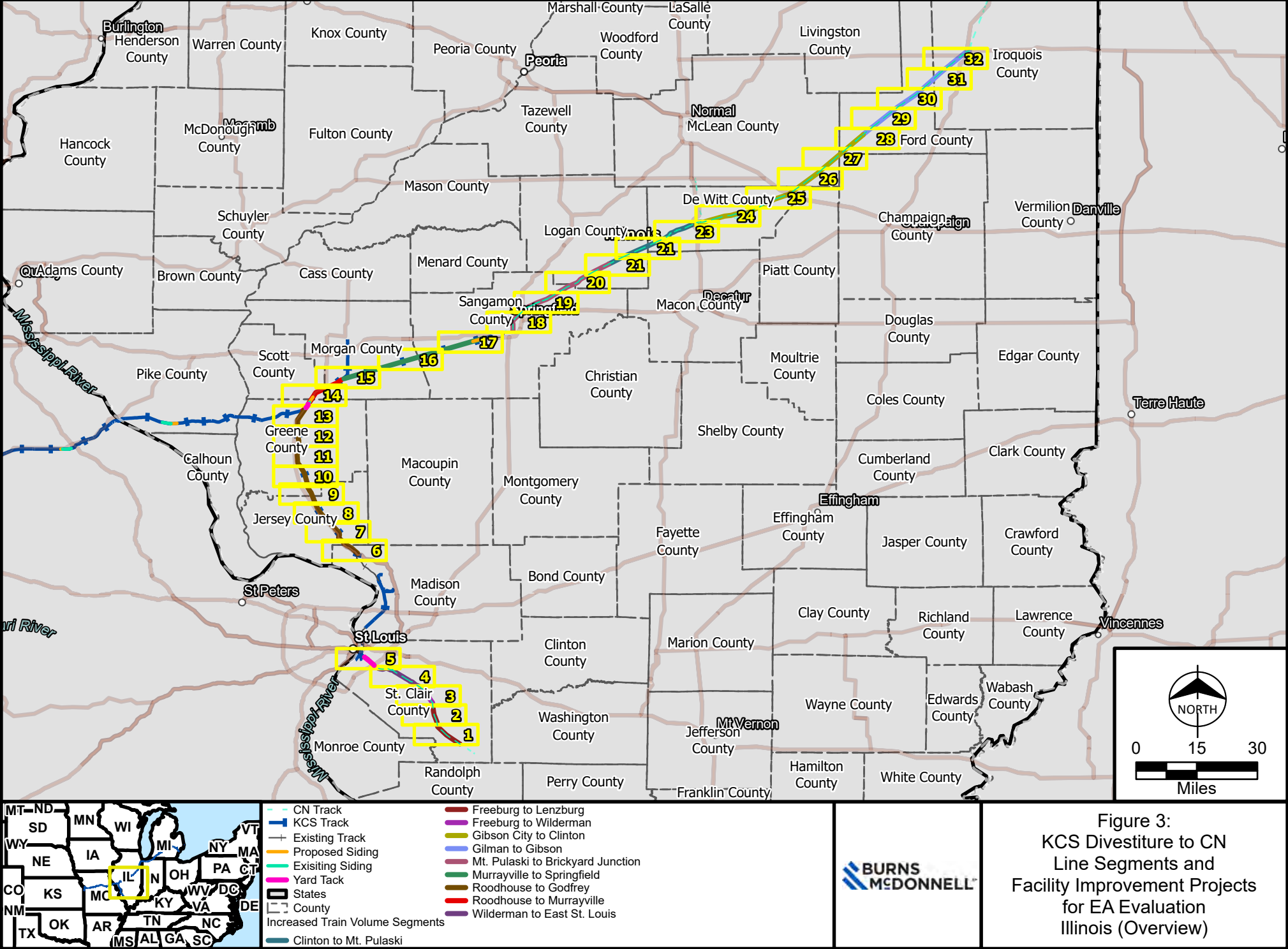


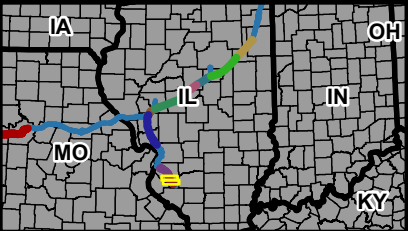
- + KCS Track
- Proposed Siding
- Existing Siding
- New Yard Track



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Figure 2:
KCS Divestiture to CN EA
Facility Improvement Projects
Illinois
Page 2 of 2

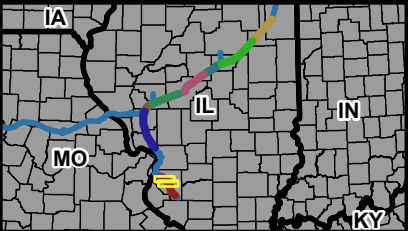
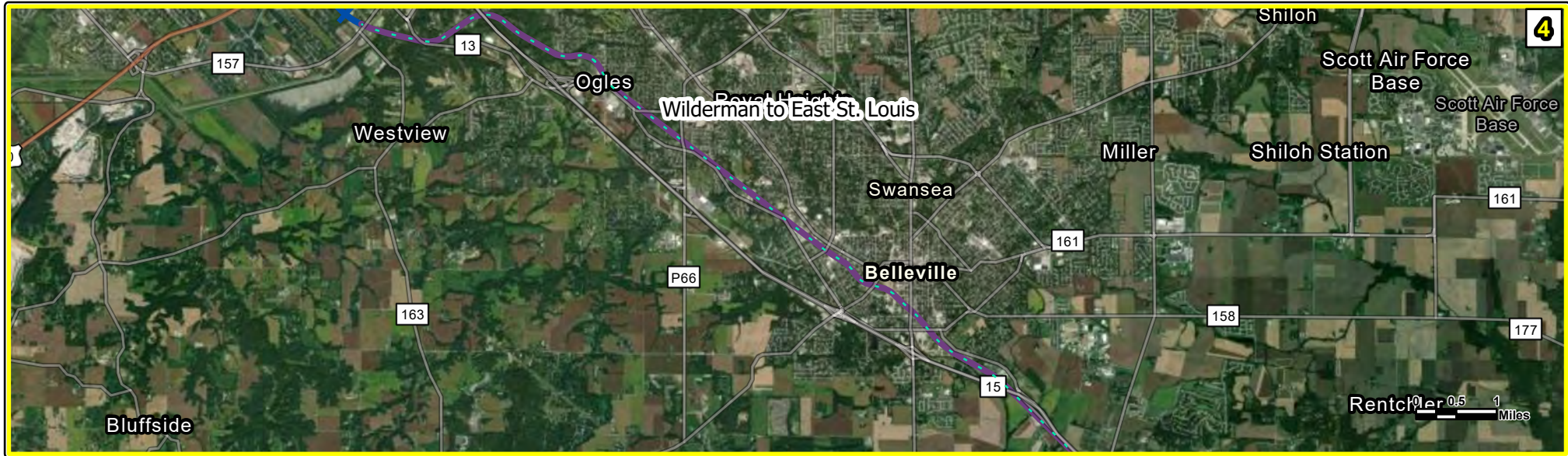
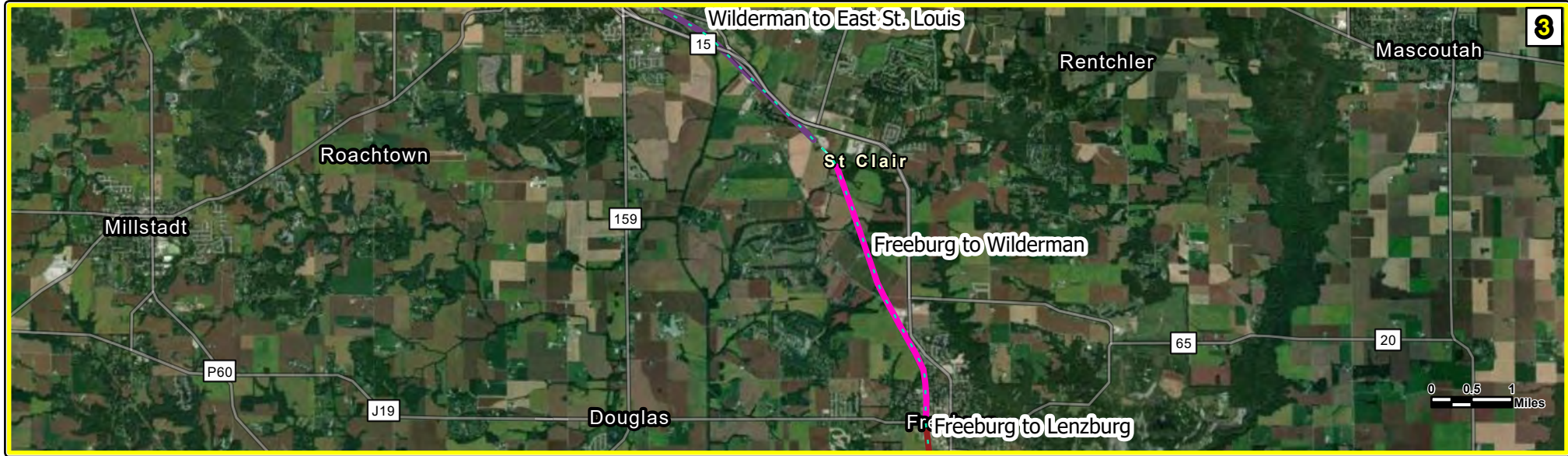




--- CN Track
Increased Train Volume Segments
— Freeburg to Lenzburg
— Freeburg to Wilderman



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 1 of 16



— — — CN Track

Increased Train Volume Segments

Name

- Freeburg to Lenzburg
- Freeburg to Wilderman
- Wilderman to East St. Louis



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 2 of 16

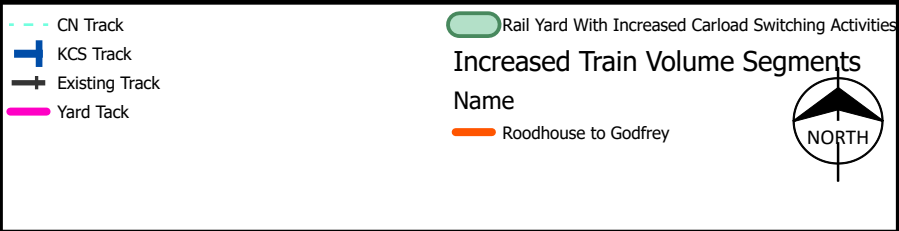
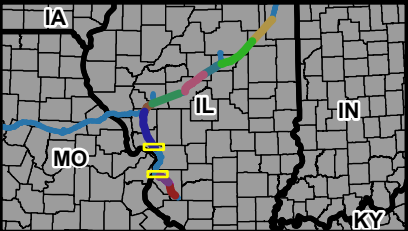
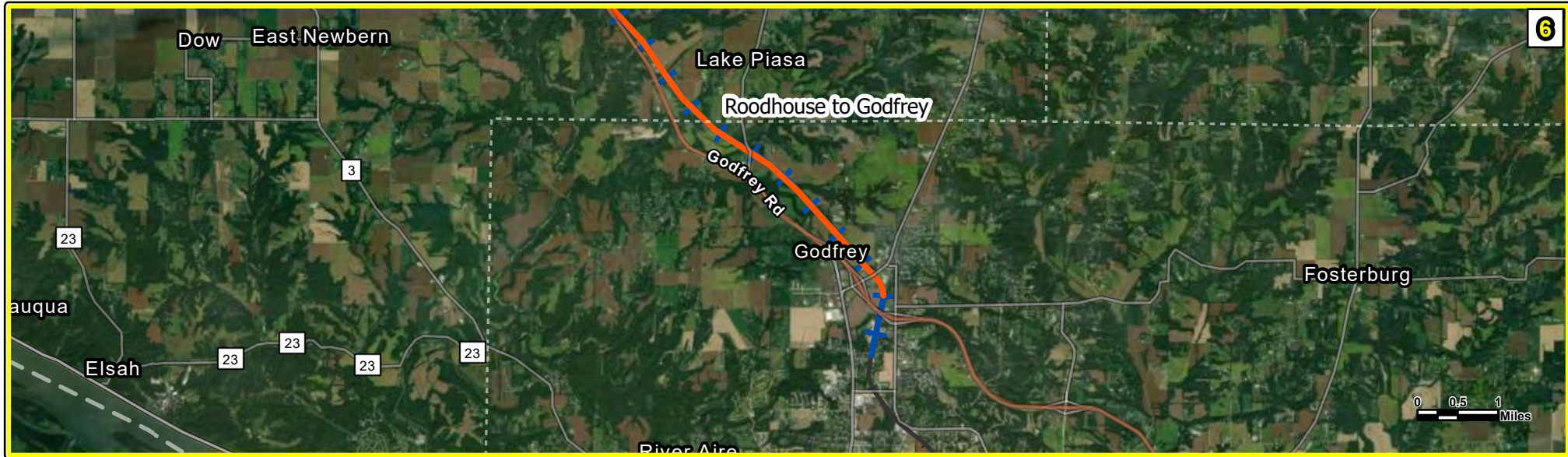
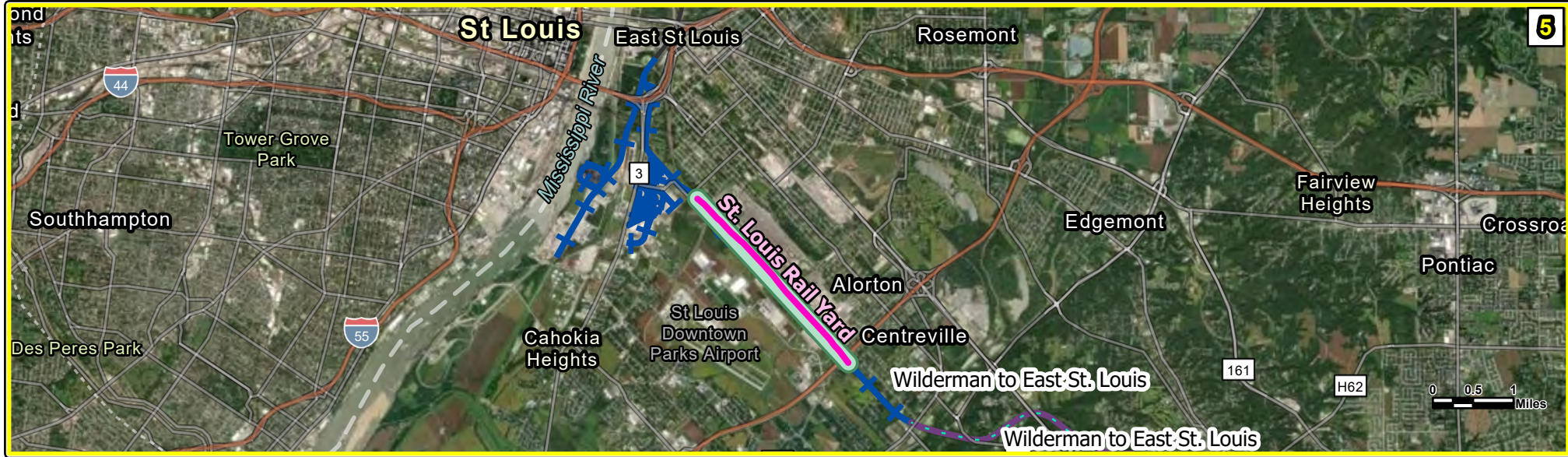
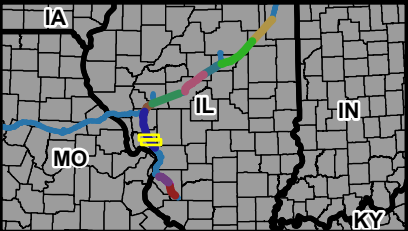
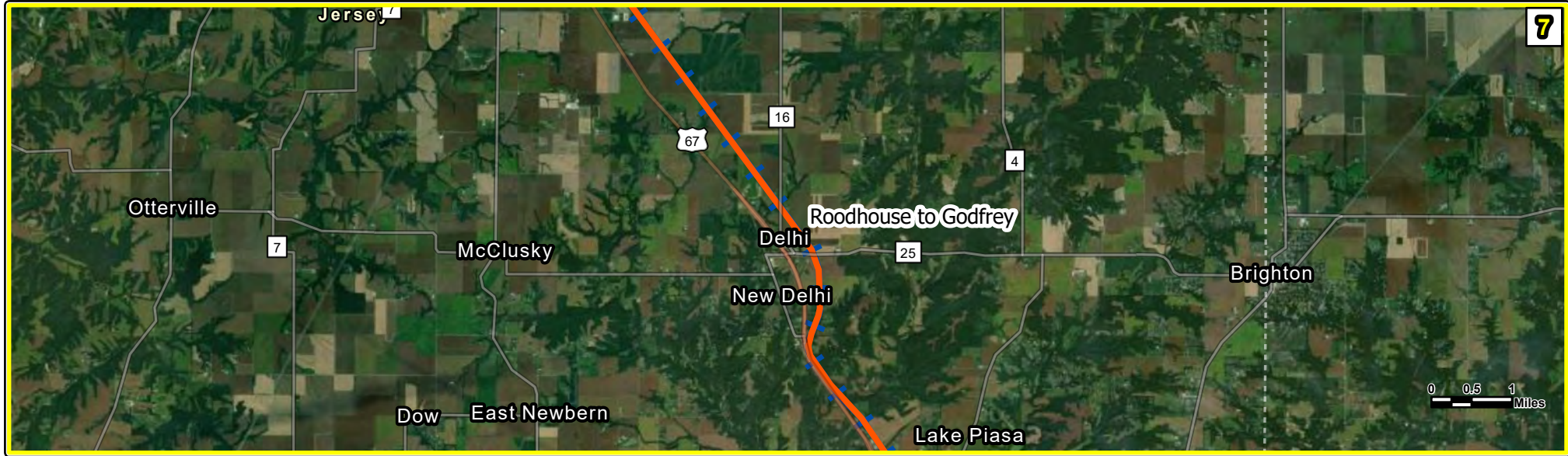


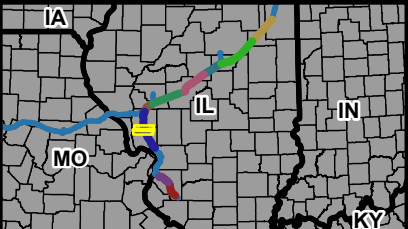
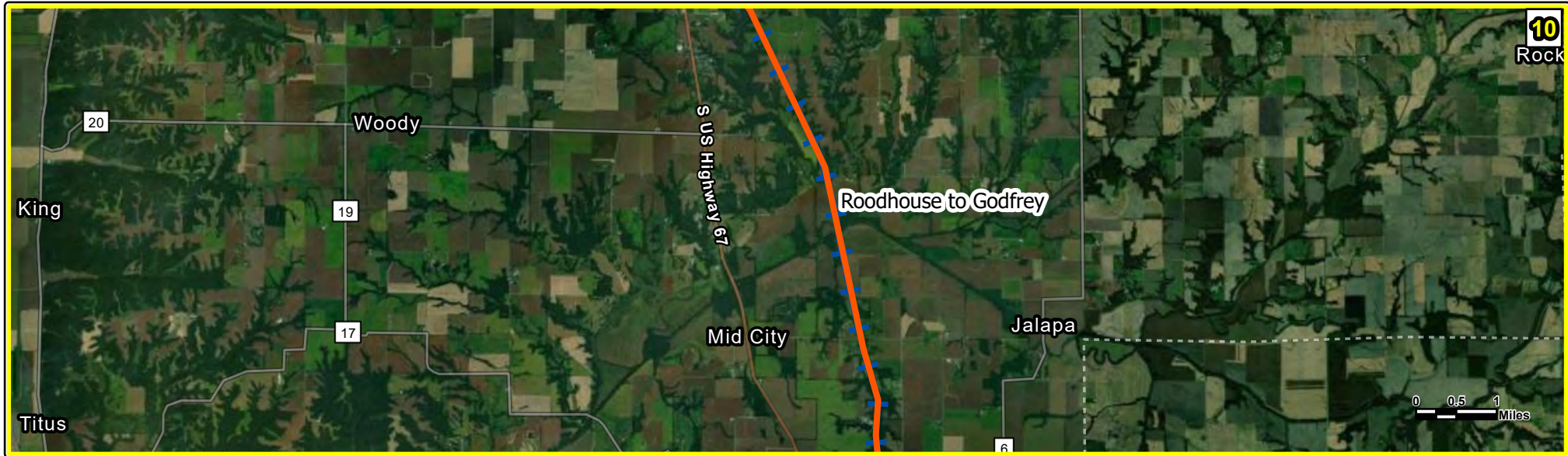
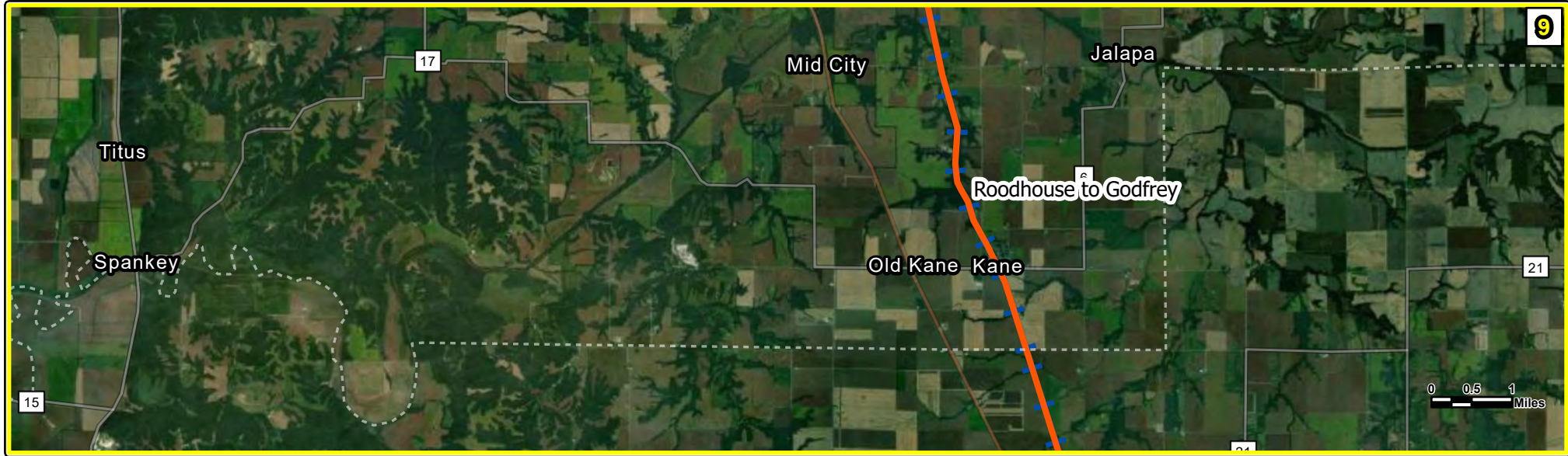
Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 3 of 16



-  KCS Track
 -  Roodhouse to Godfrey
- Increased Train Volume Segments
- Name



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 4 of 16





KCS Track

Increased Train Volume Segments

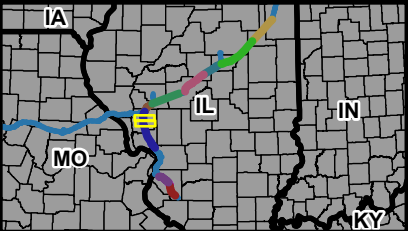
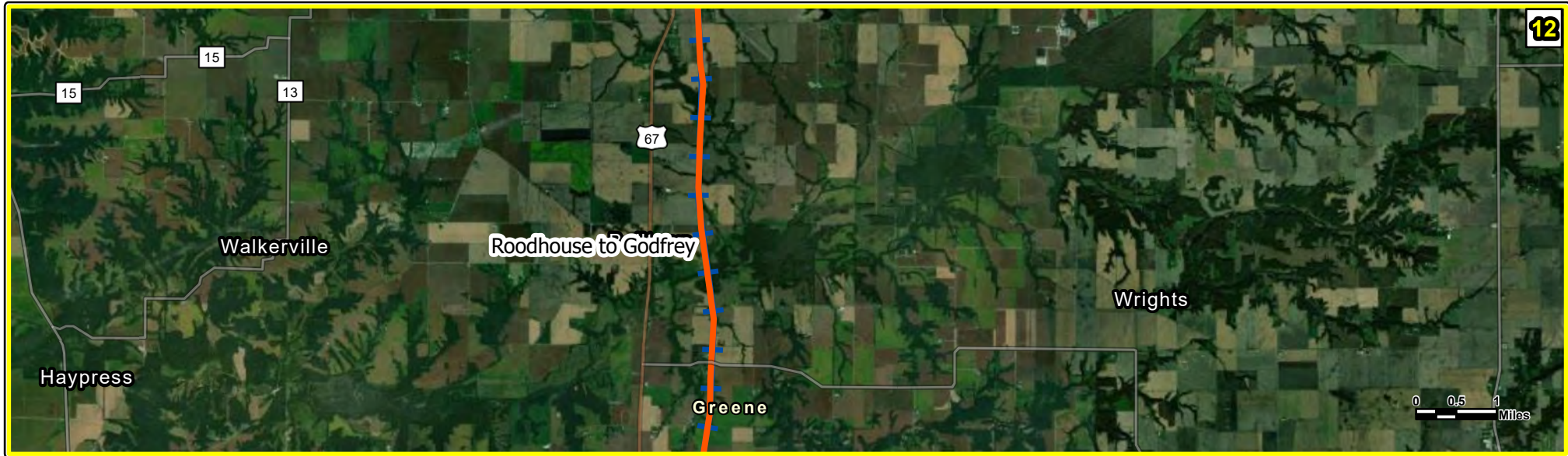
Name

 Roodhouse to Godfrey





Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 5 of 16



+

KCS Track

Increased Train Volume Segments

Name

Roodhouse to Godfrey



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 6 of 16

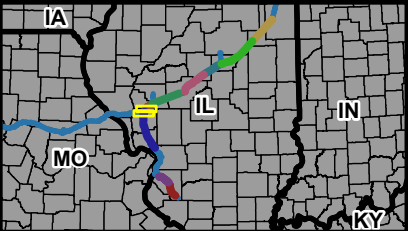
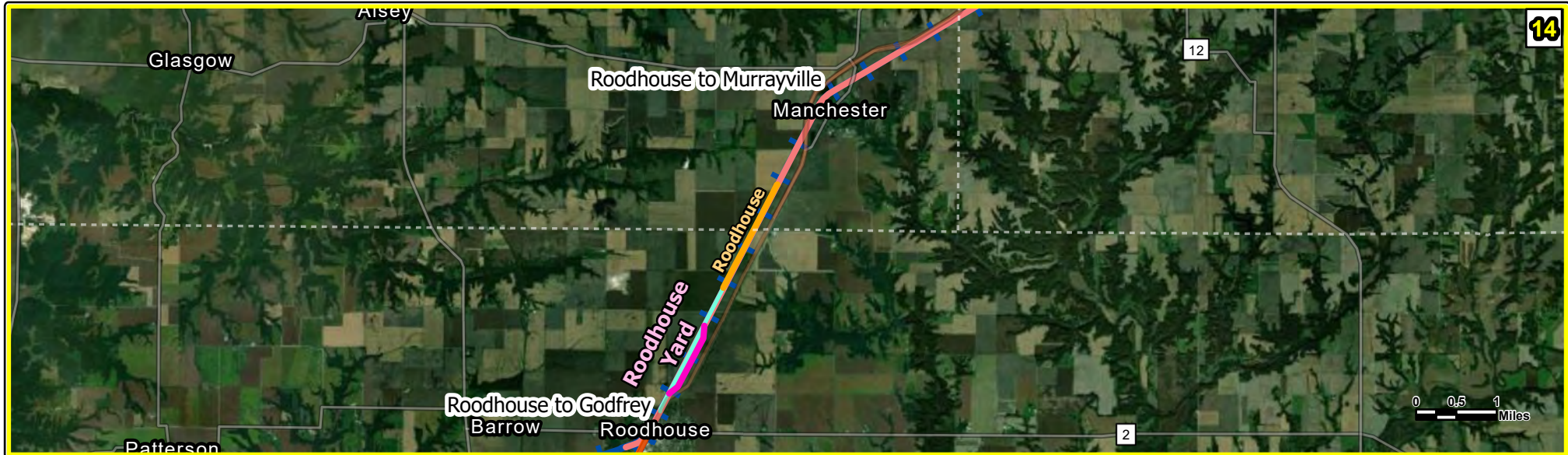
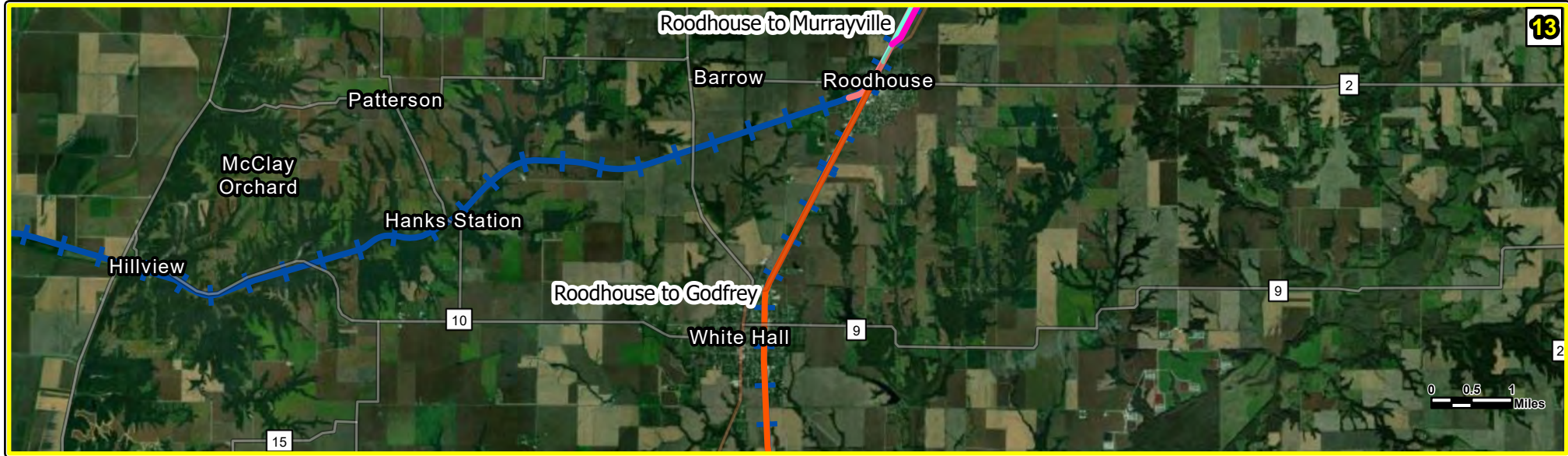
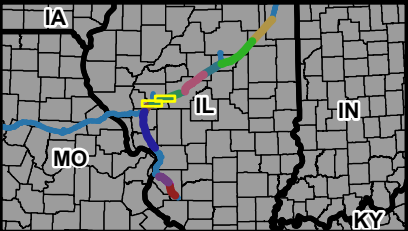
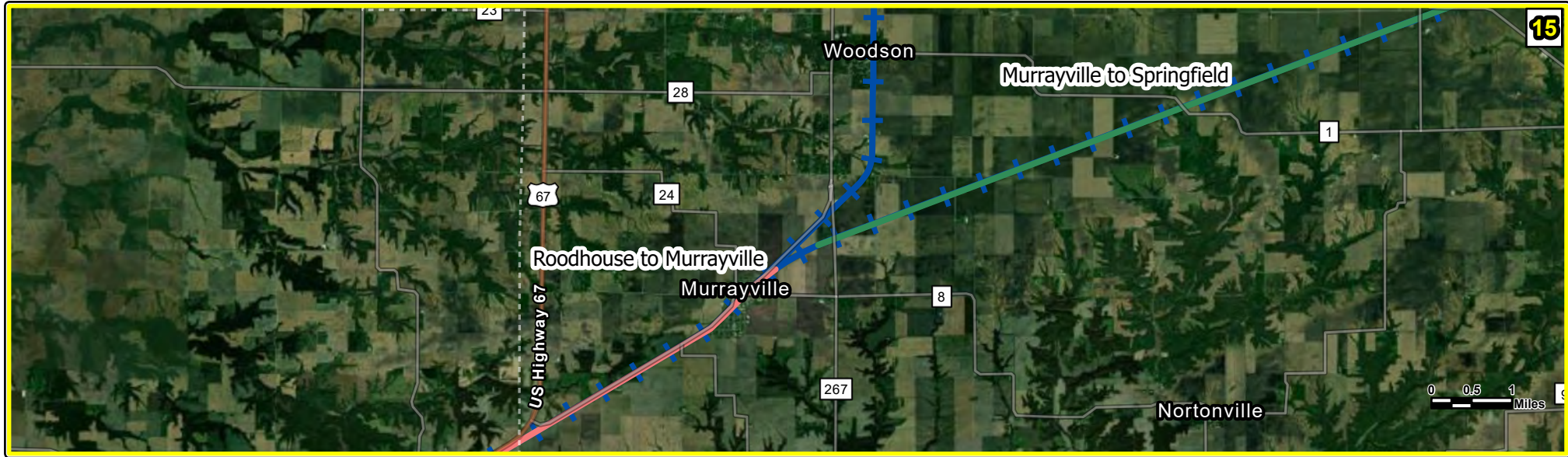


Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 7 of 16



 KCS Track

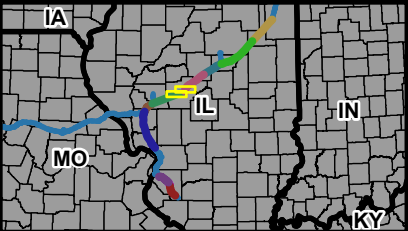
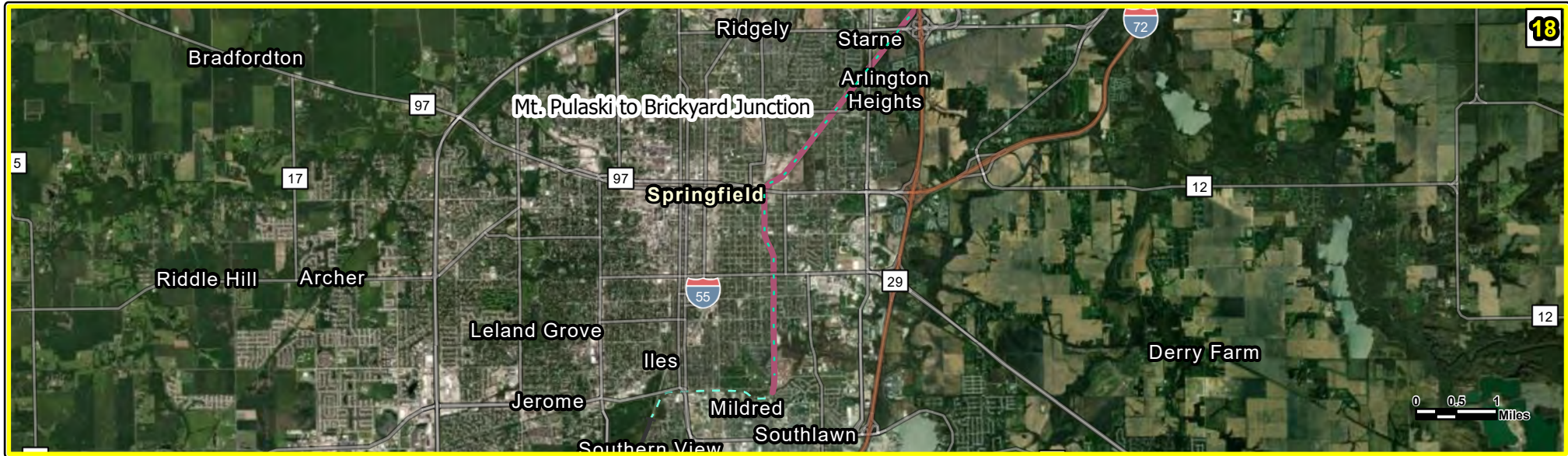
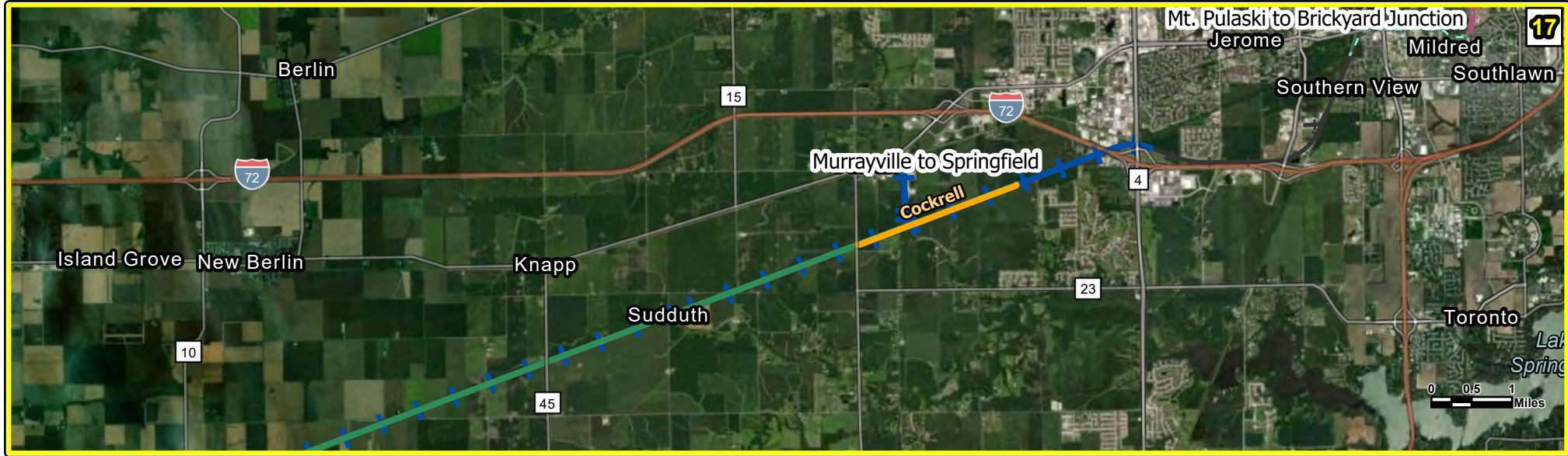
Increased Train Volume Segments

Name

-  Murrayville to Springfield
-  Roodhouse to Murrayville



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 8 of 16



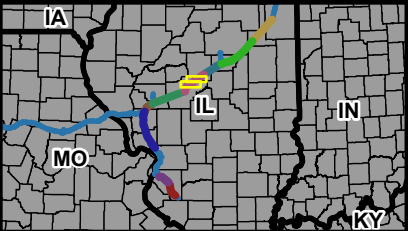
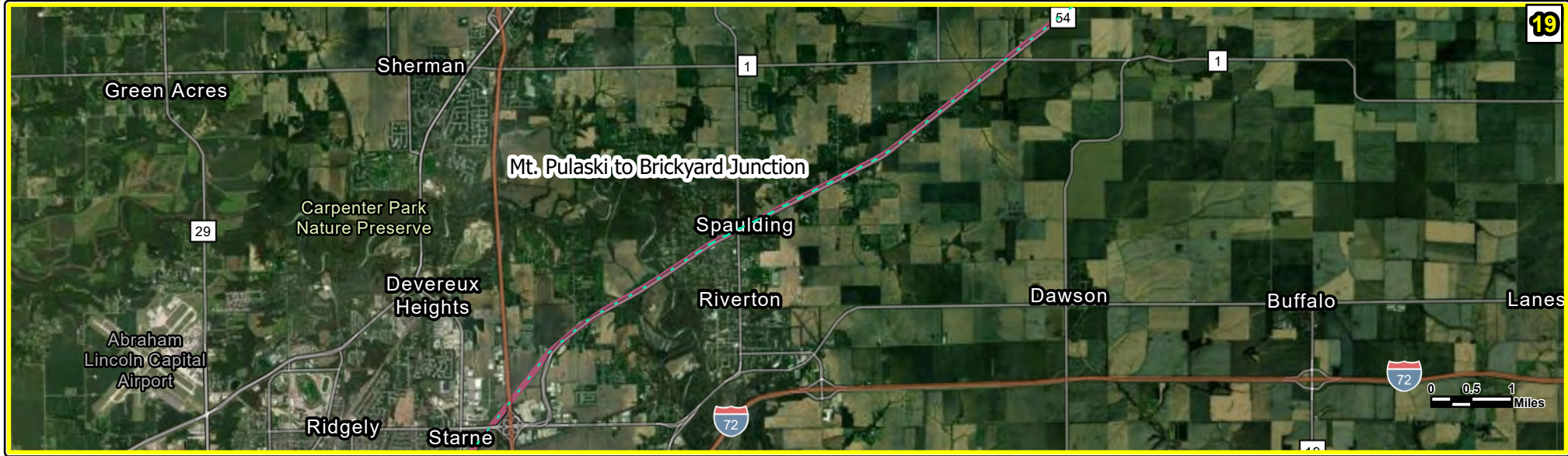
- CN Track
- + KCS Track
- Existing Track
- Proposed Siding

Increased Train Volume Segments

- Name
- Mt. Pulaski to Brickyard Junction
 - Murrayville to Springfield



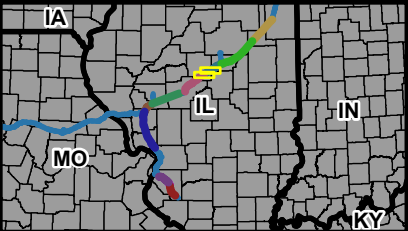
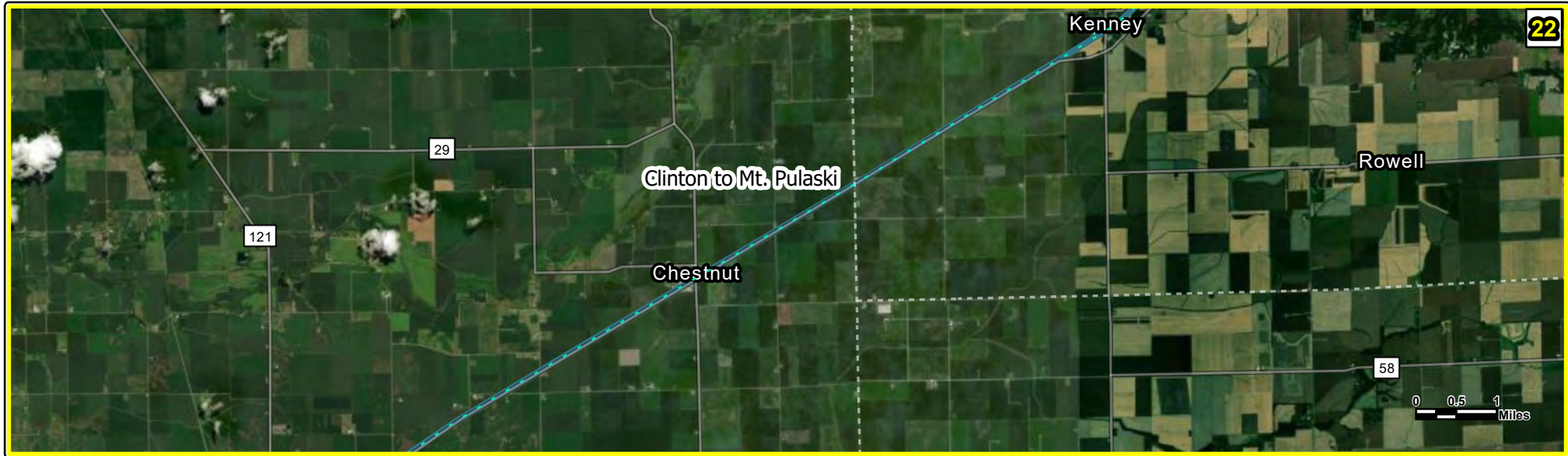
Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 9 of 16



--- CN Track
Increased Train Volume Segments
Name
— Mt. Pulaski to Brickyard Junction



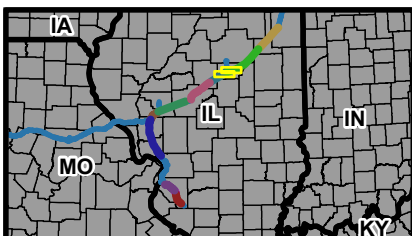
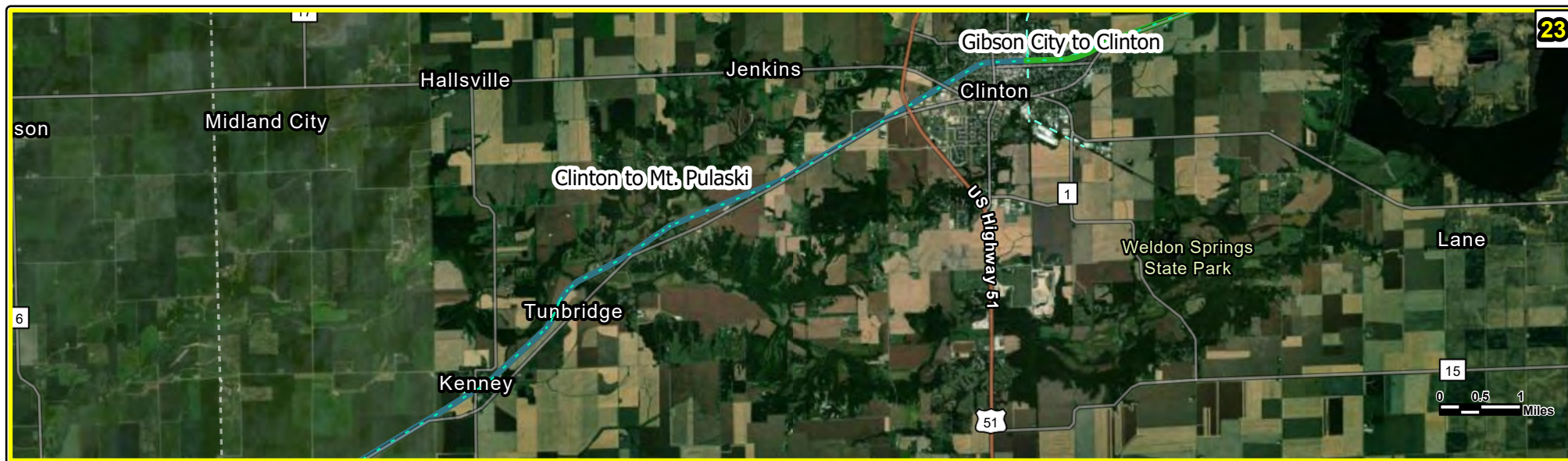
Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 10 of 16



- CN Track
- Increased Train Volume Segments
- Name
- Clinton to Mt. Pulaski
 - Mt. Pulaski to Brickyard Junction



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 11 of 16



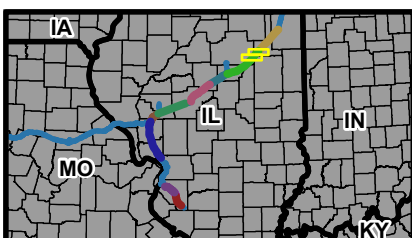
Increased Train Volume Segments

Name

- Clinton to Mt. Pulaski
- Gibson City to Clinton



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 12 of 16



Increased Train Volume Segments

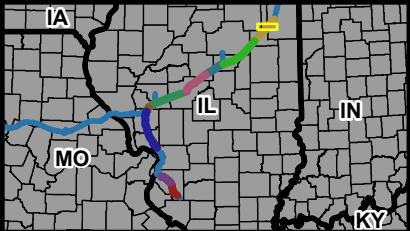
Name

- Gibson City to Clinton
- Gilman to Gibson



**BURNS
MCDONNELL**

Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 14 of 16



..... CN Track

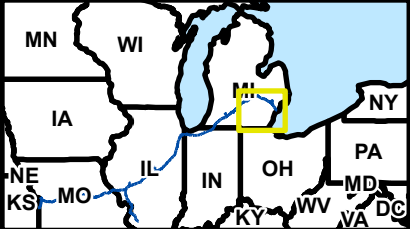
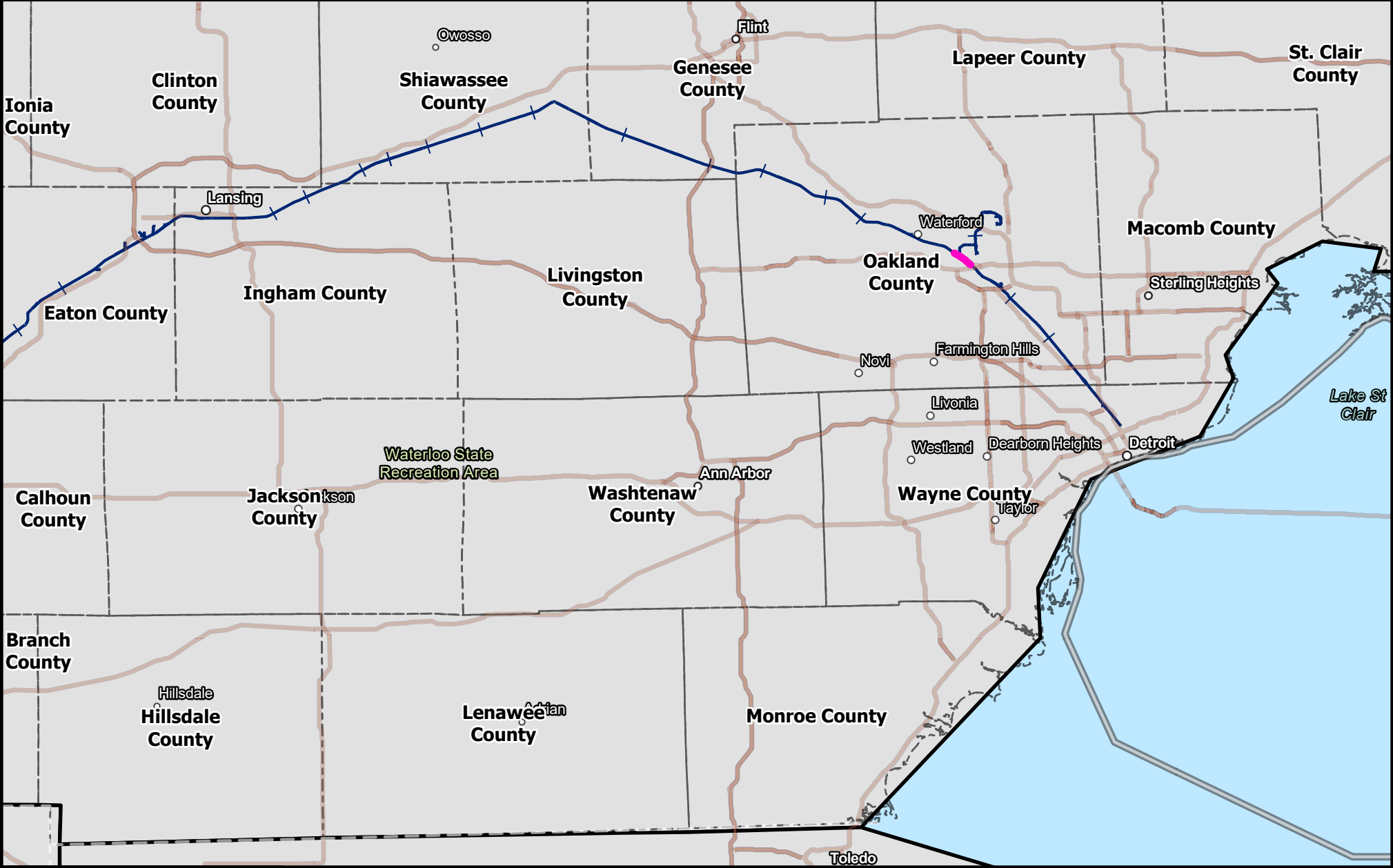
Increased Train Volume Segments

Name

Gilman to Gibson



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 16 of 16



- States
- County
- Yard Tack

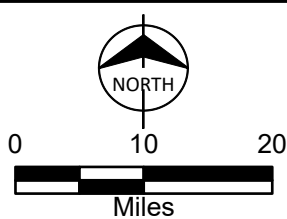
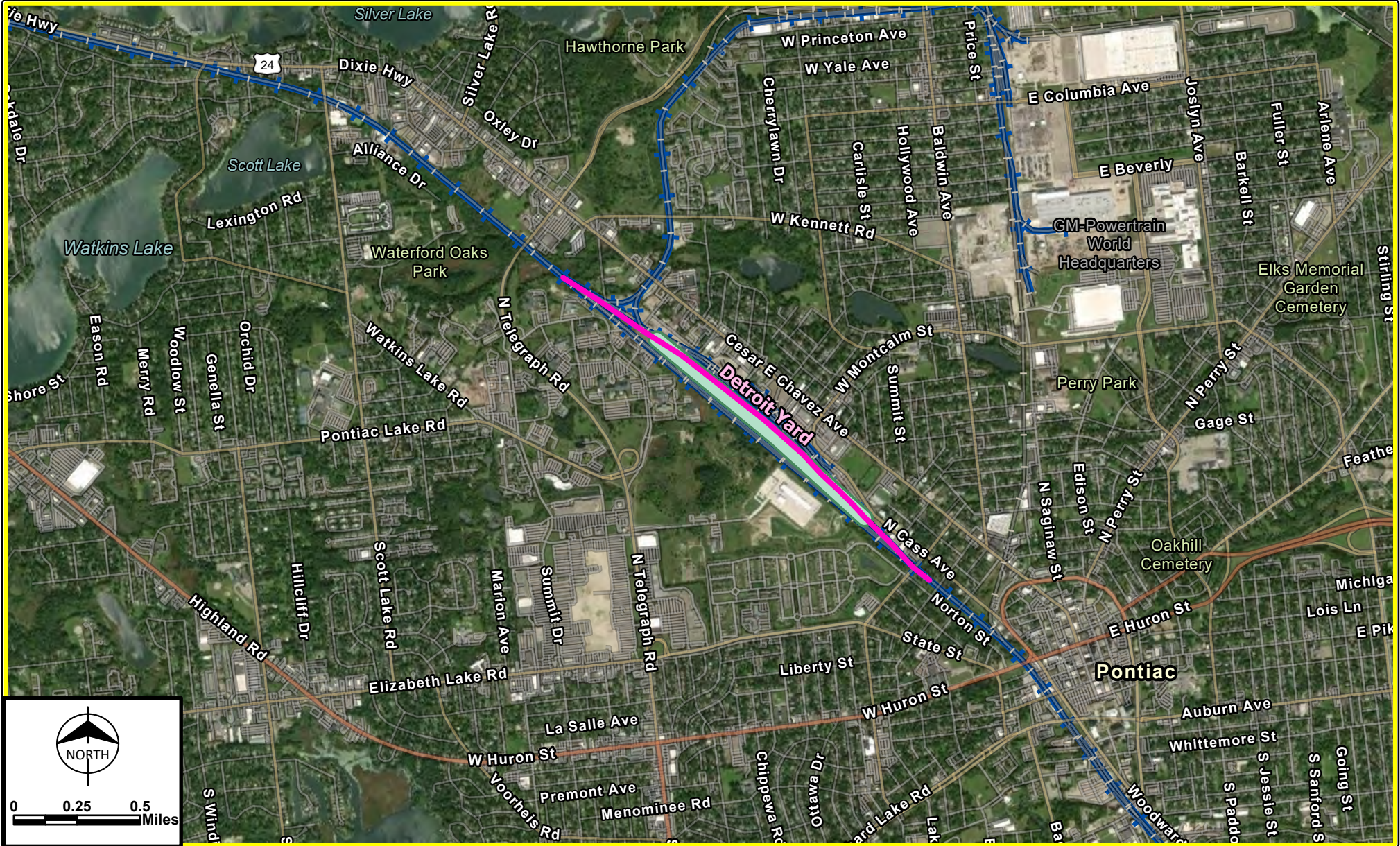


Figure 2:
KCS Divestiture to CN
Facility Improvement Projects
for EA Evaluation
Michigan (Overview)
Page 1 of 2



- + Existing Rail Line
- Rail Yard With Increased Carload Switching Activities
- Yard Tack



Figure 2:
 KCS Divestiture to CN EA
 Facility Improvement Project
 Detroit Intermodal Yard
 Michigan
 Page 2 of 2



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

November 3, 2022

Darwin Kaskaske
Chairman
Kickapoo Tribe of Oklahoma
PO Box 70
McLoud, OK 74851

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 for Comments**

Dear Mr. Kaskaske:

This letter requests comments on the amended “responsive” application filed by Canadian National Railway Company (CN) and its United States rail carrier affiliate, Illinois Central Railroad Company (ICCR) (collectively, CN), on June 9, 2022, in Docket No. FD 36500 (Sub-No. 1). In that application,¹⁹ CN requests that the Surface Transportation Board (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). See attached maps. CN’s filing was submitted in response to a primary application filed jointly by Canadian Pacific et al. (CP) and KCS in Docket No. FD 36500, seeking Board authority for CP to acquire KCS.²⁰ The proposed acquisition of KCS by CP is the subject of a separate ongoing environmental review by the Board.²¹ Should the Board authorize both the primary application and the Proposed Divestiture, then CP would be ordered to sell the Springfield Line to CN upon completion of CP’s acquisition of KCS.

¹⁹ CN had filed a responsive application on February 28, 2022. However, in response to an apparent inconsistency in certain data filed in Docket No. 36500, the Board provided time for CP and KCS to address the inconsistency and for all interested parties to refile their respective applications.

²⁰ Other responsive applications are pending before the Board in Docket No. FD 36500 (Sub-Nos. 2-4) but are not discussed here because those applications are exempt from environmental review.

²¹ The Board issued a Draft Environmental Impact Statement (EIS) on the primary application in Docket No. FD 36500 on August 5, 2022, and requested public comments on the Draft EIS by October 14, 2022. More information regarding the environmental review of the proposed acquisition of KCS by CP can be found on the project-specific website (www.CP-KCSMergerEIS.com) or on the Board’s website at www.stb.gov by conducting a search for Docket No. FD 36500.

Before deciding whether to authorize the Proposed Divestiture, the Board must first evaluate the potential environmental impacts of CN's proposal in accordance with the National Environmental Policy Act (NEPA) (42 U.S.C. §§ 4321-4370m-12) and the Board's environmental regulations at 49 C.F.R. Part 1105. To comply with NEPA, the Board's Office of Environmental Analysis (OEA) is conducting an environmental review of the Proposed Divestiture separately from, but concurrently with, the ongoing environmental review of the proposed acquisition of KCS by CP. Although the Proposed Divestiture could only occur if CP is authorized to acquire KCS, the environmental reviews for the two proposals are being conducted separately because they involve different railroad applicants and largely distinct sets of potential environmental impacts that would occur in different geographic areas.

The purpose of this letter is to advise you of the Proposed Divestiture and request information from your tribe on the environmental resources under your jurisdiction that could be affected by the Proposed Divestiture and permits and approvals that could be required. The environmental review of the Proposed Divestiture will help inform the Board in making its decision about whether to approve CN's proposal and, if so, whether and what environmental mitigation conditions to impose.

Project Description

The Proposed Divestiture proceeding requests that the Board order the sale of approximately 370 miles of KCS's Springfield Line in Missouri and Illinois. In connection with the sale of the Springfield Line, CN also seeks a 50% equity interest in KCS's International Freight Gateway terminal (IFG Terminal) south of Kansas City. See attached map.

CN states that its proposal to acquire the Springfield Line if the Board authorizes CP to acquire KCS would preserve and enhance competition between Kansas City and Chicago; introduce new single-line rail automotive and intermodal service between Michigan/Eastern Canada and Kansas City; and establish a more direct route for rail traffic between Canada and the Midwest and East St. Louis. CN estimates that more than 80,000 long-haul trucks would be removed from the highways each year as a result of the Proposed Divestiture and that this would generate public benefits by reducing greenhouse gas emissions, highway congestion and maintenance.

According to CN, the Proposed Divestiture would involve (1) operational changes (e.g., an increase in average trains per day) on certain segments of the Springfield Line as well as some contiguous segments of CN's Gilman Line and CN's St. Louis Line that would exceed the Board's thresholds for environmental review at 49 C.F.R. § 1105.7(e) (see further discussion below); (2) changes in activity at some rail yards and intermodal facilities that would exceed the Board's thresholds for environmental review; (3) capital improvements within the existing rail right-of-way and at yards/intermodal facilities; and (4) changes at intermodal facilities that would result in an average increase of truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on affected road segments.

Environmental Review

The Board's thresholds for assessing environmental impacts from increased rail traffic on rail lines in railroad acquisition proceedings are an increase in rail traffic of at least 100 percent as measured in gross ton-miles annually (GTM) or an increase in rail traffic of at least eight trains per day in areas classified as being in attainment under the Clean Air Act. For rail lines located in nonattainment areas, environmental impacts are assessed if they would experience an increase in rail traffic of at least 50 percent as measured in GTMs or an increase of at least three trains per day. 49 C.F.R. §§ 1105.7(e)(5)(i)-(ii). For the Proposed Divestiture, CN projects that the Board's environmental thresholds for GTM (but not for trains per day) would be met or exceeded along 11 rail line segments, including four segments of the KCS Springfield Line, four segments of the CN Gilman Line, and three segments of the CN St. Louis Line. See attached map. Of these line segments, CN estimates that seven are located in attainment areas and four are located in non-attainment areas. Therefore, OEA will evaluate the potential environmental impacts that could result from increased rail traffic on those 11 rail line segments.

At rail yards and intermodal facilities, the air quality thresholds include an increase of at least 100% in rail carload activity for areas classified as being in attainment or 20% in rail carload activity for areas in nonattainment. 49 C.F.R. §§ 1105.7(e)(5)(i)-(ii). CN projects that the Proposed Divestiture would result in increases in operational activity that would exceed the Board's thresholds at the East St. Louis Yard/Intermodal Terminal in Illinois and at CN's Detroit Intermodal Yard in Michigan. See attached map. Therefore, OEA will evaluate the potential environmental impacts that could result from increased operational activity at those facilities.

To support the projected increases in rail traffic, CN plans to make eight capital improvements within the existing rail right-of-way (ROW). These would include extending six existing passing sidings, adding one new siding passing, and relocating one passing siding on the Springfield Line. In Missouri, the improvements would occur at Grain Valley, Harmony, Mexico West, Bowling Green, and Blackburn; and in Illinois, improvements would occur at Pleasant Hill, Roodhouse and Cockrell. In addition, CN plans to make capital improvements at the East St. Louis Yard/Intermodal Terminal in Illinois by constructing 6,000 track feet with intermodal pads and accompanying pavement and 5,000 track feet for loading/unloading and car storage; and developing approximately 25 acres of land for necessary roadways, parking, and truck areas. At IFG Terminal in Missouri, CN proposes to construct 20,000 track feet with pad, storage and accompanying pavement, and 6,600 track feet for loading/unloading and storage, roadways and railhead parking and truck areas. At Roodhouse Yard in Illinois, CN would construct 5,000 feet of new yard track. Railroads have the right to increase efficiency by improving their rail lines and rerouting their traffic without seeking authority from the Board. Therefore, railroad capital improvements that are designed to improve operational efficiency (such as sidings, double tracking, and industry track) typically do not require Board authorization or environmental review by OEA. Where, as here, planned capital improvements are related to a proposal requiring Board approval, however, OEA considers, as appropriate, the potential environmental impacts from such planned capital improvements on a case-by-case basis. In this case, CN has stated that the planned capital improvements are necessary to accommodate the projected increase in rail traffic and has sufficiently identified the location and general layout of the planned capital improvements to support an environmental review. Therefore, OEA will

assess the potential impacts of the planned capital improvements as part of the NEPA review of the Proposed Divestiture.

Lastly, OEA will evaluate changes at intermodal facilities that would result in an average increase of truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment. See 49 C.F.R. §§ 1105.7(e)(5)(i)-(ii). These include: IFG Terminal in Missouri; East St. Louis Intermodal Terminal in Illinois; and Detroit Intermodal Yard in Michigan.

CN projects that transaction-related rail traffic would primarily consist of intermodal containers, assembled automobiles, and carloads of grain. CN does not anticipate any transaction-related shipments of hazardous materials. Nor is CN aware of any current or foreseeable passenger rail service, including Amtrak service, on any of the 11 rail line segments to be evaluated.

In short, based on the information available to date, OEA will evaluate the potential environmental impacts associated with the increased rail traffic, increased operational activity, and capital improvements described above and compare these impacts to the No-Action Alternative, which would occur if the Board were to authorize CP to acquire KCS in Finance Docket No. 36500 but deny CN's amended responsive application for the Proposed Divestiture of the Springfield Line from CP to CN in Finance Docket No. 36500 (Sub-No. 1). OEA's environmental review will evaluate impacts from the Proposed Divestiture related to freight rail safety; rail/roadway at-grade crossing (grade crossing) safety; grade crossing delay; truck-to-rail diversions; intermodal facility traffic; noise and vibration; air quality and climate change; energy; cultural resources; hazardous materials releases sites; biological resources; water resources; environmental justice; and cumulative impacts.

Request for Comments

We appreciate your assistance in identifying whether any resources of concern to your tribe may be affected by the Proposed Divestiture and welcome any additional issues or concerns that you consider appropriate. To submit comments electronically through the Board's website at <https://www.stb.gov>, select "File an Environmental Comment" below the "Need Assistance?" button. Be sure to include the docket number "Docket No. FD 36500 (Sub-No. 1)." Log-in accounts are not needed to file environmental comments electronically, and brief comments can be typed in the comment field, and lengthier comments can be attached as Word, Adobe Acrobat, or other file formats.

Alternatively, comments submitted by mail should be addressed to: Diana Wood, Surface Transportation Board, 395 E Street SW, Washington, DC 20423-0001, Attention: Environmental Filing, Docket No. FD 36500 (Sub-No. 1). You may also submit comments to OEA's third-party consultant Burns & McDonnell at:

Diana Wood
c/o Stephen Thornhill
Burns & McDonnell

9400 Ward Parkway
Kansas City, MO 64114

We have also included a Consultation Questionnaire to assist you in participating in the Project and help us with your level of involvement. Please complete and return the questionnaire to us also by December 9, 2022.

If you have any questions, please feel free to contact Diana Wood, OEA's Project Manager for the environmental review, at 202-245-0302 or by email at Diana.Wood@stb.gov.
Please send your responses by December 9, 2022.

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
Director
Office of Environmental Analysis

Map Attachments
Consultation Questionnaire

CONSULTATION QUESTIONNAIRE

Kickapoo Tribe of Oklahoma Tribe

Docket No. 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.

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ We have no interests in the proposed divestiture of the Kansas City Southern rail line between Kansas City, Missouri and East St. Louis, Illinois and further consultation with our Tribe is not necessary.

_____ We want to continue to receive project information by mail or email and participate in the public involvement process. Please specify email and/or mailing address

_____ We have interest in the proposed divestiture of the Kansas City Southern rail line between Kansas City, Missouri and East St. Louis, Illinois and want to participate in government to-government consultation.

Name of Kickapoo Tribe of Oklahoma Tribe designated contact:

Name: _____

Email: _____

Phone: _____

Signed: _____

Date: _____

Please email to: Diana.Wood@stb.gov

Or mail to:

Diana Wood
c/o Stephen Thornhill
Burns & McDonnell
9400 Ward Parkway
Kansas City, MO 64114



Figure 1:
KCS Divestiture to CN
Line Segments and
Facility Improvement Projects
for EA Evaluation



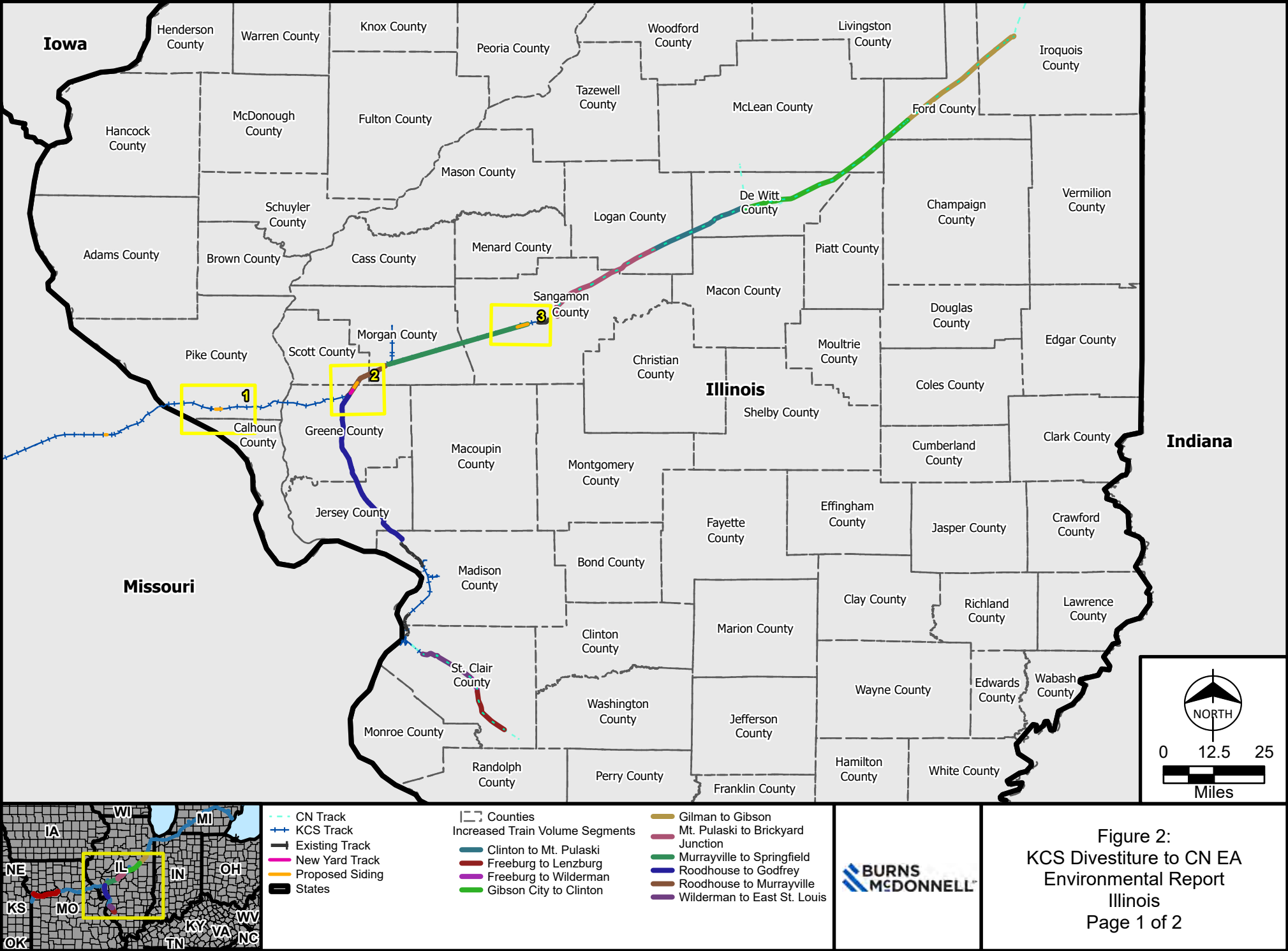
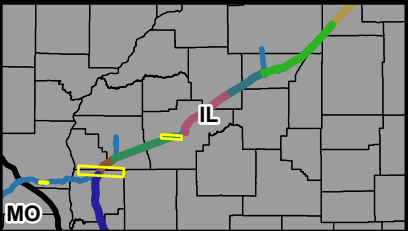
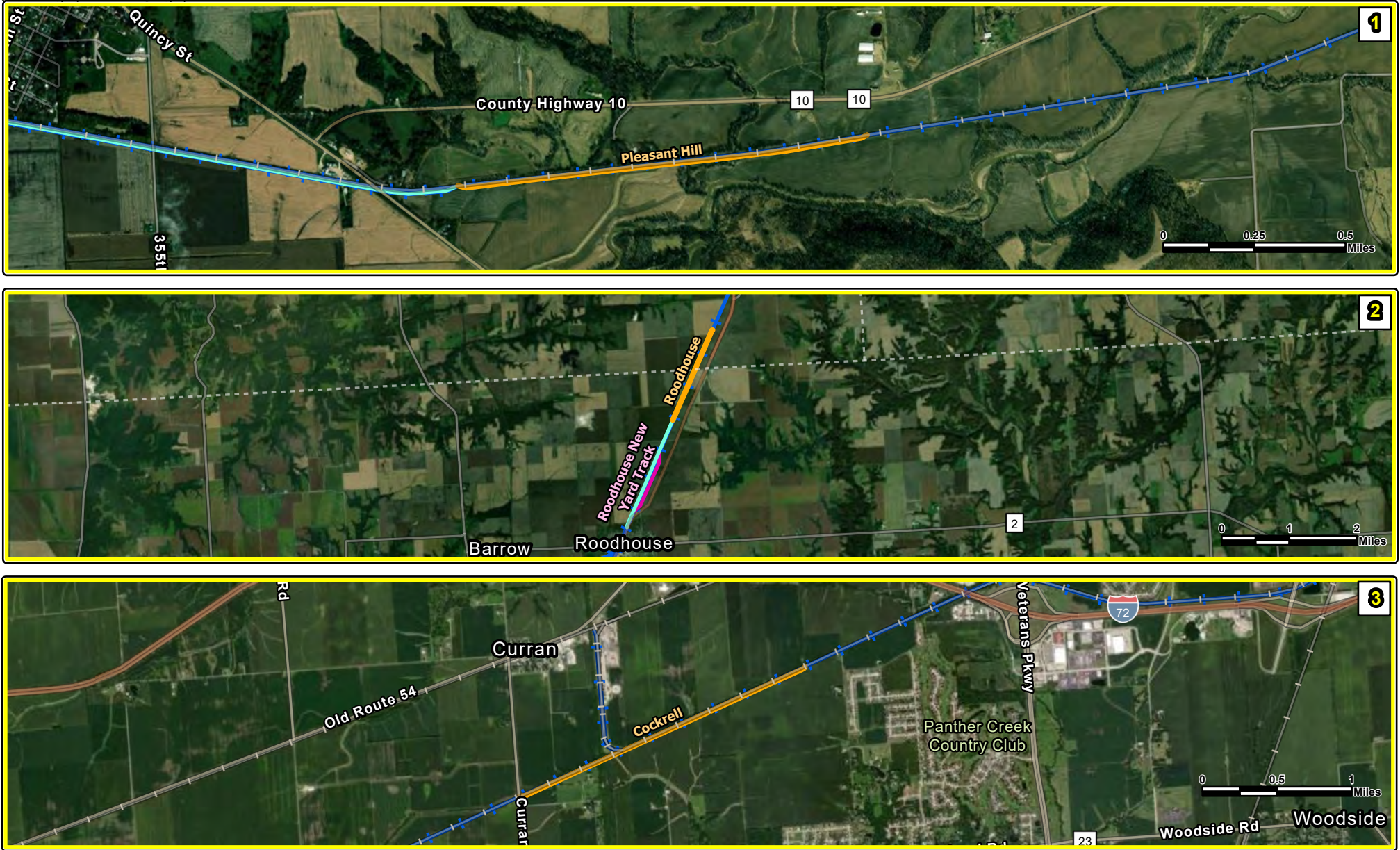


Figure 2:
KCS Divestiture to CN EA
Environmental Report
Illinois
Page 1 of 2



- + KCS Track
- Proposed Siding
- Existing Siding
- New Yard Track



BURNS
MCDONNELL

Figure 2:
KCS Divestiture to CN EA
Facility Improvement Projects
Illinois
Page 2 of 2

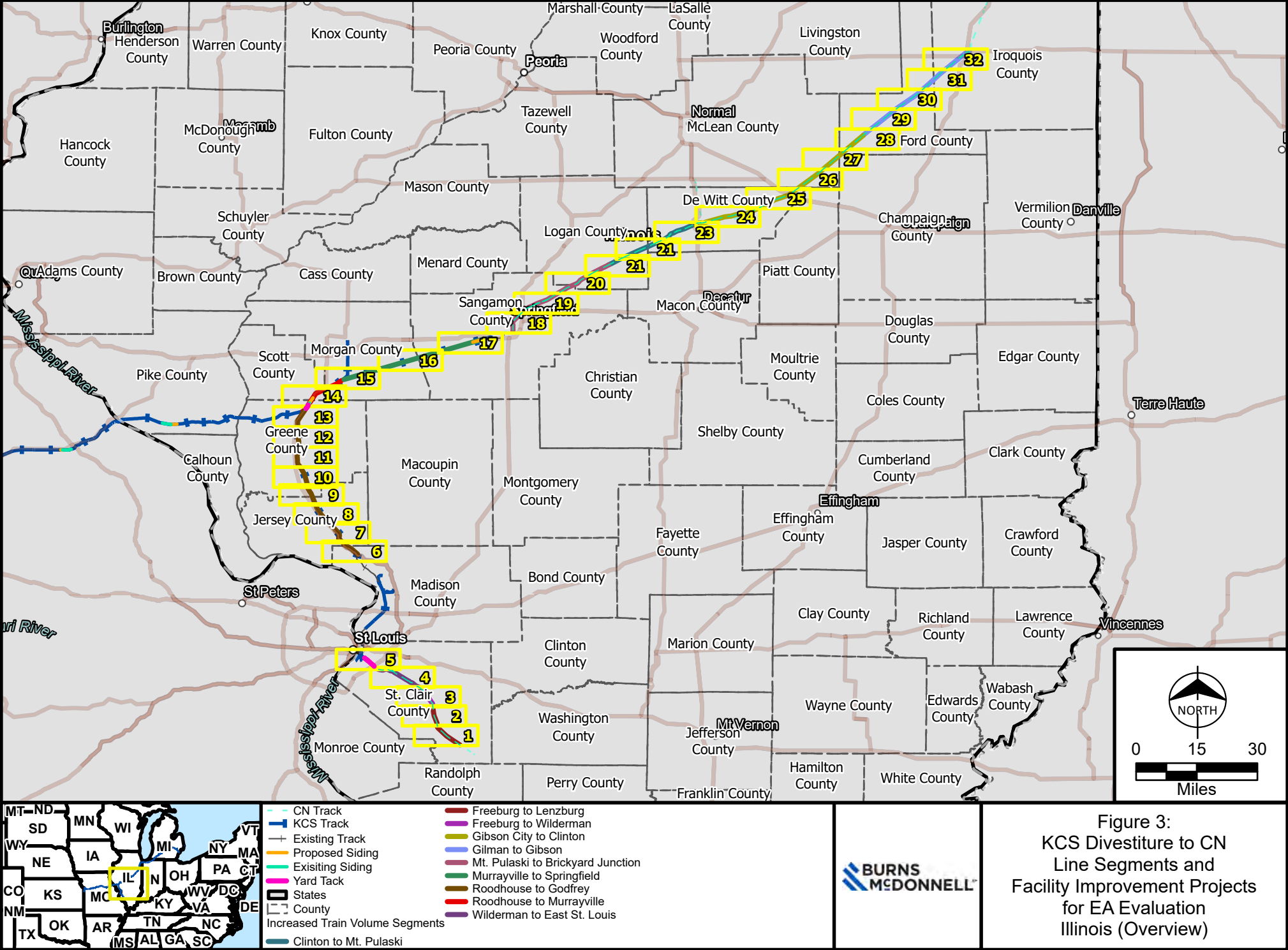
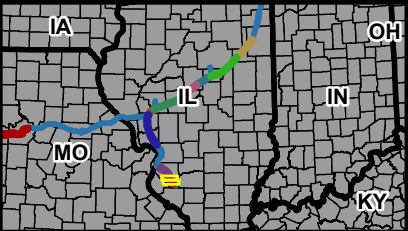


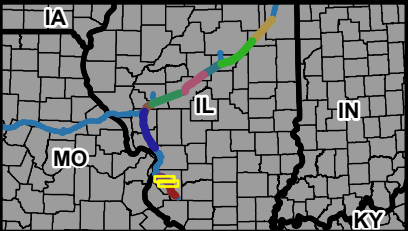
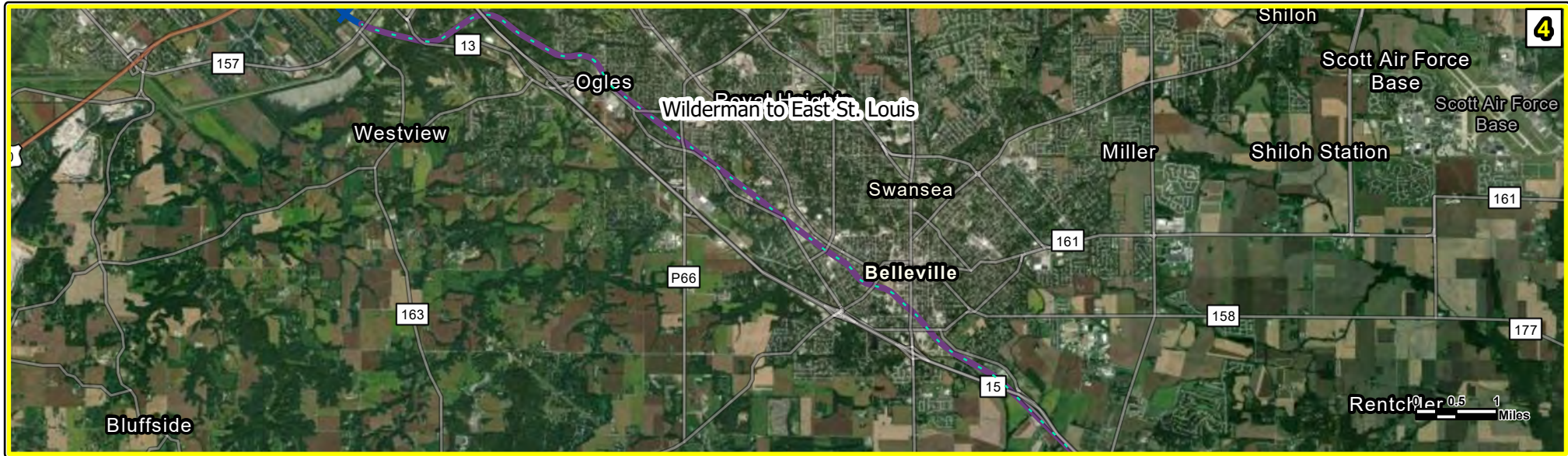
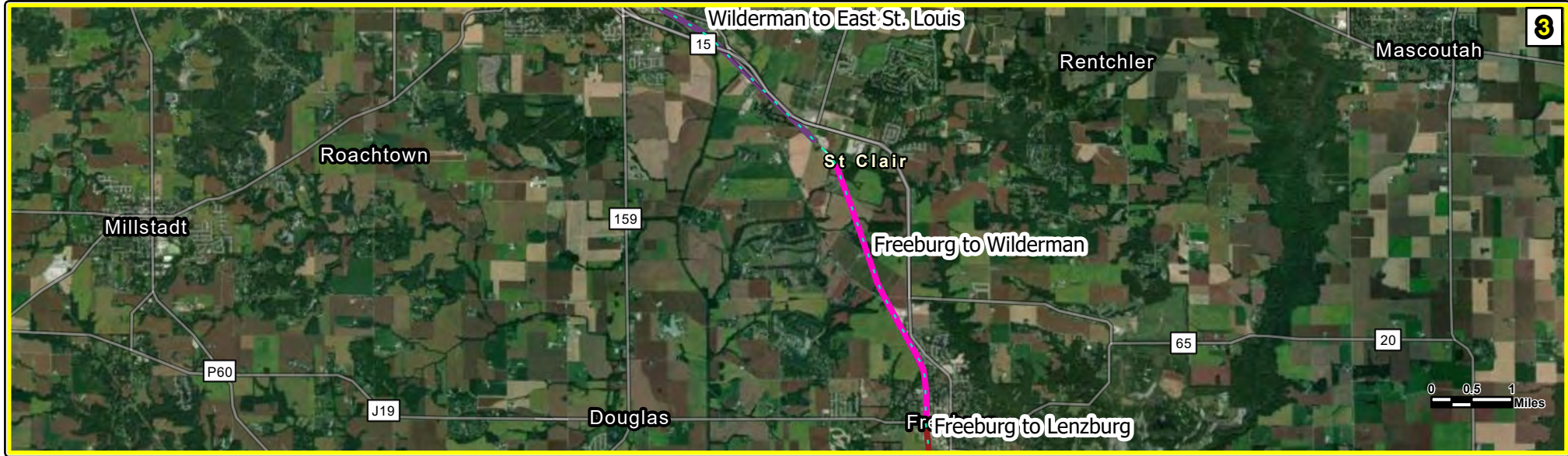
Figure 3:
KCS Divestiture to CN
Line Segments and
Facility Improvement Projects
for EA Evaluation
Illinois (Overview)



--- CN Track
Increased Train Volume Segments
— Freeburg to Lenzburg
— Freeburg to Wilderman



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 1 of 16



— — — CN Track

Increased Train Volume Segments

Name

- Freeburg to Lenzburg
- Freeburg to Wilderman
- Wilderman to East St. Louis



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 2 of 16

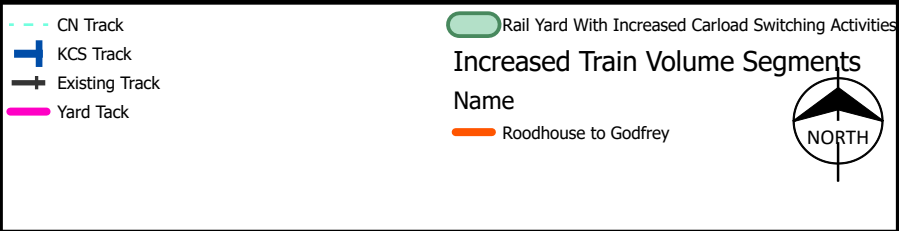
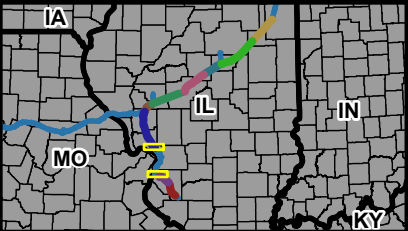
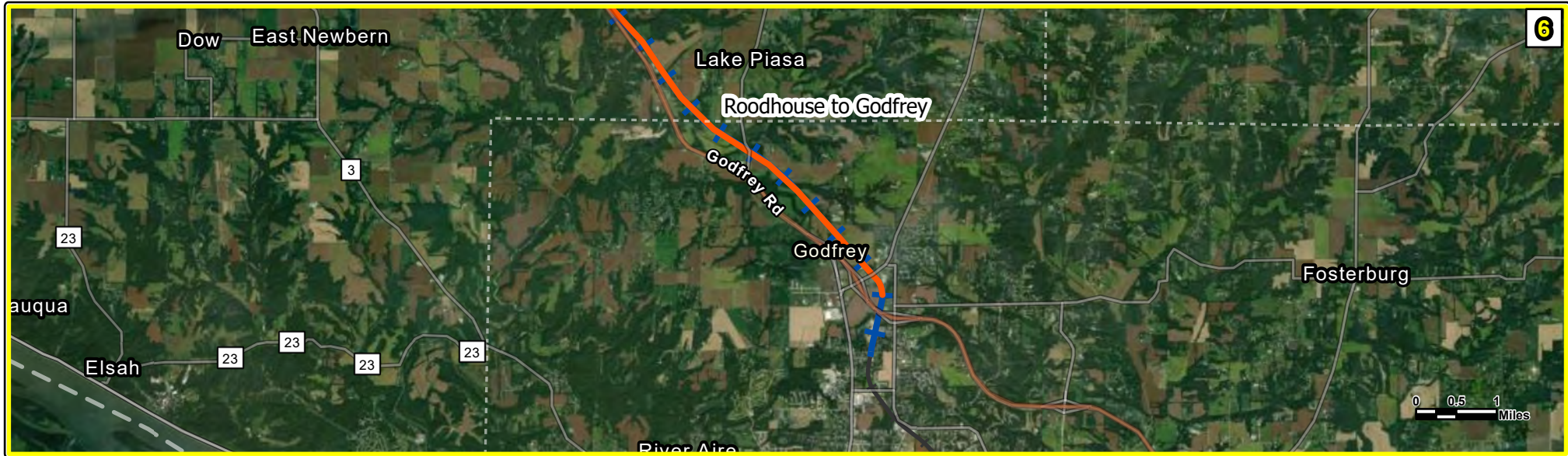
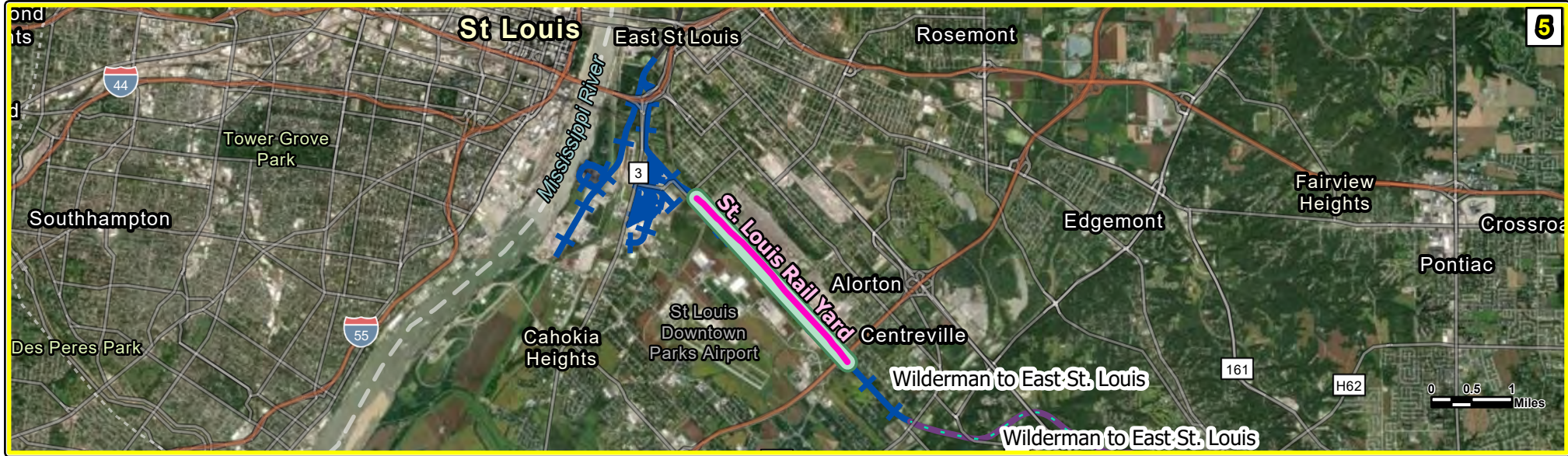
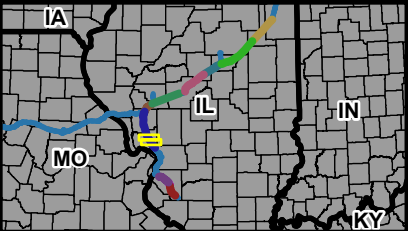
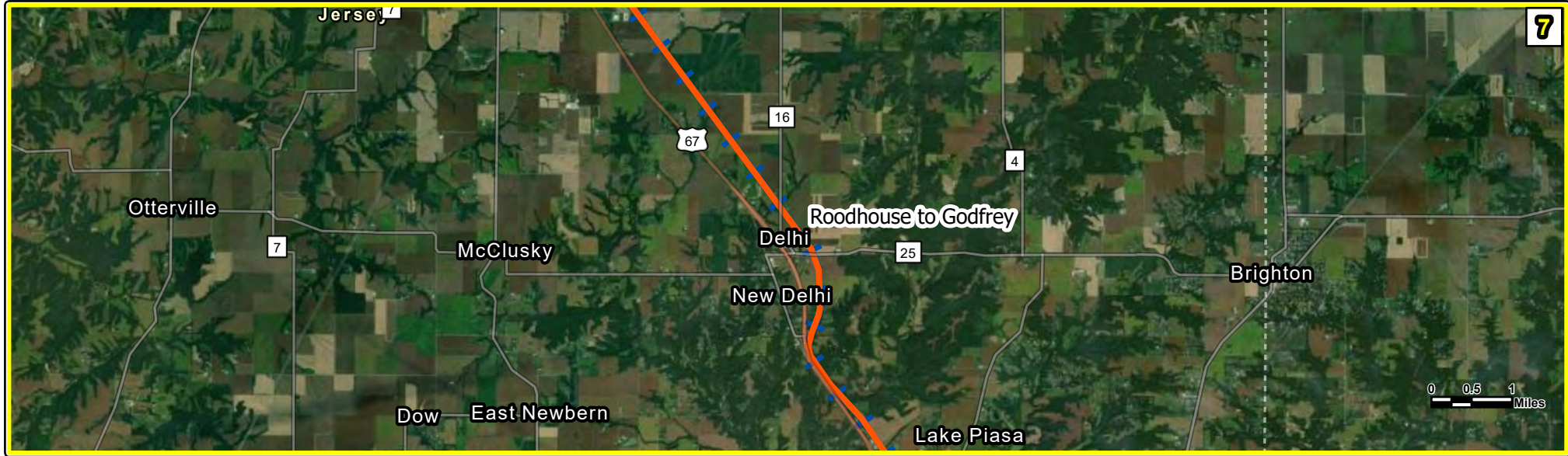


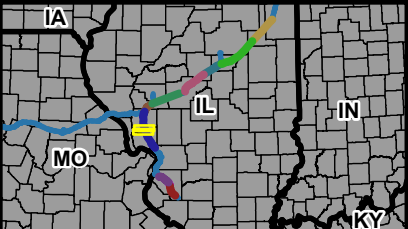
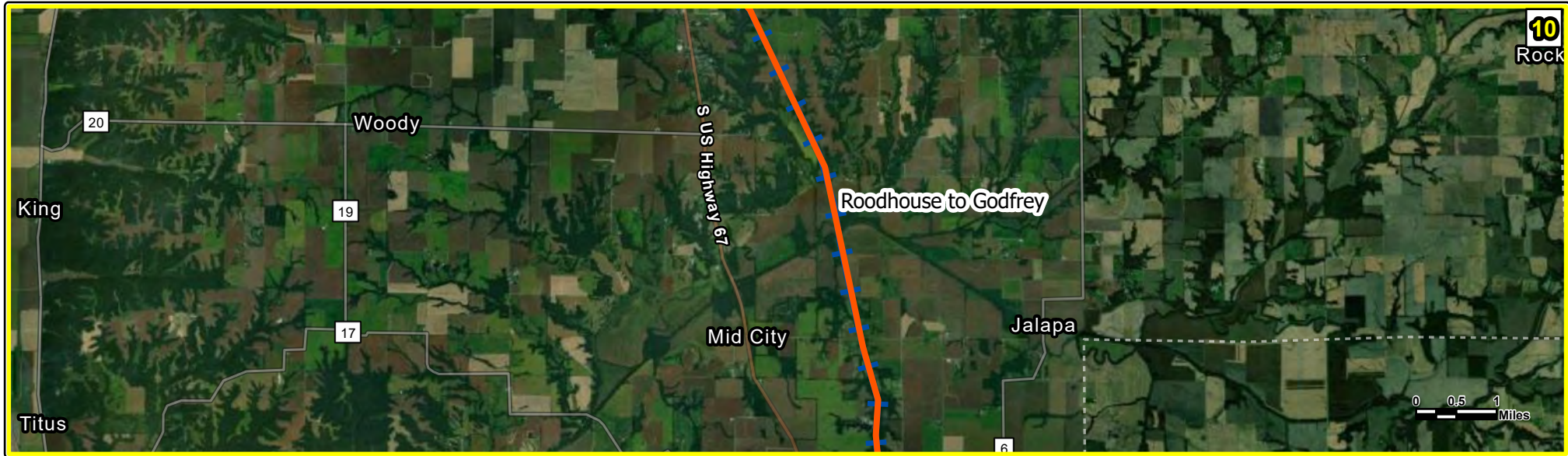
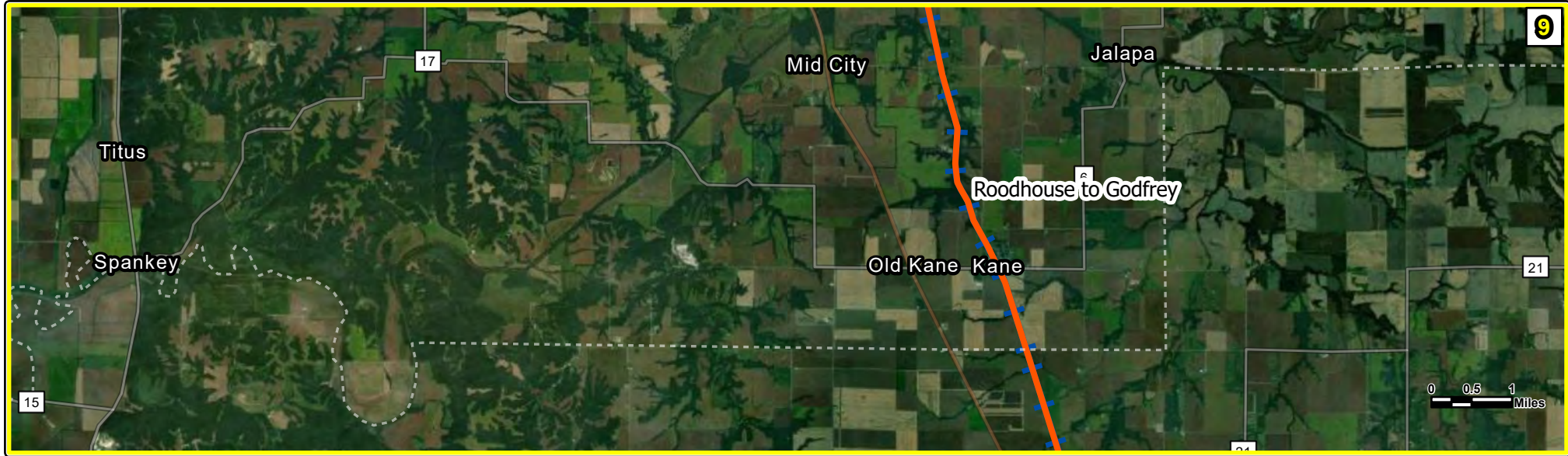
Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 3 of 16



-  KCS Track
- Increased Train Volume Segments
- Name
-  Roodhouse to Godfrey



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 4 of 16



 KCS Track

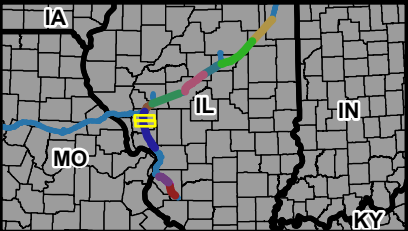
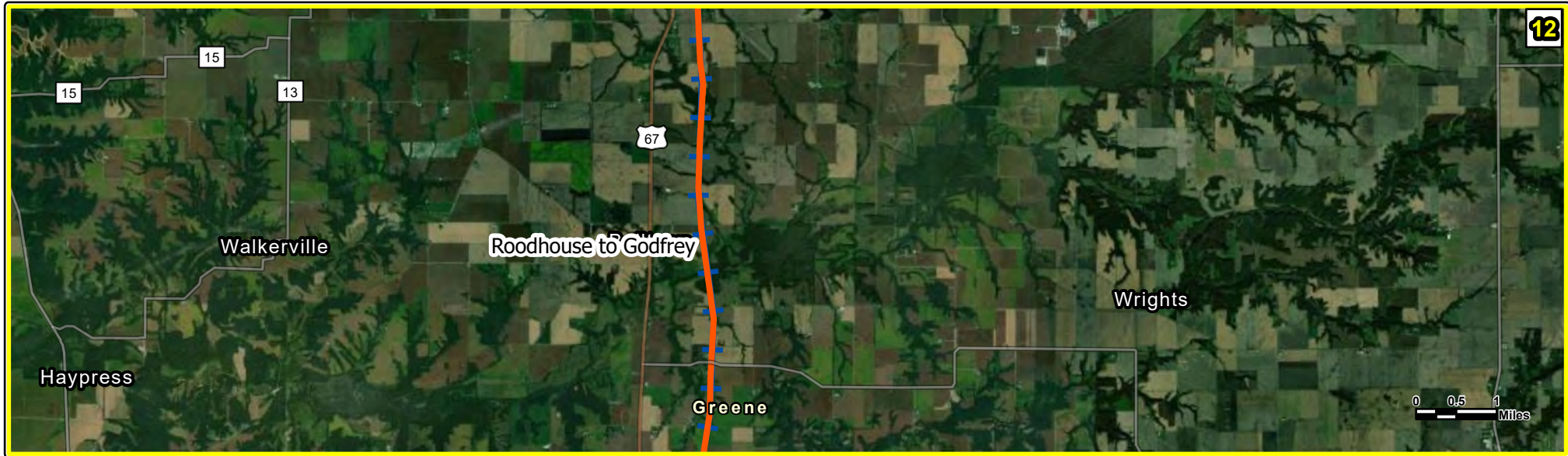
 Roodhouse to Godfrey

Increased Train Volume Segments

Name



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 5 of 16



Legend:

- Blue line with cross-ticks: KCS Track
- Orange line: Roodhouse to Godfrey

Increased Train Volume Segments

Name

North arrow pointing up.



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 6 of 16

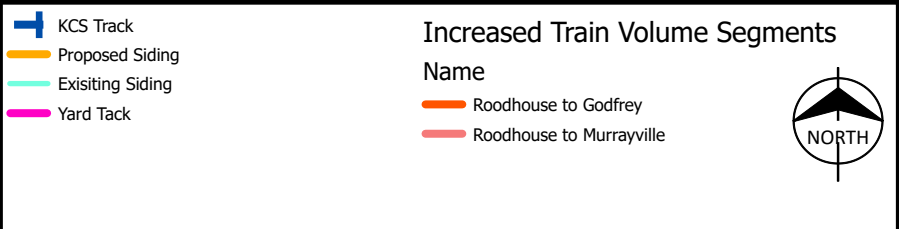
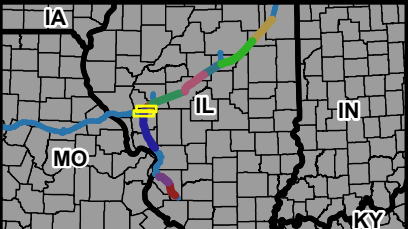
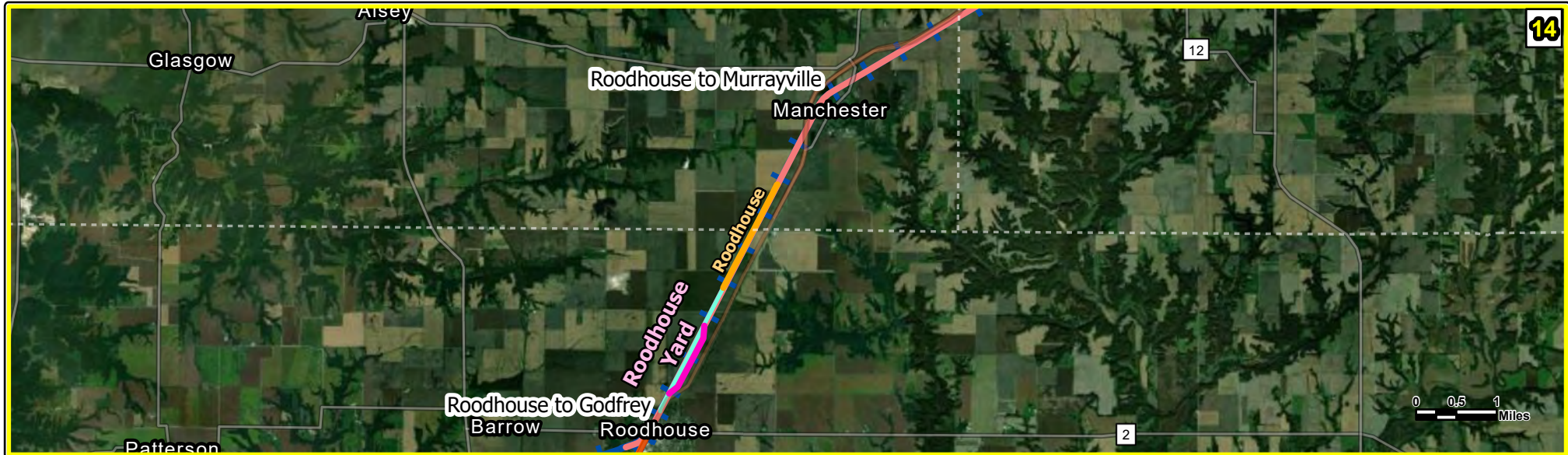
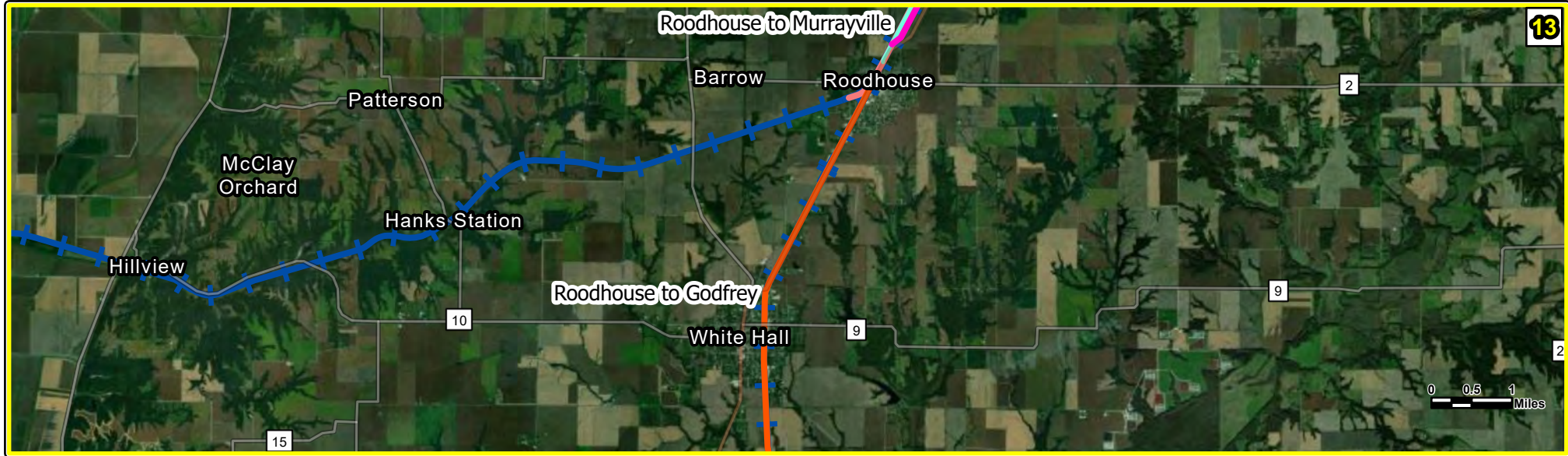
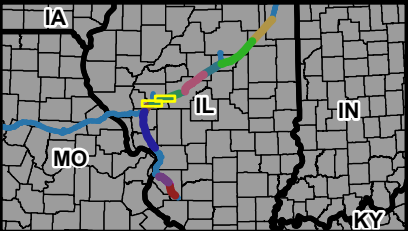
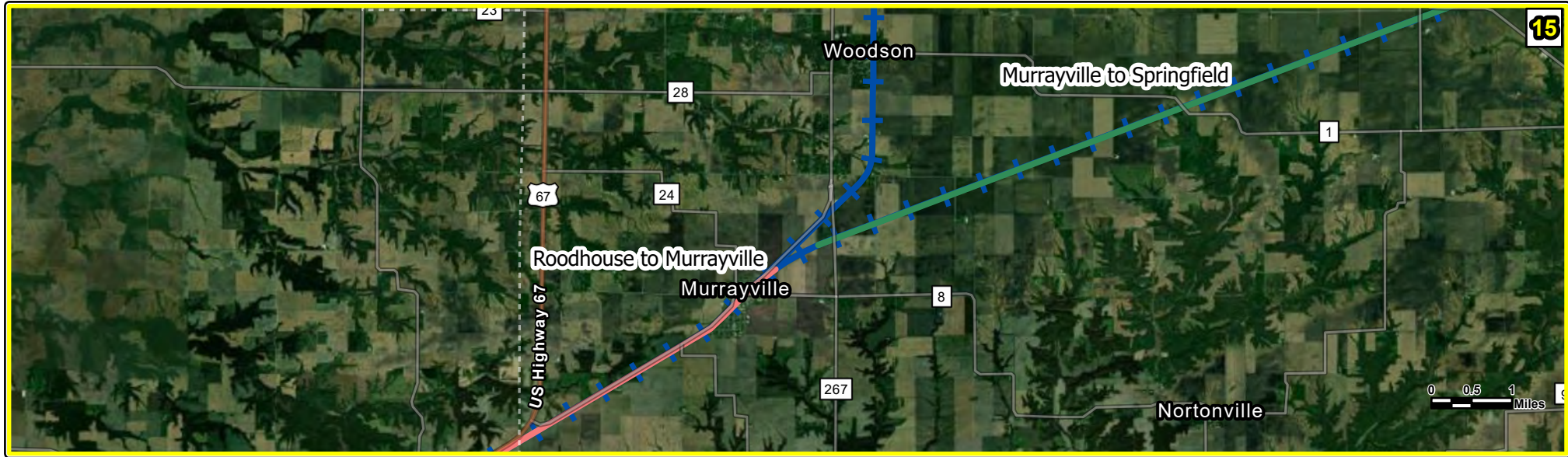


Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 7 of 16



+

KCS Track

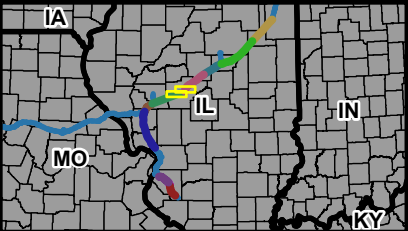
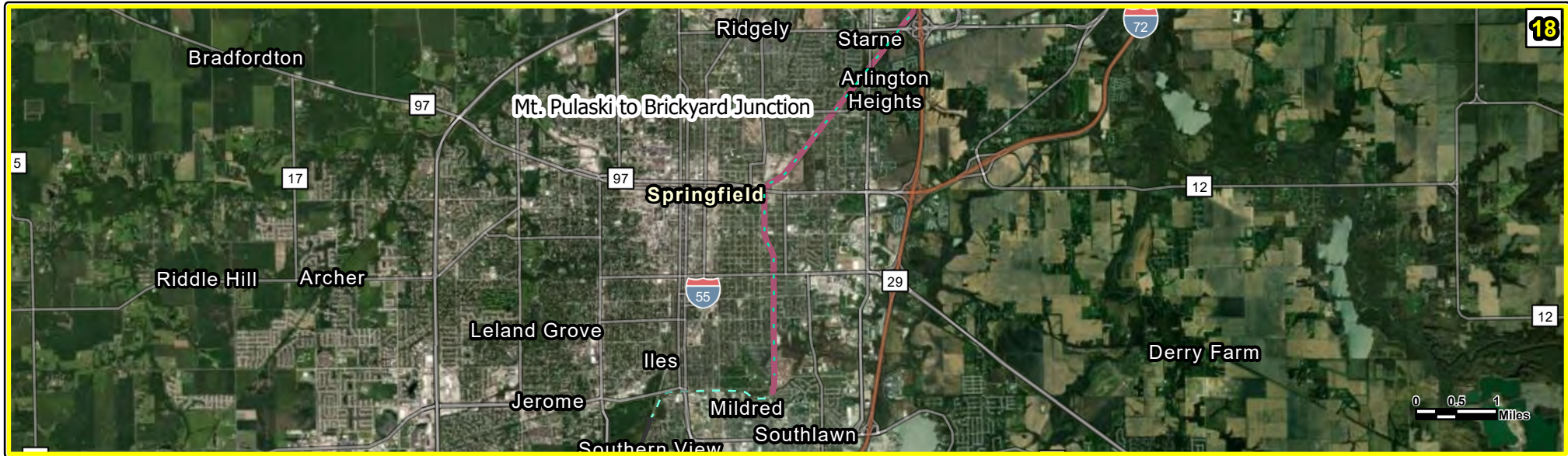
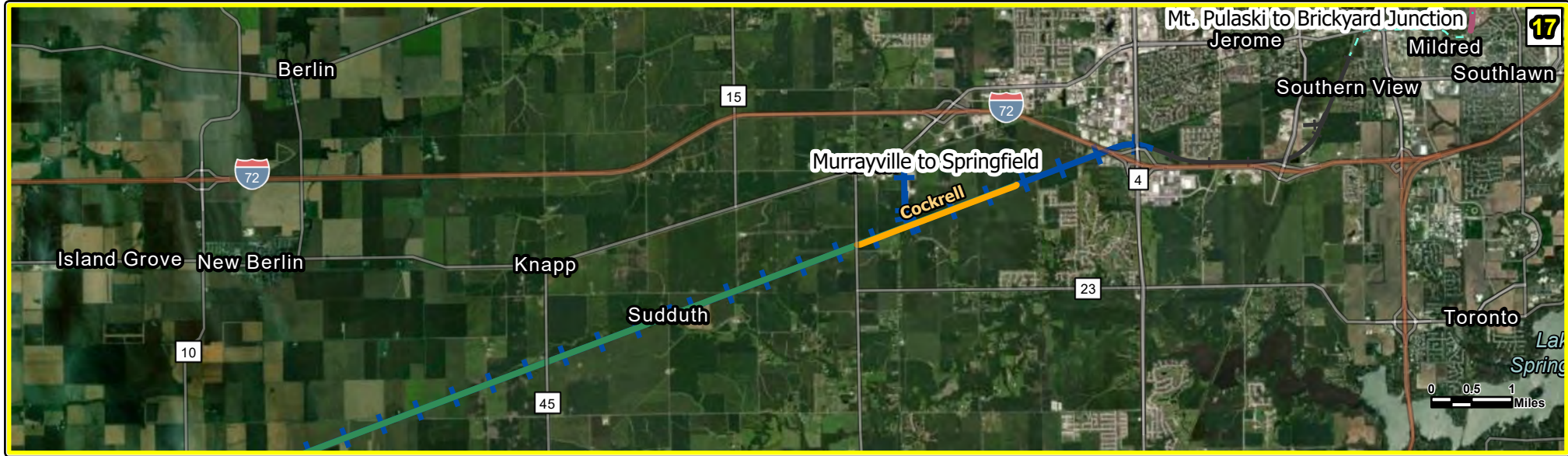
Increased Train Volume Segments

Name

- Murrayville to Springfield
- Roodhouse to Murrayville



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 8 of 16



— CN Track

— KCS Track

— Existing Track

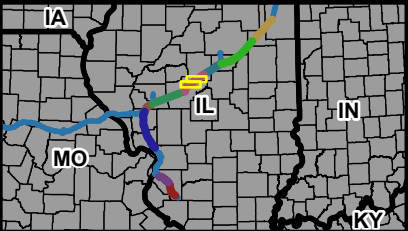
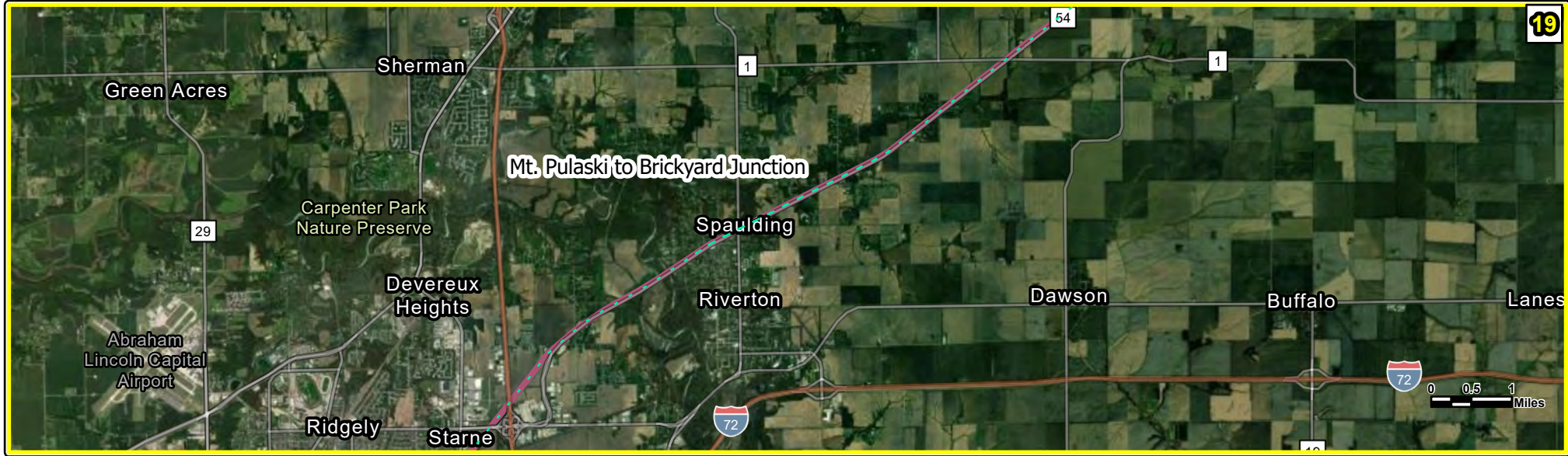
— Proposed Siding

Increased Train Volume Segments

Name
Mt. Pulaski to Brickyard Junction
Murrayville to Springfield



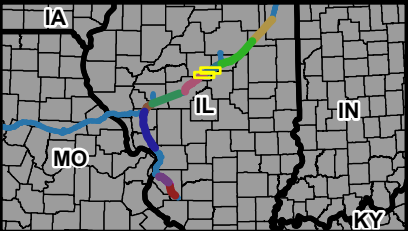
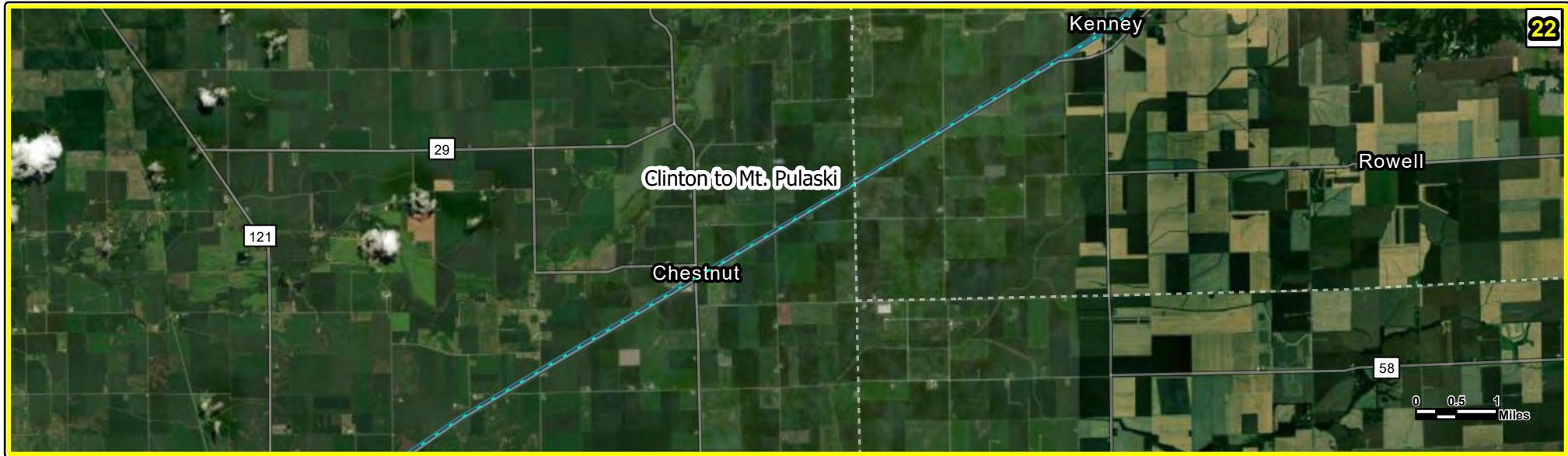
Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 9 of 16



--- CN Track
Increased Train Volume Segments
Name
— Mt. Pulaski to Brickyard Junction



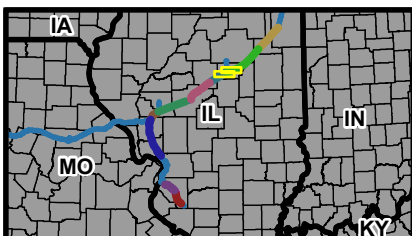
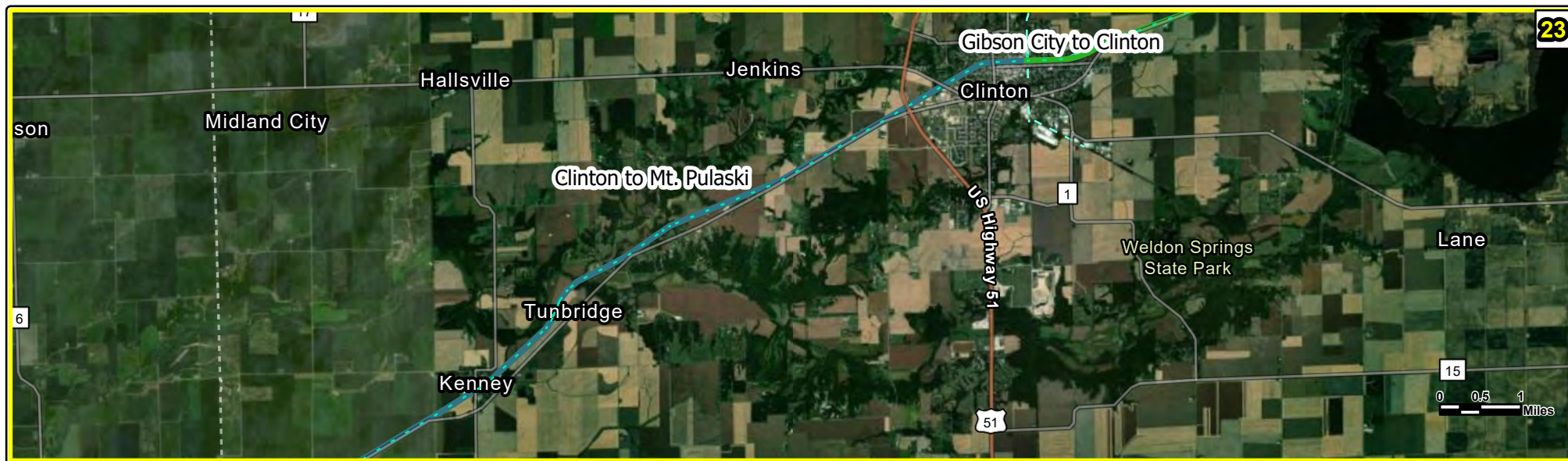
Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 10 of 16



- CN Track
- Increased Train Volume Segments
- Name
- Clinton to Mt. Pulaski
 - Mt. Pulaski to Brickyard Junction



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 11 of 16



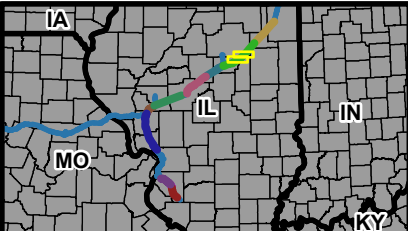
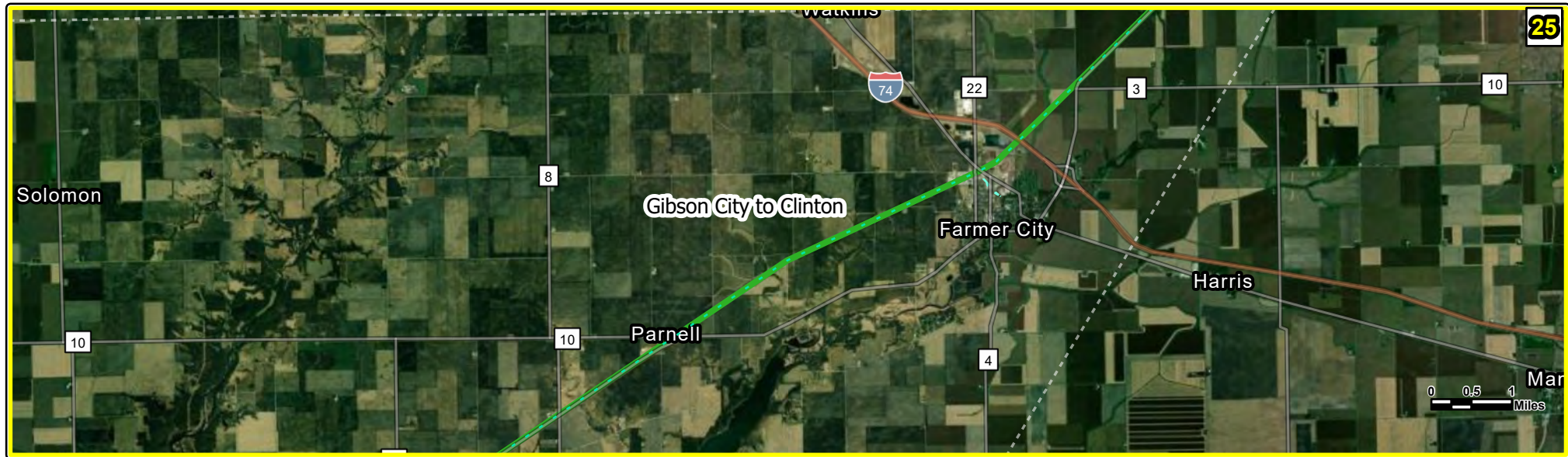
Increased Train Volume Segments

Name

- Clinton to Mt. Pulaski
- Gibson City to Clinton



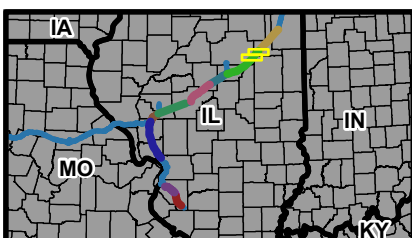
Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 12 of 16



..... CN Track
Increased Train Volume Segments
Name
—— Gibson City to Clinton



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 13 of 16



Increased Train Volume Segments

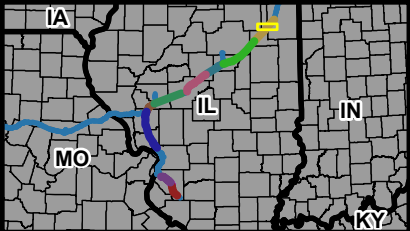
Name

- Gibson City to Clinton
- Gilman to Gibson



**BURNS
MCDONNELL**

Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 14 of 16



..... CN Track

Increased Train Volume Segments

Name

Gilman to Gibson



Figure 3:
KCS Divestiture to CN EA
Rail Line Exceeding Traffic Increase
Illinois
Page 16 of 16



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

November 3, 2022

Ned Daniels, Jr.
Chairman
Forest County Potawatomi Community of Wisconsin
PO Box 340
Crandon, WI 54520

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 for Comments**

Dear Mr. Daniels, Jr.:

This letter requests comments on the amended “responsive” application filed by Canadian National Railway Company (CN) and its United States rail carrier affiliate, Illinois Central Railroad Company (ICCR) (collectively, CN), on June 9, 2022, in Docket No. FD 36500 (Sub-No. 1). In that application,²² CN requests that the Surface Transportation Board (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). See attached maps. CN’s filing was submitted in response to a primary application filed jointly by Canadian Pacific et al. (CP) and KCS in Docket No. FD 36500, seeking Board authority for CP to acquire KCS.²³ The proposed acquisition of KCS by CP is the subject of a separate ongoing environmental review by the Board.²⁴ Should the Board authorize both the primary application and the Proposed Divestiture, then CP would be ordered to sell the Springfield Line to CN upon completion of CP’s acquisition of KCS.

²² CN had filed a responsive application on February 28, 2022. However, in response to an apparent inconsistency in certain data filed in Docket No. 36500, the Board provided time for CP and KCS to address the inconsistency and for all interested parties to refile their respective applications.

²³ Other responsive applications are pending before the Board in Docket No. FD 36500 (Sub-Nos. 2-4) but are not discussed here because those applications are exempt from environmental review.

²⁴ The Board issued a Draft Environmental Impact Statement (EIS) on the primary application in Docket No. FD 36500 on August 5, 2022, and requested public comments on the Draft EIS by October 14, 2022. More information regarding the environmental review of the proposed acquisition of KCS by CP can be found on the project-specific website (www.CP-KCSMergerEIS.com) or on the Board’s website at www.stb.gov by conducting a search for Docket No. FD 36500.

Before deciding whether to authorize the Proposed Divestiture, the Board must first evaluate the potential environmental impacts of CN's proposal in accordance with the National Environmental Policy Act (NEPA) (42 U.S.C. §§ 4321-4370m-12) and the Board's environmental regulations at 49 C.F.R. Part 1105. To comply with NEPA, the Board's Office of Environmental Analysis (OEA) is conducting an environmental review of the Proposed Divestiture separately from, but concurrently with, the ongoing environmental review of the proposed acquisition of KCS by CP. Although the Proposed Divestiture could only occur if CP is authorized to acquire KCS, the environmental reviews for the two proposals are being conducted separately because they involve different railroad applicants and largely distinct sets of potential environmental impacts that would occur in different geographic areas.

The purpose of this letter is to advise you of the Proposed Divestiture and request information from your tribe on the environmental resources under your jurisdiction that could be affected by the Proposed Divestiture and permits and approvals that could be required. The environmental review of the Proposed Divestiture will help inform the Board in making its decision about whether to approve CN's proposal and, if so, whether and what environmental mitigation conditions to impose.

Project Description

The Proposed Divestiture proceeding requests that the Board order the sale of approximately 370 miles of KCS's Springfield Line in Missouri and Illinois. In connection with the sale of the Springfield Line, CN also seeks a 50% equity interest in KCS's International Freight Gateway terminal (IFG Terminal) south of Kansas City. See attached map.

CN states that its proposal to acquire the Springfield Line if the Board authorizes CP to acquire KCS would preserve and enhance competition between Kansas City and Chicago; introduce new single-line rail automotive and intermodal service between Michigan/Eastern Canada and Kansas City; and establish a more direct route for rail traffic between Canada and the Midwest and East St. Louis. CN estimates that more than 80,000 long-haul trucks would be removed from the highways each year as a result of the Proposed Divestiture and that this would generate public benefits by reducing greenhouse gas emissions, highway congestion and maintenance.

According to CN, the Proposed Divestiture would involve (1) operational changes (e.g., an increase in average trains per day) on certain segments of the Springfield Line as well as some contiguous segments of CN's Gilman Line and CN's St. Louis Line that would exceed the Board's thresholds for environmental review at 49 C.F.R. § 1105.7(e) (see further discussion below); (2) changes in activity at some rail yards and intermodal facilities that would exceed the Board's thresholds for environmental review; (3) capital improvements within the existing rail right-of-way and at yards/intermodal facilities; and (4) changes at intermodal facilities that would result in an average increase of truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on affected road segments.

Environmental Review

The Board's thresholds for assessing environmental impacts from increased rail traffic on rail lines in railroad acquisition proceedings are an increase in rail traffic of at least 100 percent as measured in gross ton-miles annually (GTM) or an increase in rail traffic of at least eight trains per day in areas classified as being in attainment under the Clean Air Act. For rail lines located in nonattainment areas, environmental impacts are assessed if they would experience an increase in rail traffic of at least 50 percent as measured in GTMs or an increase of at least three trains per day. 49 C.F.R. §§ 1105.7(e)(5)(i)-(ii). For the Proposed Divestiture, CN projects that the Board's environmental thresholds for GTM (but not for trains per day) would be met or exceeded along 11 rail line segments, including four segments of the KCS Springfield Line, four segments of the CN Gilman Line, and three segments of the CN St. Louis Line. See attached map. Of these line segments, CN estimates that seven are located in attainment areas and four are located in non-attainment areas. Therefore, OEA will evaluate the potential environmental impacts that could result from increased rail traffic on those 11 rail line segments.

At rail yards and intermodal facilities, the air quality thresholds include an increase of at least 100% in rail carload activity for areas classified as being in attainment or 20% in rail carload activity for areas in nonattainment. 49 C.F.R. §§ 1105.7(e)(5)(i)-(ii). CN projects that the Proposed Divestiture would result in increases in operational activity that would exceed the Board's thresholds at the East St. Louis Yard/Intermodal Terminal in Illinois and at CN's Detroit Intermodal Yard in Michigan. See attached map. Therefore, OEA will evaluate the potential environmental impacts that could result from increased operational activity at those facilities.

To support the projected increases in rail traffic, CN plans to make eight capital improvements within the existing rail right-of-way (ROW). These would include extending six existing passing sidings, adding one new siding passing, and relocating one passing siding on the Springfield Line. In Missouri, the improvements would occur at Grain Valley, Harmony, Mexico West, Bowling Green, and Blackburn; and in Illinois, improvements would occur at Pleasant Hill, Roodhouse and Cockrell. In addition, CN plans to make capital improvements at the East St. Louis Yard/Intermodal Terminal in Illinois by constructing 6,000 track feet with intermodal pads and accompanying pavement and 5,000 track feet for loading/unloading and car storage; and developing approximately 25 acres of land for necessary roadways, parking, and truck areas. At IFG Terminal in Missouri, CN proposes to construct 20,000 track feet with pad, storage and accompanying pavement, and 6,600 track feet for loading/unloading and storage, roadways and railhead parking and truck areas. At Roodhouse Yard in Illinois, CN would construct 5,000 feet of new yard track. Railroads have the right to increase efficiency by improving their rail lines and rerouting their traffic without seeking authority from the Board. Therefore, railroad capital improvements that are designed to improve operational efficiency (such as sidings, double tracking, and industry track) typically do not require Board authorization or environmental review by OEA. Where, as here, planned capital improvements are related to a proposal requiring Board approval, however, OEA considers, as appropriate, the potential environmental impacts from such planned capital improvements on a case-by-case basis. In this case, CN has stated that the planned capital improvements are necessary to accommodate the projected increase in rail traffic and has sufficiently identified the location and general layout of the planned capital improvements to support an environmental review. Therefore, OEA will

assess the potential impacts of the planned capital improvements as part of the NEPA review of the Proposed Divestiture.

Lastly, OEA will evaluate changes at intermodal facilities that would result in an average increase of truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment. See 49 C.F.R. §§ 1105.7(e)(5)(i)-(ii). These include: IFG Terminal in Missouri; East St. Louis Intermodal Terminal in Illinois; and Detroit Intermodal Yard in Michigan.

CN projects that transaction-related rail traffic would primarily consist of intermodal containers, assembled automobiles, and carloads of grain. CN does not anticipate any transaction-related shipments of hazardous materials. Nor is CN aware of any current or foreseeable passenger rail service, including Amtrak service, on any of the 11 rail line segments to be evaluated.

In short, based on the information available to date, OEA will evaluate the potential environmental impacts associated with the increased rail traffic, increased operational activity, and capital improvements described above and compare these impacts to the No-Action Alternative, which would occur if the Board were to authorize CP to acquire KCS in Finance Docket No. 36500 but deny CN's amended responsive application for the Proposed Divestiture of the Springfield Line from CP to CN in Finance Docket No. 36500 (Sub-No. 1). OEA's environmental review will evaluate impacts from the Proposed Divestiture related to freight rail safety; rail/roadway at-grade crossing (grade crossing) safety; grade crossing delay; truck-to-rail diversions; intermodal facility traffic; noise and vibration; air quality and climate change; energy; cultural resources; hazardous materials releases sites; biological resources; water resources; environmental justice; and cumulative impacts.

Request for Comments

We appreciate your assistance in identifying whether any resources of concern to your tribe may be affected by the Proposed Divestiture and welcome any additional issues or concerns that you consider appropriate. To submit comments electronically through the Board's website at <https://www.stb.gov>, select "File an Environmental Comment" below the "Need Assistance?" button. Be sure to include the docket number "Docket No. FD 36500 (Sub-No. 1)." Log-in accounts are not needed to file environmental comments electronically, and brief comments can be typed in the comment field, and lengthier comments can be attached as Word, Adobe Acrobat, or other file formats.

Alternatively, comments submitted by mail should be addressed to: Diana Wood, Surface Transportation Board, 395 E Street SW, Washington, DC 20423-0001, Attention: Environmental Filing, Docket No. FD 36500 (Sub-No. 1). You may also submit comments to OEA's third-party consultant Burns & McDonnell at:

Diana Wood
c/o Stephen Thornhill
Burns & McDonnell

9400 Ward Parkway
Kansas City, MO 64114

We have also included a Consultation Questionnaire to assist you in participating in the Project and help us with your level of involvement. Please complete and return the questionnaire to us also by December 9, 2022.

If you have any questions, please feel free to contact Diana Wood, OEA's Project Manager for the environmental review, at 202-245-0302 or by email at Diana.Wood@stb.gov.
Please send your responses by December 9, 2022.

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
Director
Office of Environmental Analysis

Map Attachments
Consultation Questionnaire

CONSULTATION QUESTIONNAIRE

Forest County Potawatomi Community of Wisconsin Tribe

Docket No. 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.

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ We have no interests in the proposed divestiture of the Kansas City Southern rail line between Kansas City, Missouri and East St. Louis, Illinois and further consultation with our Tribe is not necessary.

_____ We want to continue to receive project information by mail or email and participate in the public involvement process. Please specify email and/or mailing address

_____ We have interest in the proposed divestiture of the Kansas City Southern rail line between Kansas City, Missouri and East St. Louis, Illinois and want to participate in government to-government consultation.

Name of Forest County Potawatomi Community of Wisconsin Tribe designated contact:

Name: _____

Email: _____

Phone: _____

Signed: _____

Date: _____

Please email to: Diana.Wood@stb.gov

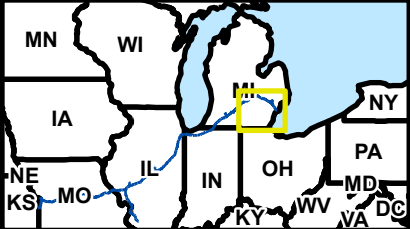
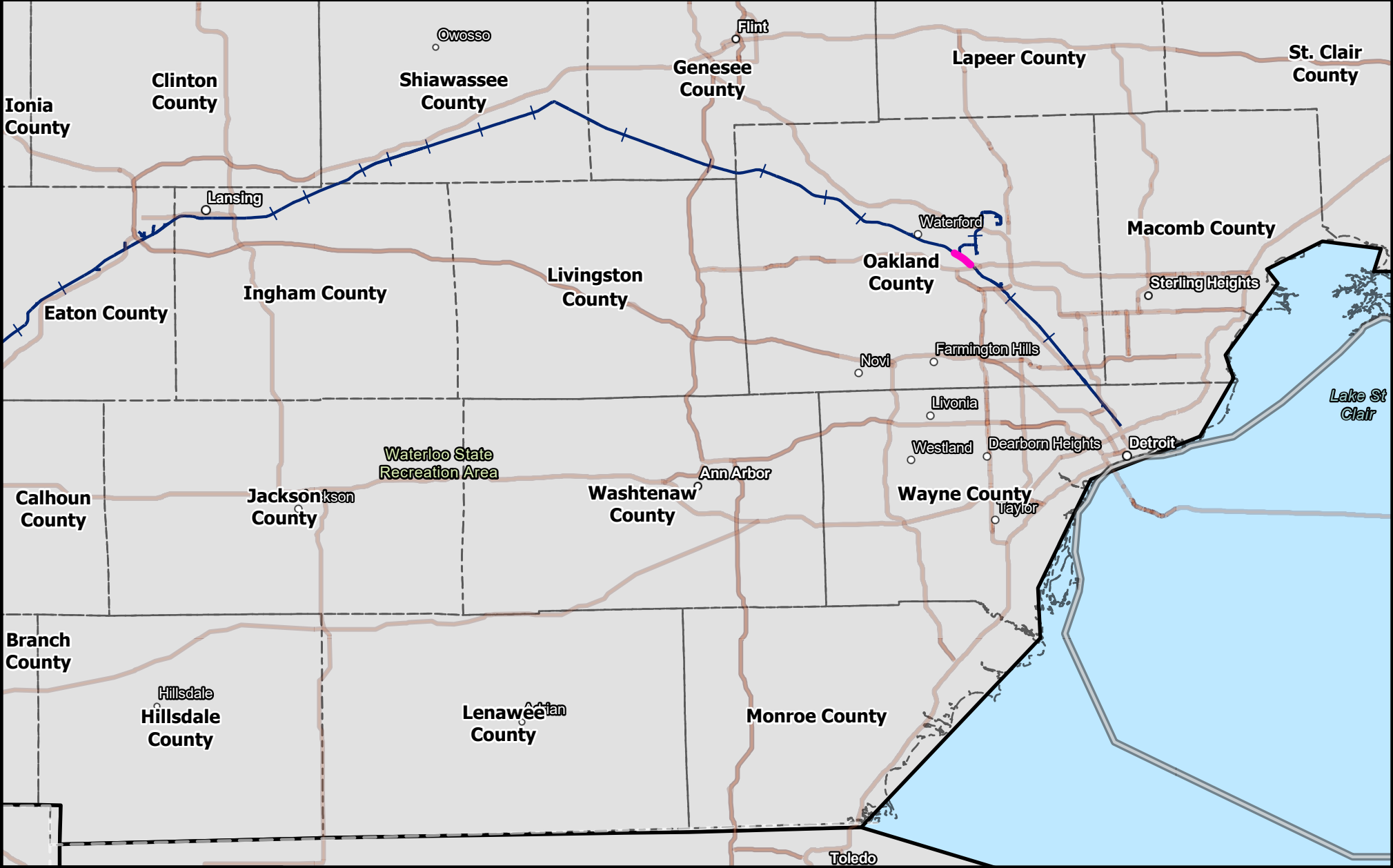
Or mail to:

Diana Wood
c/o Stephen Thornhill
Burns & McDonnell
9400 Ward Parkway
Kansas City, MO 64114



Figure 1:
KCS Divestiture to CN
Line Segments and
Facility Improvement Projects
for EA Evaluation





- States
- County
- Yard Tack

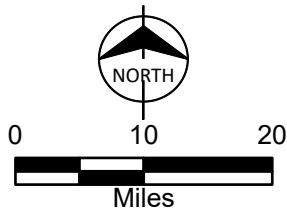
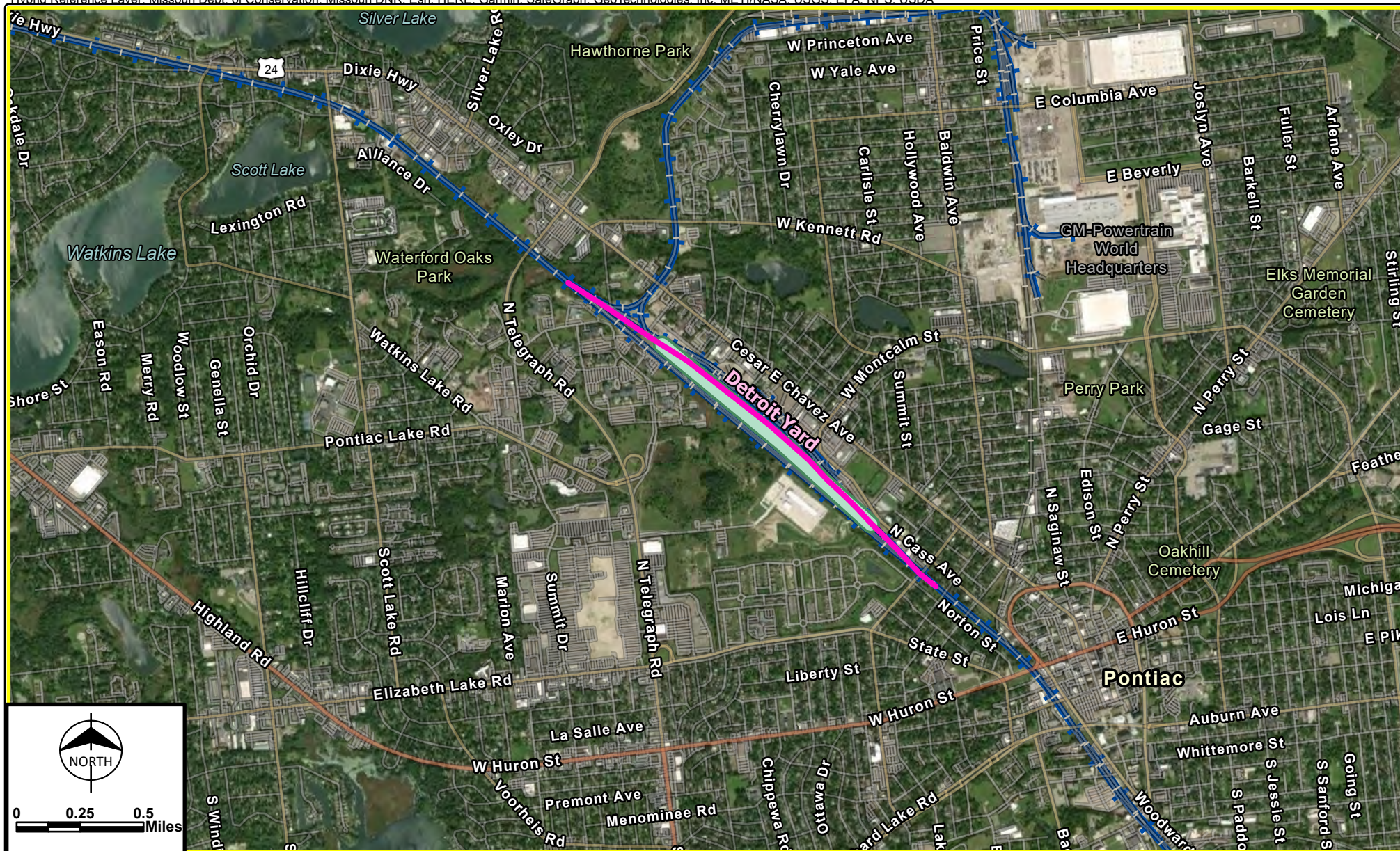


Figure 2:
KCS Divestiture to CN
Facility Improvement Projects
for EA Evaluation
Michigan (Overview)
Page 1 of 2



- + Existing Rail Line
- Rail Yard With Increased Carload Switching Activities
- Yard Tack

**BURNS
MCDONNELL**

Figure 2:
KCS Divestiture to CN EA
Facility Improvement Project
Detroit Intermodal Yard
Michigan
Page 2 of 2



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

November 3, 2022

Joseph Wildcat, Sr.
President

Lac du Flambeau Band of Lake Superior Chippewa Indians of the Lac du Flambeau Reservation
of Wisconsin

PO Box 67

Lac du Flambeau, WI 54538

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 for Comments**

Dear Mr. Wildcat, Sr.:

This letter requests comments on the amended “responsive” application filed by Canadian National Railway Company (CN) and its United States rail carrier affiliate, Illinois Central Railroad Company (ICCR) (collectively, CN), on June 9, 2022, in Docket No. FD 36500 (Sub-No. 1). In that application,²⁵ CN requests that the Surface Transportation Board (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). See attached maps. CN’s filing was submitted in response to a primary application filed jointly by Canadian Pacific et al. (CP) and KCS in Docket No. FD 36500, seeking Board authority for CP to acquire KCS.²⁶ The proposed acquisition of KCS by CP is the subject of a separate ongoing environmental review by the Board.²⁷ Should the Board authorize both the

²⁵ CN had filed a responsive application on February 28, 2022. However, in response to an apparent inconsistency in certain data filed in Docket No. 36500, the Board provided time for CP and KCS to address the inconsistency and for all interested parties to refile their respective applications.

²⁶ Other responsive applications are pending before the Board in Docket No. FD 36500 (Sub-Nos. 2-4) but are not discussed here because those applications are exempt from environmental review.

²⁷ The Board issued a Draft Environmental Impact Statement (EIS) on the primary application in Docket No. FD 36500 on August 5, 2022, and requested public comments on the Draft EIS by October 14, 2022. More information regarding the environmental review of the proposed acquisition of KCS by CP can be found on the project-specific website (www.CP-KCSMergerEIS.com) or on the Board’s website at www.stb.gov by conducting a search for Docket No. FD 36500.

primary application and the Proposed Divestiture, then CP would be ordered to sell the Springfield Line to CN upon completion of CP's acquisition of KCS.

Before deciding whether to authorize the Proposed Divestiture, the Board must first evaluate the potential environmental impacts of CN's proposal in accordance with the National Environmental Policy Act (NEPA) (42 U.S.C. §§ 4321-4370m-12) and the Board's environmental regulations at 49 C.F.R. Part 1105. To comply with NEPA, the Board's Office of Environmental Analysis (OEA) is conducting an environmental review of the Proposed Divestiture separately from, but concurrently with, the ongoing environmental review of the proposed acquisition of KCS by CP. Although the Proposed Divestiture could only occur if CP is authorized to acquire KCS, the environmental reviews for the two proposals are being conducted separately because they involve different railroad applicants and largely distinct sets of potential environmental impacts that would occur in different geographic areas.

The purpose of this letter is to advise you of the Proposed Divestiture and request information from your tribe on the environmental resources under your jurisdiction that could be affected by the Proposed Divestiture and permits and approvals that could be required. The environmental review of the Proposed Divestiture will help inform the Board in making its decision about whether to approve CN's proposal and, if so, whether and what environmental mitigation conditions to impose.

Project Description

The Proposed Divestiture proceeding requests that the Board order the sale of approximately 370 miles of KCS's Springfield Line in Missouri and Illinois. In connection with the sale of the Springfield Line, CN also seeks a 50% equity interest in KCS's International Freight Gateway terminal (IFG Terminal) south of Kansas City. See attached map.

CN states that its proposal to acquire the Springfield Line if the Board authorizes CP to acquire KCS would preserve and enhance competition between Kansas City and Chicago; introduce new single-line rail automotive and intermodal service between Michigan/Eastern Canada and Kansas City; and establish a more direct route for rail traffic between Canada and the Midwest and East St. Louis. CN estimates that more than 80,000 long-haul trucks would be removed from the highways each year as a result of the Proposed Divestiture and that this would generate public benefits by reducing greenhouse gas emissions, highway congestion and maintenance.

According to CN, the Proposed Divestiture would involve (1) operational changes (e.g., an increase in average trains per day) on certain segments of the Springfield Line as well as some contiguous segments of CN's Gilman Line and CN's St. Louis Line that would exceed the Board's thresholds for environmental review at 49 C.F.R. § 1105.7(e) (see further discussion below); (2) changes in activity at some rail yards and intermodal facilities that would exceed the Board's thresholds for environmental review; (3) capital improvements within the existing rail right-of-way and at yards/intermodal facilities; and (4) changes at intermodal facilities that would result in an average increase of truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on affected road segments.

Environmental Review

The Board's thresholds for assessing environmental impacts from increased rail traffic on rail lines in railroad acquisition proceedings are an increase in rail traffic of at least 100 percent as measured in gross ton-miles annually (GTM) or an increase in rail traffic of at least eight trains per day in areas classified as being in attainment under the Clean Air Act. For rail lines located in nonattainment areas, environmental impacts are assessed if they would experience an increase in rail traffic of at least 50 percent as measured in GTMs or an increase of at least three trains per day. 49 C.F.R. §§ 1105.7(e)(5)(i)-(ii). For the Proposed Divestiture, CN projects that the Board's environmental thresholds for GTM (but not for trains per day) would be met or exceeded along 11 rail line segments, including four segments of the KCS Springfield Line, four segments of the CN Gilman Line, and three segments of the CN St. Louis Line. See attached map. Of these line segments, CN estimates that seven are located in attainment areas and four are located in non-attainment areas. Therefore, OEA will evaluate the potential environmental impacts that could result from increased rail traffic on those 11 rail line segments.

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Request for Comments

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Diana Wood
c/o Stephen Thornhill

Burns & McDonnell
9400 Ward Parkway
Kansas City, MO 64114

We have also included a Consultation Questionnaire to assist you in participating in the Project and help us with your level of involvement. Please complete and return the questionnaire to us also by December 9, 2022.

If you have any questions, please feel free to contact Diana Wood, OEA's Project Manager for the environmental review, at 202-245-0302 or by email at Diana.Wood@stb.gov.
Please send your responses by December 9, 2022.

Sincerely,

A handwritten signature in black ink, appearing to read "Danielle Gosselin".

Danielle Gosselin
Director
Office of Environmental Analysis

Map Attachments
Consultation Questionnaire

CONSULTATION QUESTIONNAIRE

Lac du Flambeau Band of Lake Superior Chippewa Indians of the Lac du Flambeau Reservation of Wisconsin Tribe

Docket No. 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.

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ We have no interests in the proposed divestiture of the Kansas City Southern rail line between Kansas City, Missouri and East St. Louis, Illinois and further consultation with our Tribe is not necessary.

_____ We want to continue to receive project information by mail or email and participate in the public involvement process. Please specify email and/or mailing address

_____ We have interest in the proposed divestiture of the Kansas City Southern rail line between Kansas City, Missouri and East St. Louis, Illinois and want to participate in government to-government consultation.

Name of Lac du Flambeau Band of Lake Superior Chippewa Indians of the Lac du Flambeau Reservation of Wisconsin Tribe designated contact:

Name: _____

Email: _____

Phone: _____

Signed: _____

Date: _____

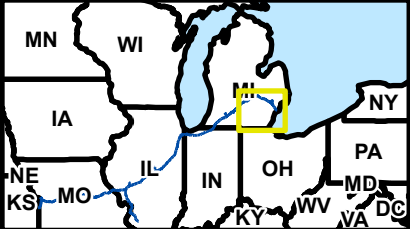
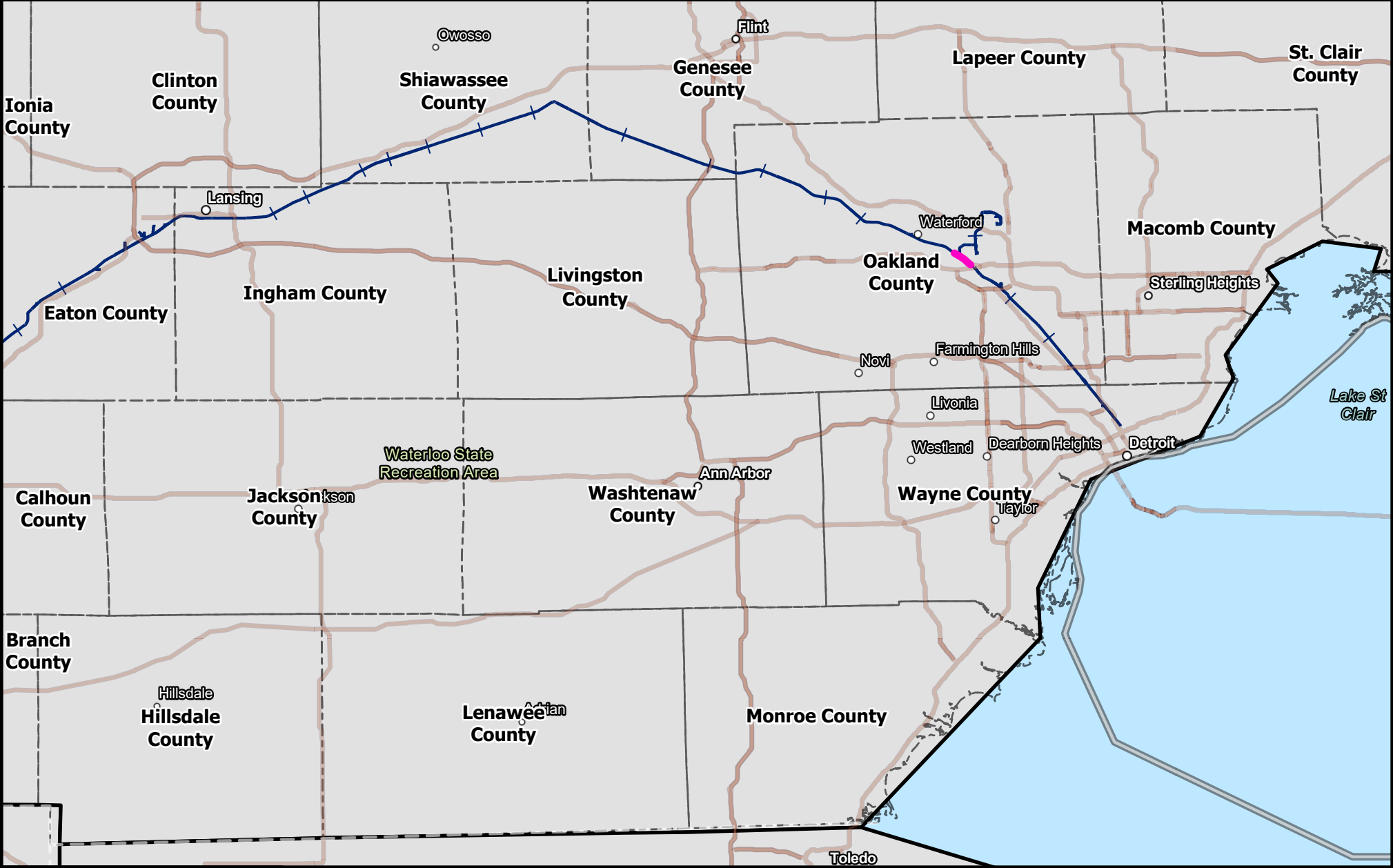
Please email to: Diana.Wood@stb.gov

Or mail to:

Diana Wood
c/o Stephen Thornhill
Burns & McDonnell
9400 Ward Parkway
Kansas City, MO 64114



Figure 1:
KCS Divestiture to CN
Line Segments and
Facility Improvement Projects
for EA Evaluation



- States
- County
- Yard Tack

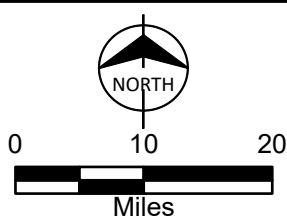
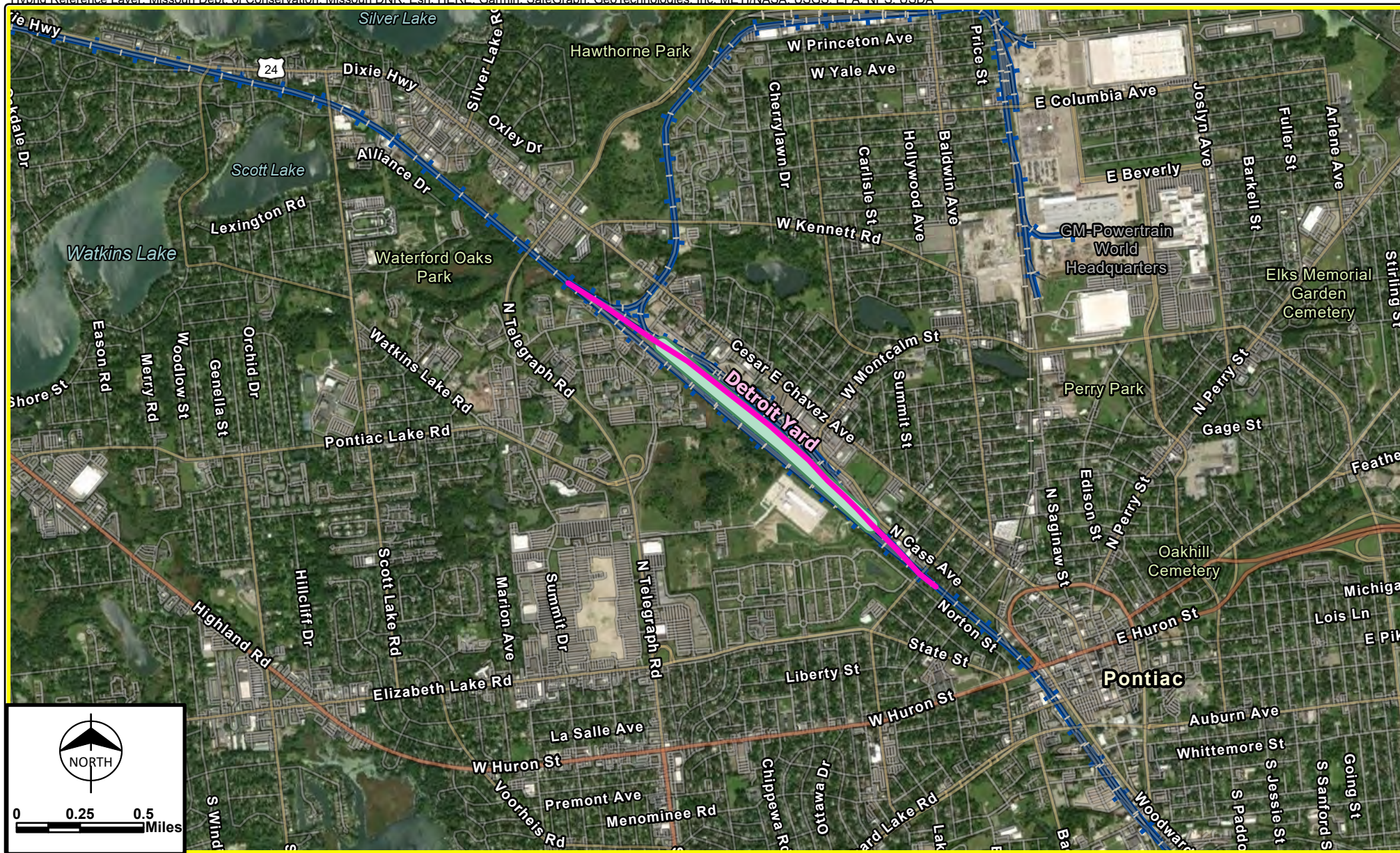


Figure 2:
KCS Divestiture to CN
Facility Improvement Projects
for EA Evaluation
Michigan (Overview)
Page 1 of 2



- + Existing Rail Line
- Rail Yard With Increased Carload Switching Activities
- Yard Tack

**BURNS
MCDONNELL**

Figure 2:
KCS Divestiture to CN EA
Facility Improvement Project
Detroit Intermodal Yard
Michigan
Page 2 of 2



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

November 3, 2022

Regina Gasco-Bentley
Chairperson
Little Traverse Bay Bands of Odawa Indians - Michigan
7500 Odawa Circle
Harbor Springs, MI 49740

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 for Comments**

Dear Ms. Gasco-Bentley:

This letter requests comments on the amended “responsive” application filed by Canadian National Railway Company (CN) and its United States rail carrier affiliate, Illinois Central Railroad Company (ICCR) (collectively, CN), on June 9, 2022, in Docket No. FD 36500 (Sub-No. 1). In that application,²⁸ CN requests that the Surface Transportation Board (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). See attached maps. CN’s filing was submitted in response to a primary application filed jointly by Canadian Pacific et al. (CP) and KCS in Docket No. FD 36500, seeking Board authority for CP to acquire KCS.²⁹ The proposed acquisition of KCS by CP is the subject of a separate ongoing environmental review by the Board.³⁰ Should the Board authorize both the primary application and the Proposed Divestiture, then CP would be ordered to sell the Springfield Line to CN upon completion of CP’s acquisition of KCS.

²⁸ CN had filed a responsive application on February 28, 2022. However, in response to an apparent inconsistency in certain data filed in Docket No. 36500, the Board provided time for CP and KCS to address the inconsistency and for all interested parties to refile their respective applications.

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assess the potential impacts of the planned capital improvements as part of the NEPA review of the Proposed Divestiture.

Lastly, OEA will evaluate changes at intermodal facilities that would result in an average increase of truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment. See 49 C.F.R. §§ 1105.7(e)(5)(i)-(ii). These include: IFG Terminal in Missouri; East St. Louis Intermodal Terminal in Illinois; and Detroit Intermodal Yard in Michigan.

CN projects that transaction-related rail traffic would primarily consist of intermodal containers, assembled automobiles, and carloads of grain. CN does not anticipate any transaction-related shipments of hazardous materials. Nor is CN aware of any current or foreseeable passenger rail service, including Amtrak service, on any of the 11 rail line segments to be evaluated.

In short, based on the information available to date, OEA will evaluate the potential environmental impacts associated with the increased rail traffic, increased operational activity, and capital improvements described above and compare these impacts to the No-Action Alternative, which would occur if the Board were to authorize CP to acquire KCS in Finance Docket No. 36500 but deny CN's amended responsive application for the Proposed Divestiture of the Springfield Line from CP to CN in Finance Docket No. 36500 (Sub-No. 1). OEA's environmental review will evaluate impacts from the Proposed Divestiture related to freight rail safety; rail/roadway at-grade crossing (grade crossing) safety; grade crossing delay; truck-to-rail diversions; intermodal facility traffic; noise and vibration; air quality and climate change; energy; cultural resources; hazardous materials releases sites; biological resources; water resources; environmental justice; and cumulative impacts.

Request for Comments

We appreciate your assistance in identifying whether any resources of concern to your tribe may be affected by the Proposed Divestiture and welcome any additional issues or concerns that you consider appropriate. To submit comments electronically through the Board's website at <https://www.stb.gov>, select "File an Environmental Comment" below the "Need Assistance?" button. Be sure to include the docket number "Docket No. FD 36500 (Sub-No. 1)." Log-in accounts are not needed to file environmental comments electronically, and brief comments can be typed in the comment field, and lengthier comments can be attached as Word, Adobe Acrobat, or other file formats.

Alternatively, comments submitted by mail should be addressed to: Diana Wood, Surface Transportation Board, 395 E Street SW, Washington, DC 20423-0001, Attention: Environmental Filing, Docket No. FD 36500 (Sub-No. 1). You may also submit comments to OEA's third-party consultant Burns & McDonnell at:

Diana Wood
c/o Stephen Thornhill
Burns & McDonnell

9400 Ward Parkway
Kansas City, MO 64114

We have also included a Consultation Questionnaire to assist you in participating in the Project and help us with your level of involvement. Please complete and return the questionnaire to us also by December 9, 2022.

If you have any questions, please feel free to contact Diana Wood, OEA's Project Manager for the environmental review, at 202-245-0302 or by email at Diana.Wood@stb.gov.
Please send your responses by December 9, 2022.

Sincerely,

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Danielle Gosselin
Director
Office of Environmental Analysis

Map Attachments
Consultation Questionnaire

CONSULTATION QUESTIONNAIRE

Little Traverse Bay Bands of Odawa Indians - Michigan Tribe

Docket No. 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.

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ We have no interests in the proposed divestiture of the Kansas City Southern rail line between Kansas City, Missouri and East St. Louis, Illinois and further consultation with our Tribe is not necessary.

_____ We want to continue to receive project information by mail or email and participate in the public involvement process. Please specify email and/or mailing address

_____ We have interest in the proposed divestiture of the Kansas City Southern rail line between Kansas City, Missouri and East St. Louis, Illinois and want to participate in government to-government consultation.

Name of Little Traverse Bay Bands of Odawa Indians - Michigan Tribe designated contact:

Name: _____

Email: _____

Phone: _____

Signed: _____

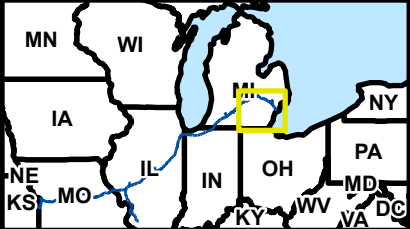
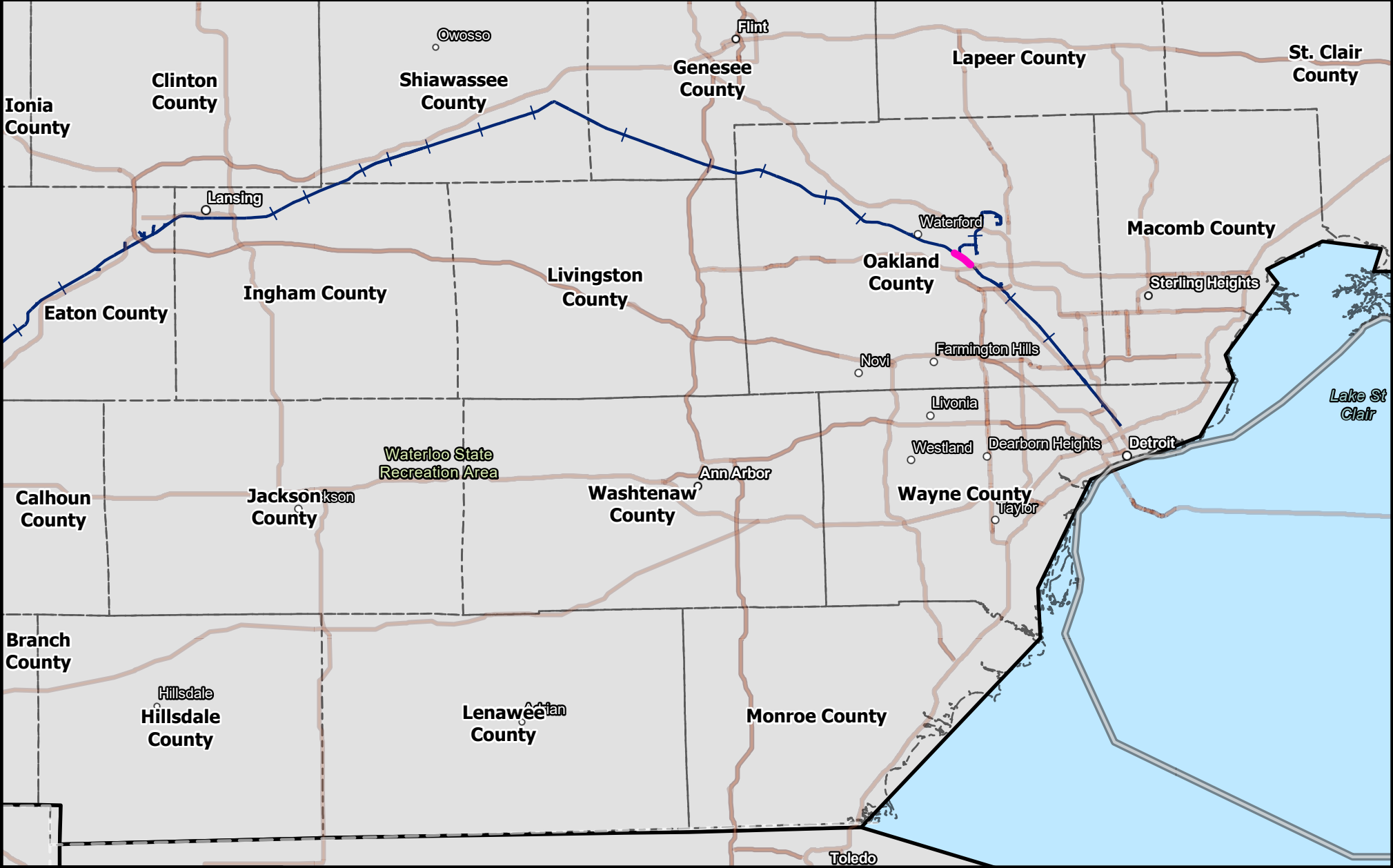
Date: _____

Please email to: Diana.Wood@stb.gov

Or mail to:

Diana Wood
c/o Stephen Thornhill
Burns & McDonnell
9400 Ward Parkway
Kansas City, MO 64114





- States
- County
- Yard Tack

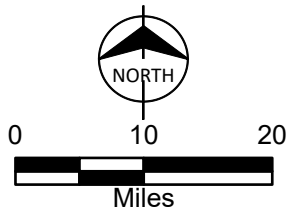
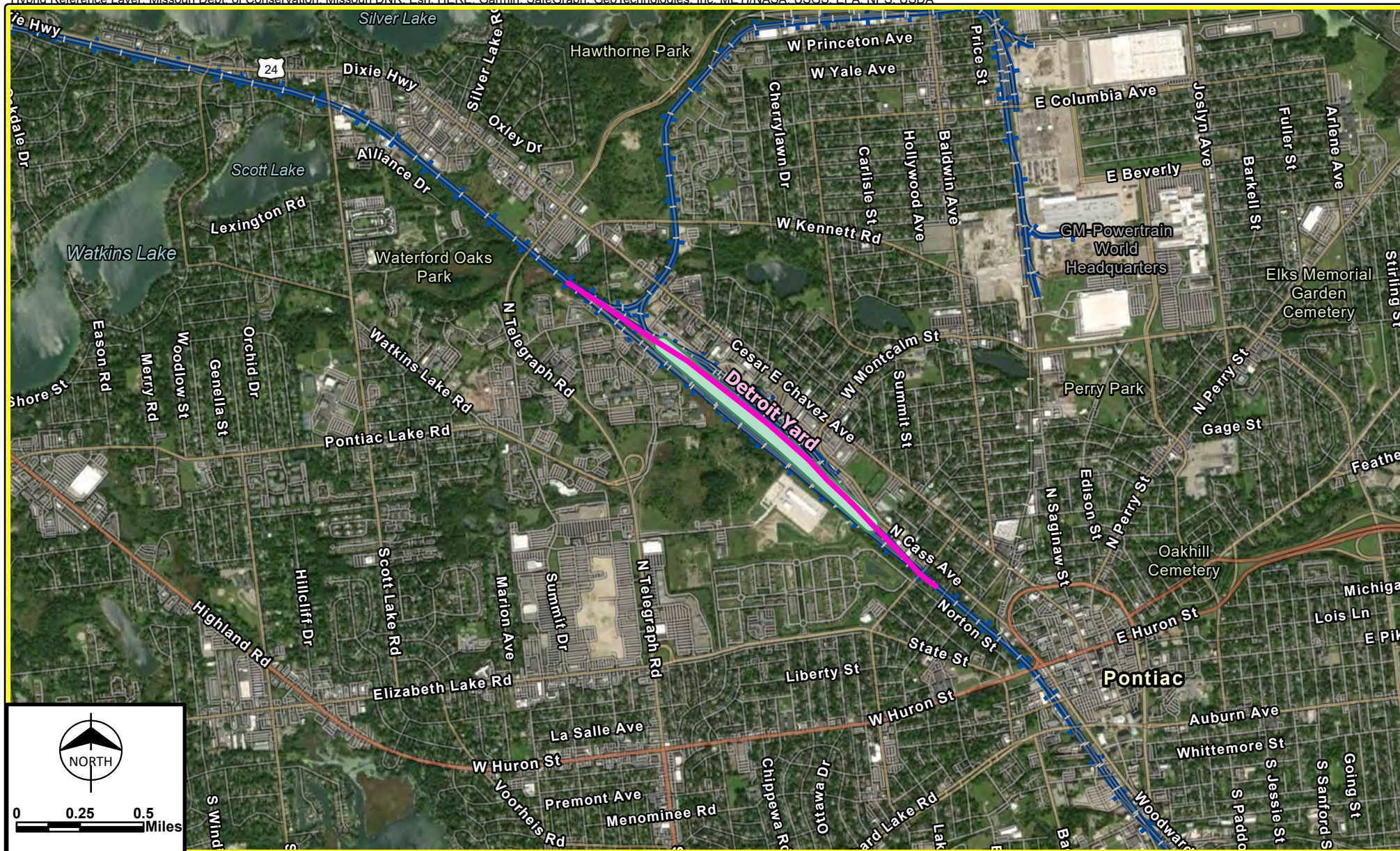


Figure 2:
KCS Divestiture to CN
Facility Improvement Projects
for EA Evaluation
Michigan (Overview)
Page 1 of 2



- + Existing Rail Line
- █ Rail Yard With Increased Carload Switching Activities
- Yard Tack

**BURNS
MCDONNELL**

Figure 2:
KCS Divestiture to CN EA
Facility Improvement Project
Detroit Intermodal Yard
Michigan
Page 2 of 2



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

November 3, 2022

Theresa Jackson
Chief
Saginaw Chippewa Indian Tribe of Michigan
7500 Soaring Eagle Boulevard
Mt. Pleasant, MI 48858

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 for Comments**

Dear Ms. Jackson:

This letter requests comments on the amended “responsive” application filed by Canadian National Railway Company (CN) and its United States rail carrier affiliate, Illinois Central Railroad Company (ICCR) (collectively, CN), on June 9, 2022, in Docket No. FD 36500 (Sub-No. 1). In that application,³¹ CN requests that the Surface Transportation Board (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). See attached maps. CN’s filing was submitted in response to a primary application filed jointly by Canadian Pacific et al. (CP) and KCS in Docket No. FD 36500, seeking Board authority for CP to acquire KCS.³² The proposed acquisition of KCS by CP is the subject of a separate ongoing environmental review by the Board.³³ Should the Board authorize both the primary application and the Proposed Divestiture, then CP would be ordered to sell the Springfield Line to CN upon completion of CP’s acquisition of KCS.

³¹ CN had filed a responsive application on February 28, 2022. However, in response to an apparent inconsistency in certain data filed in Docket No. 36500, the Board provided time for CP and KCS to address the inconsistency and for all interested parties to refile their respective applications.

³² Other responsive applications are pending before the Board in Docket No. FD 36500 (Sub-Nos. 2-4) but are not discussed here because those applications are exempt from environmental review.

³³ The Board issued a Draft Environmental Impact Statement (EIS) on the primary application in Docket No. FD 36500 on August 5, 2022, and requested public comments on the Draft EIS by October 14, 2022. More information regarding the environmental review of the proposed acquisition of KCS by CP can be found on the project-specific website (www.CP-KCSMergerEIS.com) or on the Board’s website at www.stb.gov by conducting a search for Docket No. FD 36500.

Before deciding whether to authorize the Proposed Divestiture, the Board must first evaluate the potential environmental impacts of CN's proposal in accordance with the National Environmental Policy Act (NEPA) (42 U.S.C. §§ 4321-4370m-12) and the Board's environmental regulations at 49 C.F.R. Part 1105. To comply with NEPA, the Board's Office of Environmental Analysis (OEA) is conducting an environmental review of the Proposed Divestiture separately from, but concurrently with, the ongoing environmental review of the proposed acquisition of KCS by CP. Although the Proposed Divestiture could only occur if CP is authorized to acquire KCS, the environmental reviews for the two proposals are being conducted separately because they involve different railroad applicants and largely distinct sets of potential environmental impacts that would occur in different geographic areas.

The purpose of this letter is to advise you of the Proposed Divestiture and request information from your tribe on the environmental resources under your jurisdiction that could be affected by the Proposed Divestiture and permits and approvals that could be required. The environmental review of the Proposed Divestiture will help inform the Board in making its decision about whether to approve CN's proposal and, if so, whether and what environmental mitigation conditions to impose.

Project Description

The Proposed Divestiture proceeding requests that the Board order the sale of approximately 370 miles of KCS's Springfield Line in Missouri and Illinois. In connection with the sale of the Springfield Line, CN also seeks a 50% equity interest in KCS's International Freight Gateway terminal (IFG Terminal) south of Kansas City. See attached map.

CN states that its proposal to acquire the Springfield Line if the Board authorizes CP to acquire KCS would preserve and enhance competition between Kansas City and Chicago; introduce new single-line rail automotive and intermodal service between Michigan/Eastern Canada and Kansas City; and establish a more direct route for rail traffic between Canada and the Midwest and East St. Louis. CN estimates that more than 80,000 long-haul trucks would be removed from the highways each year as a result of the Proposed Divestiture and that this would generate public benefits by reducing greenhouse gas emissions, highway congestion and maintenance.

According to CN, the Proposed Divestiture would involve (1) operational changes (e.g., an increase in average trains per day) on certain segments of the Springfield Line as well as some contiguous segments of CN's Gilman Line and CN's St. Louis Line that would exceed the Board's thresholds for environmental review at 49 C.F.R. § 1105.7(e) (see further discussion below); (2) changes in activity at some rail yards and intermodal facilities that would exceed the Board's thresholds for environmental review; (3) capital improvements within the existing rail right-of-way and at yards/intermodal facilities; and (4) changes at intermodal facilities that would result in an average increase of truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on affected road segments.

Environmental Review

The Board's thresholds for assessing environmental impacts from increased rail traffic on rail lines in railroad acquisition proceedings are an increase in rail traffic of at least 100 percent as measured in gross ton-miles annually (GTM) or an increase in rail traffic of at least eight trains per day in areas classified as being in attainment under the Clean Air Act. For rail lines located in nonattainment areas, environmental impacts are assessed if they would experience an increase in rail traffic of at least 50 percent as measured in GTMs or an increase of at least three trains per day. 49 C.F.R. §§ 1105.7(e)(5)(i)-(ii). For the Proposed Divestiture, CN projects that the Board's environmental thresholds for GTM (but not for trains per day) would be met or exceeded along 11 rail line segments, including four segments of the KCS Springfield Line, four segments of the CN Gilman Line, and three segments of the CN St. Louis Line. See attached map. Of these line segments, CN estimates that seven are located in attainment areas and four are located in non-attainment areas. Therefore, OEA will evaluate the potential environmental impacts that could result from increased rail traffic on those 11 rail line segments.

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9400 Ward Parkway
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Danielle Gosselin
Director
Office of Environmental Analysis

Map Attachments
Consultation Questionnaire

CONSULTATION QUESTIONNAIRE

Saginaw Chippewa Indian Tribe of Michigan Tribe

Docket No. 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.

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

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_____ We want to continue to receive project information by mail or email and participate in the public involvement process. Please specify email and/or mailing address

_____ We have interest in the proposed divestiture of the Kansas City Southern rail line between Kansas City, Missouri and East St. Louis, Illinois and want to participate in government to-government consultation.

Name of Saginaw Chippewa Indian Tribe of Michigan Tribe designated contact:

Name: _____

Email: _____

Phone: _____

Signed: _____

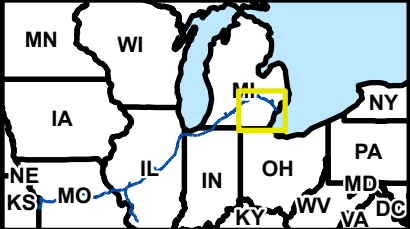
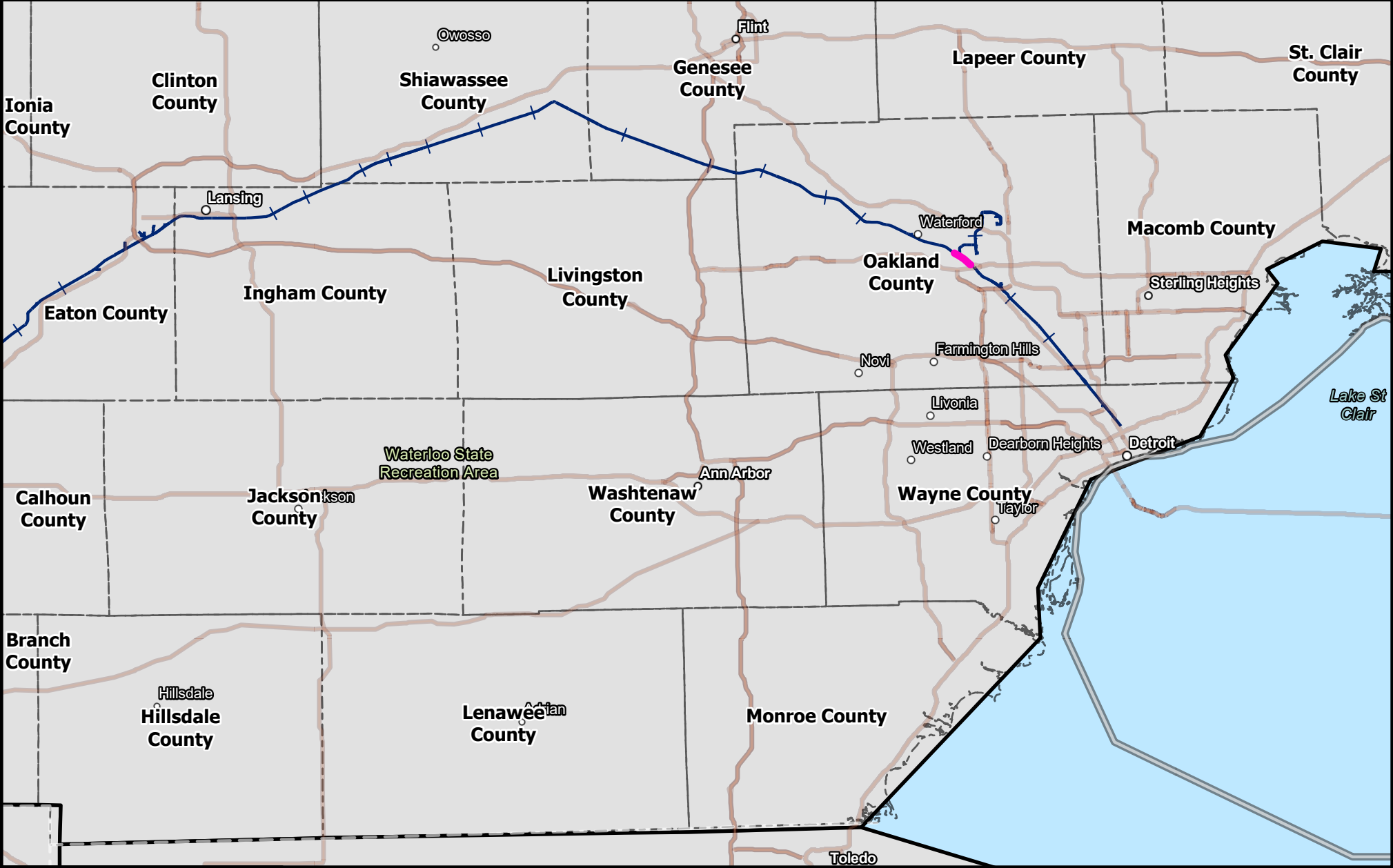
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- States
- County
- Yard Tack

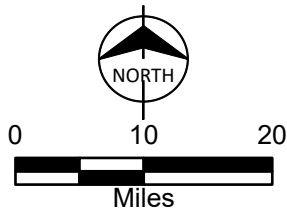
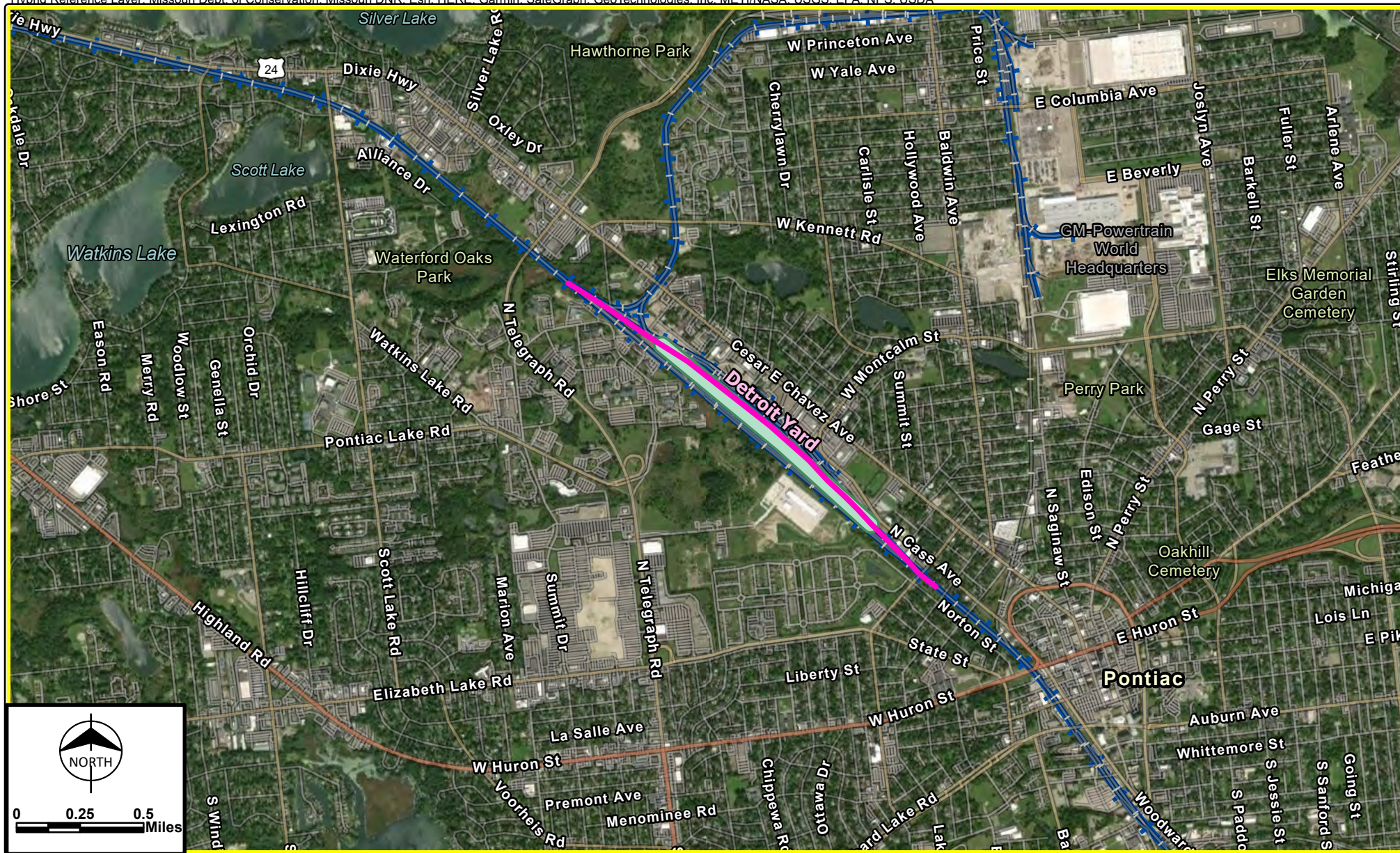


Figure 2:
KCS Divestiture to CN
Facility Improvement Projects
for EA Evaluation
Michigan (Overview)
Page 1 of 2



- + Existing Rail Line
- █ Rail Yard With Increased Carload Switching Activities
- Yard Tack

**BURNS
MCDONNELL**

Figure 2:
 KCS Divestiture to CN EA
 Facility Improvement Project
 Detroit Intermodal Yard
 Michigan
 Page 2 of 2



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

November 3, 2022

Aaron Payment
Chairperson
Sault Ste. Marie Tribe of Chippewa Indians - Michigan
523 Ashmun st.
Sault Ste. Marie, MI 49783

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 for Comments**

Dear Mr. Payment:

This letter requests comments on the amended “responsive” application filed by Canadian National Railway Company (CN) and its United States rail carrier affiliate, Illinois Central Railroad Company (ICCR) (collectively, CN), on June 9, 2022, in Docket No. FD 36500 (Sub-No. 1). In that application,³⁴ CN requests that the Surface Transportation Board (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). See attached maps. CN’s filing was submitted in response to a primary application filed jointly by Canadian Pacific et al. (CP) and KCS in Docket No. FD 36500, seeking Board authority for CP to acquire KCS.³⁵ The proposed acquisition of KCS by CP is the subject of a separate ongoing environmental review by the Board.³⁶ Should the Board authorize both the primary application and the Proposed Divestiture, then CP would be ordered to sell the Springfield Line to CN upon completion of CP’s acquisition of KCS.

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In short, based on the information available to date, OEA will evaluate the potential environmental impacts associated with the increased rail traffic, increased operational activity, and capital improvements described above and compare these impacts to the No-Action Alternative, which would occur if the Board were to authorize CP to acquire KCS in Finance Docket No. 36500 but deny CN's amended responsive application for the Proposed Divestiture of the Springfield Line from CP to CN in Finance Docket No. 36500 (Sub-No. 1). OEA's environmental review will evaluate impacts from the Proposed Divestiture related to freight rail safety; rail/roadway at-grade crossing (grade crossing) safety; grade crossing delay; truck-to-rail diversions; intermodal facility traffic; noise and vibration; air quality and climate change; energy; cultural resources; hazardous materials releases sites; biological resources; water resources; environmental justice; and cumulative impacts.

Request for Comments

We appreciate your assistance in identifying whether any resources of concern to your tribe may be affected by the Proposed Divestiture and welcome any additional issues or concerns that you consider appropriate. To submit comments electronically through the Board's website at <https://www.stb.gov>, select "File an Environmental Comment" below the "Need Assistance?" button. Be sure to include the docket number "Docket No. FD 36500 (Sub-No. 1)." Log-in accounts are not needed to file environmental comments electronically, and brief comments can be typed in the comment field, and lengthier comments can be attached as Word, Adobe Acrobat, or other file formats.

Alternatively, comments submitted by mail should be addressed to: Diana Wood, Surface Transportation Board, 395 E Street SW, Washington, DC 20423-0001, Attention: Environmental Filing, Docket No. FD 36500 (Sub-No. 1). You may also submit comments to OEA's third-party consultant Burns & McDonnell at:

Diana Wood
c/o Stephen Thornhill
Burns & McDonnell

9400 Ward Parkway
Kansas City, MO 64114

We have also included a Consultation Questionnaire to assist you in participating in the Project and help us with your level of involvement. Please complete and return the questionnaire to us also by December 9, 2022.

If you have any questions, please feel free to contact Diana Wood, OEA's Project Manager for the environmental review, at 202-245-0302 or by email at Diana.Wood@stb.gov.
Please send your responses by December 9, 2022.

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
Director
Office of Environmental Analysis

Map Attachments
Consultation Questionnaire

CONSULTATION QUESTIONNAIRE

Sault Ste. Marie Tribe of Chippewa Indians - Michigan Tribe

Docket No. 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.

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ We have no interests in the proposed divestiture of the Kansas City Southern rail line between Kansas City, Missouri and East St. Louis, Illinois and further consultation with our Tribe is not necessary.

_____ We want to continue to receive project information by mail or email and participate in the public involvement process. Please specify email and/or mailing address

_____ We have interest in the proposed divestiture of the Kansas City Southern rail line between Kansas City, Missouri and East St. Louis, Illinois and want to participate in government-to-government consultation.

Name of Sault Ste. Marie Tribe of Chippewa Indians - Michigan Tribe designated contact:

Name: _____

Email: _____

Phone: _____

Signed: _____

Date: _____

Please email to: Diana.Wood@stb.gov

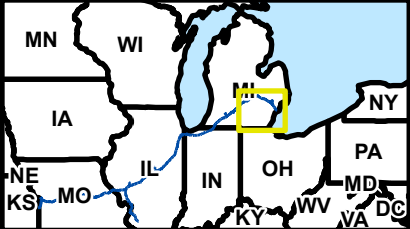
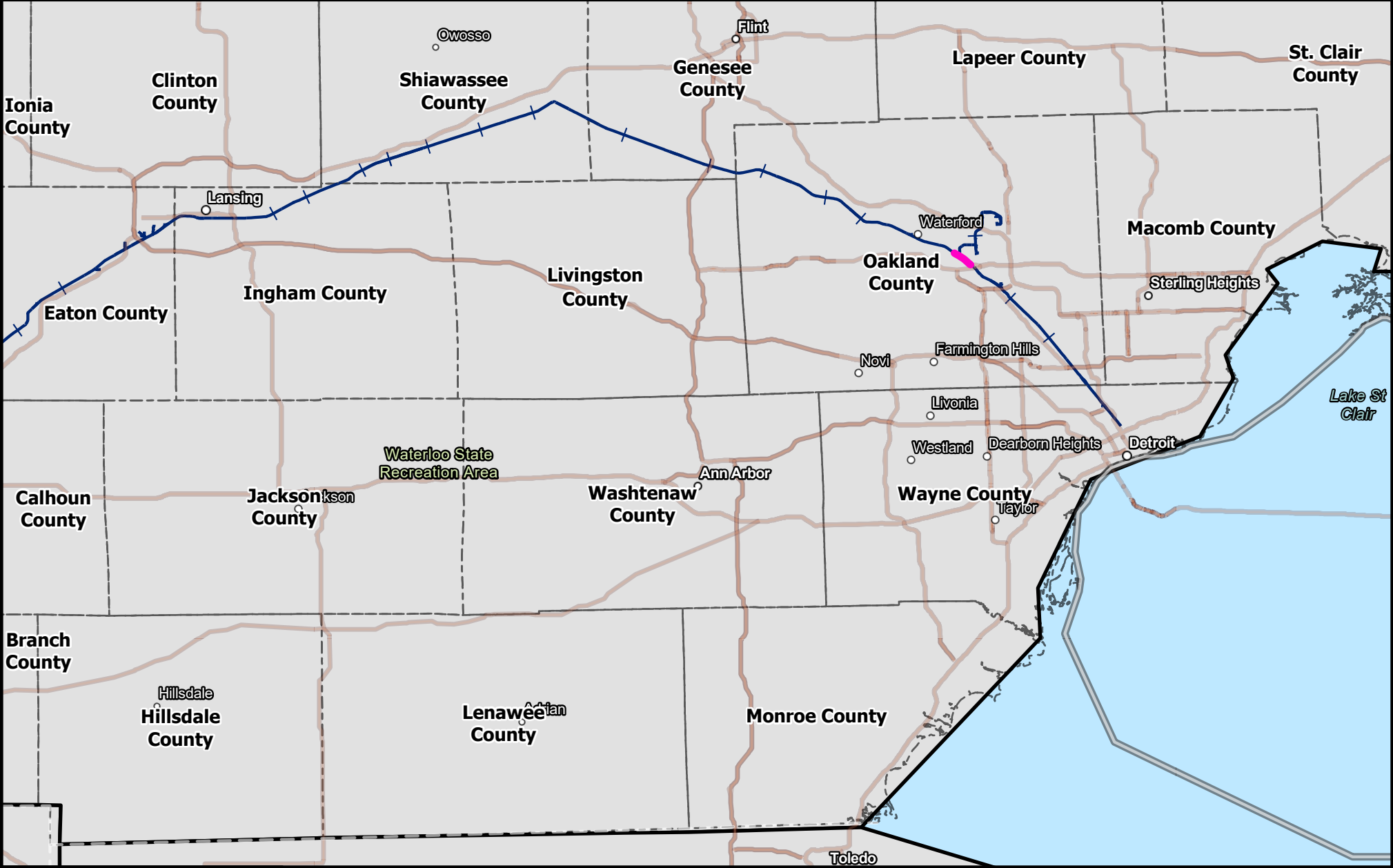
Or mail to:

Diana Wood
c/o Stephen Thornhill
Burns & McDonnell
9400 Ward Parkway
Kansas City, MO 64114



Figure 1:
KCS Divestiture to CN
Line Segments and
Facility Improvement Projects
for EA Evaluation





- States
- County
- Yard Tack

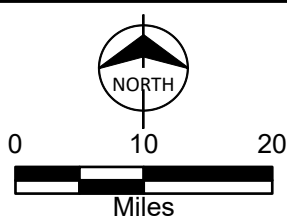
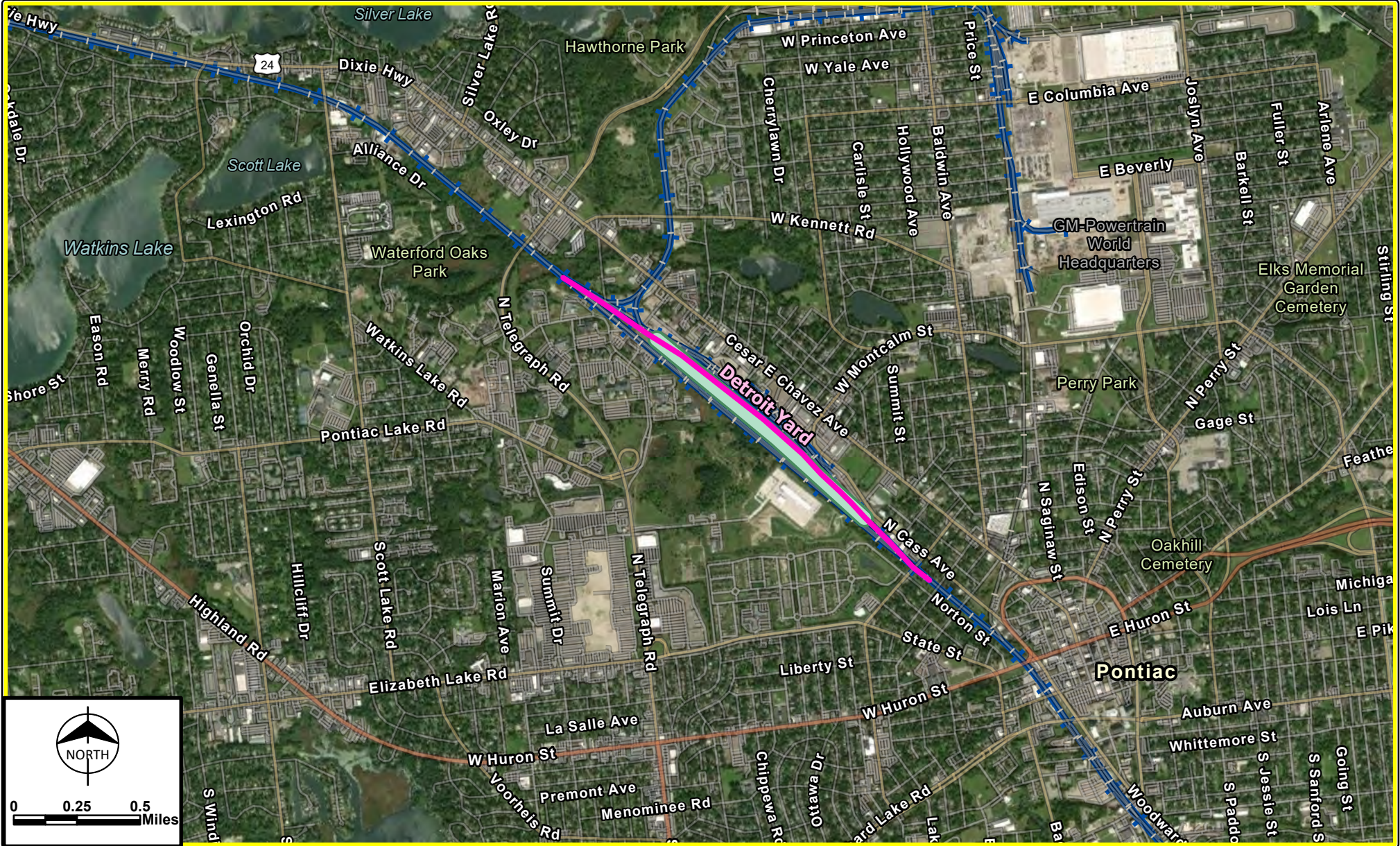


Figure 2:
KCS Divestiture to CN
Facility Improvement Projects
for EA Evaluation
Michigan (Overview)
Page 1 of 2



- + Existing Rail Line
- Rail Yard With Increased Carload Switching Activities
- Yard Tack



Figure 2:
 KCS Divestiture to CN EA
 Facility Improvement Project
 Detroit Intermodal Yard
 Michigan
 Page 2 of 2



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

November 3, 2022

Rebecca Richards
Chairperson
Pokagon Band of Potawatomi Indians - Michigan and Indiana
PO Box 180
Dowagiac, MI 49047

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 for Comments**

Dear Ms. Richards:

This letter requests comments on the amended “responsive” application filed by Canadian National Railway Company (CN) and its United States rail carrier affiliate, Illinois Central Railroad Company (ICCR) (collectively, CN), on June 9, 2022, in Docket No. FD 36500 (Sub-No. 1). In that application,³⁷ CN requests that the Surface Transportation Board (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). See attached maps. CN’s filing was submitted in response to a primary application filed jointly by Canadian Pacific et al. (CP) and KCS in Docket No. FD 36500, seeking Board authority for CP to acquire KCS.³⁸ The proposed acquisition of KCS by CP is the subject of a separate ongoing environmental review by the Board.³⁹ Should the Board authorize both the primary application and the Proposed Divestiture, then CP would be ordered to sell the Springfield Line to CN upon completion of CP’s acquisition of KCS.

³⁷ CN had filed a responsive application on February 28, 2022. However, in response to an apparent inconsistency in certain data filed in Docket No. 36500, the Board provided time for CP and KCS to address the inconsistency and for all interested parties to refile their respective applications.

³⁸ Other responsive applications are pending before the Board in Docket No. FD 36500 (Sub-Nos. 2-4) but are not discussed here because those applications are exempt from environmental review.

³⁹ The Board issued a Draft Environmental Impact Statement (EIS) on the primary application in Docket No. FD 36500 on August 5, 2022, and requested public comments on the Draft EIS by October 14, 2022. More information regarding the environmental review of the proposed acquisition of KCS by CP can be found on the project-specific website (www.CP-KCSMergerEIS.com) or on the Board’s website at www.stb.gov by conducting a search for Docket No. FD 36500.

Before deciding whether to authorize the Proposed Divestiture, the Board must first evaluate the potential environmental impacts of CN's proposal in accordance with the National Environmental Policy Act (NEPA) (42 U.S.C. §§ 4321-4370m-12) and the Board's environmental regulations at 49 C.F.R. Part 1105. To comply with NEPA, the Board's Office of Environmental Analysis (OEA) is conducting an environmental review of the Proposed Divestiture separately from, but concurrently with, the ongoing environmental review of the proposed acquisition of KCS by CP. Although the Proposed Divestiture could only occur if CP is authorized to acquire KCS, the environmental reviews for the two proposals are being conducted separately because they involve different railroad applicants and largely distinct sets of potential environmental impacts that would occur in different geographic areas.

The purpose of this letter is to advise you of the Proposed Divestiture and request information from your tribe on the environmental resources under your jurisdiction that could be affected by the Proposed Divestiture and permits and approvals that could be required. The environmental review of the Proposed Divestiture will help inform the Board in making its decision about whether to approve CN's proposal and, if so, whether and what environmental mitigation conditions to impose.

Project Description

The Proposed Divestiture proceeding requests that the Board order the sale of approximately 370 miles of KCS's Springfield Line in Missouri and Illinois. In connection with the sale of the Springfield Line, CN also seeks a 50% equity interest in KCS's International Freight Gateway terminal (IFG Terminal) south of Kansas City. See attached map.

CN states that its proposal to acquire the Springfield Line if the Board authorizes CP to acquire KCS would preserve and enhance competition between Kansas City and Chicago; introduce new single-line rail automotive and intermodal service between Michigan/Eastern Canada and Kansas City; and establish a more direct route for rail traffic between Canada and the Midwest and East St. Louis. CN estimates that more than 80,000 long-haul trucks would be removed from the highways each year as a result of the Proposed Divestiture and that this would generate public benefits by reducing greenhouse gas emissions, highway congestion and maintenance.

According to CN, the Proposed Divestiture would involve (1) operational changes (e.g., an increase in average trains per day) on certain segments of the Springfield Line as well as some contiguous segments of CN's Gilman Line and CN's St. Louis Line that would exceed the Board's thresholds for environmental review at 49 C.F.R. § 1105.7(e) (see further discussion below); (2) changes in activity at some rail yards and intermodal facilities that would exceed the Board's thresholds for environmental review; (3) capital improvements within the existing rail right-of-way and at yards/intermodal facilities; and (4) changes at intermodal facilities that would result in an average increase of truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on affected road segments.

Environmental Review

The Board's thresholds for assessing environmental impacts from increased rail traffic on rail lines in railroad acquisition proceedings are an increase in rail traffic of at least 100 percent as measured in gross ton-miles annually (GTM) or an increase in rail traffic of at least eight trains per day in areas classified as being in attainment under the Clean Air Act. For rail lines located in nonattainment areas, environmental impacts are assessed if they would experience an increase in rail traffic of at least 50 percent as measured in GTMs or an increase of at least three trains per day. 49 C.F.R. §§ 1105.7(e)(5)(i)-(ii). For the Proposed Divestiture, CN projects that the Board's environmental thresholds for GTM (but not for trains per day) would be met or exceeded along 11 rail line segments, including four segments of the KCS Springfield Line, four segments of the CN Gilman Line, and three segments of the CN St. Louis Line. See attached map. Of these line segments, CN estimates that seven are located in attainment areas and four are located in non-attainment areas. Therefore, OEA will evaluate the potential environmental impacts that could result from increased rail traffic on those 11 rail line segments.

At rail yards and intermodal facilities, the air quality thresholds include an increase of at least 100% in rail carload activity for areas classified as being in attainment or 20% in rail carload activity for areas in nonattainment. 49 C.F.R. §§ 1105.7(e)(5)(i)-(ii). CN projects that the Proposed Divestiture would result in increases in operational activity that would exceed the Board's thresholds at the East St. Louis Yard/Intermodal Terminal in Illinois and at CN's Detroit Intermodal Yard in Michigan. See attached map. Therefore, OEA will evaluate the potential environmental impacts that could result from increased operational activity at those facilities.

To support the projected increases in rail traffic, CN plans to make eight capital improvements within the existing rail right-of-way (ROW). These would include extending six existing passing sidings, adding one new siding passing, and relocating one passing siding on the Springfield Line. In Missouri, the improvements would occur at Grain Valley, Harmony, Mexico West, Bowling Green, and Blackburn; and in Illinois, improvements would occur at Pleasant Hill, Roodhouse and Cockrell. In addition, CN plans to make capital improvements at the East St. Louis Yard/Intermodal Terminal in Illinois by constructing 6,000 track feet with intermodal pads and accompanying pavement and 5,000 track feet for loading/unloading and car storage; and developing approximately 25 acres of land for necessary roadways, parking, and truck areas. At IFG Terminal in Missouri, CN proposes to construct 20,000 track feet with pad, storage and accompanying pavement, and 6,600 track feet for loading/unloading and storage, roadways and railhead parking and truck areas. At Roodhouse Yard in Illinois, CN would construct 5,000 feet of new yard track. Railroads have the right to increase efficiency by improving their rail lines and rerouting their traffic without seeking authority from the Board. Therefore, railroad capital improvements that are designed to improve operational efficiency (such as sidings, double tracking, and industry track) typically do not require Board authorization or environmental review by OEA. Where, as here, planned capital improvements are related to a proposal requiring Board approval, however, OEA considers, as appropriate, the potential environmental impacts from such planned capital improvements on a case-by-case basis. In this case, CN has stated that the planned capital improvements are necessary to accommodate the projected increase in rail traffic and has sufficiently identified the location and general layout of the planned capital improvements to support an environmental review. Therefore, OEA will

assess the potential impacts of the planned capital improvements as part of the NEPA review of the Proposed Divestiture.

Lastly, OEA will evaluate changes at intermodal facilities that would result in an average increase of truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment. See 49 C.F.R. §§ 1105.7(e)(5)(i)-(ii). These include: IFG Terminal in Missouri; East St. Louis Intermodal Terminal in Illinois; and Detroit Intermodal Yard in Michigan.

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In short, based on the information available to date, OEA will evaluate the potential environmental impacts associated with the increased rail traffic, increased operational activity, and capital improvements described above and compare these impacts to the No-Action Alternative, which would occur if the Board were to authorize CP to acquire KCS in Finance Docket No. 36500 but deny CN's amended responsive application for the Proposed Divestiture of the Springfield Line from CP to CN in Finance Docket No. 36500 (Sub-No. 1). OEA's environmental review will evaluate impacts from the Proposed Divestiture related to freight rail safety; rail/roadway at-grade crossing (grade crossing) safety; grade crossing delay; truck-to-rail diversions; intermodal facility traffic; noise and vibration; air quality and climate change; energy; cultural resources; hazardous materials releases sites; biological resources; water resources; environmental justice; and cumulative impacts.

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c/o Stephen Thornhill
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9400 Ward Parkway
Kansas City, MO 64114

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Sincerely,

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Danielle Gosselin
Director
Office of Environmental Analysis

Map Attachments
Consultation Questionnaire

CONSULTATION QUESTIONNAIRE

Pokagon Band of Potawatomi Indians - Michigan and Indiana Tribe

Docket No. 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.

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Name of Pokagon Band of Potawatomi Indians - Michigan and Indiana Tribe designated contact:

Name: _____

Email: _____

Phone: _____

Signed: _____

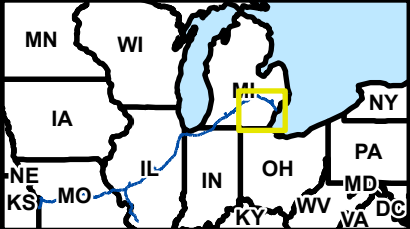
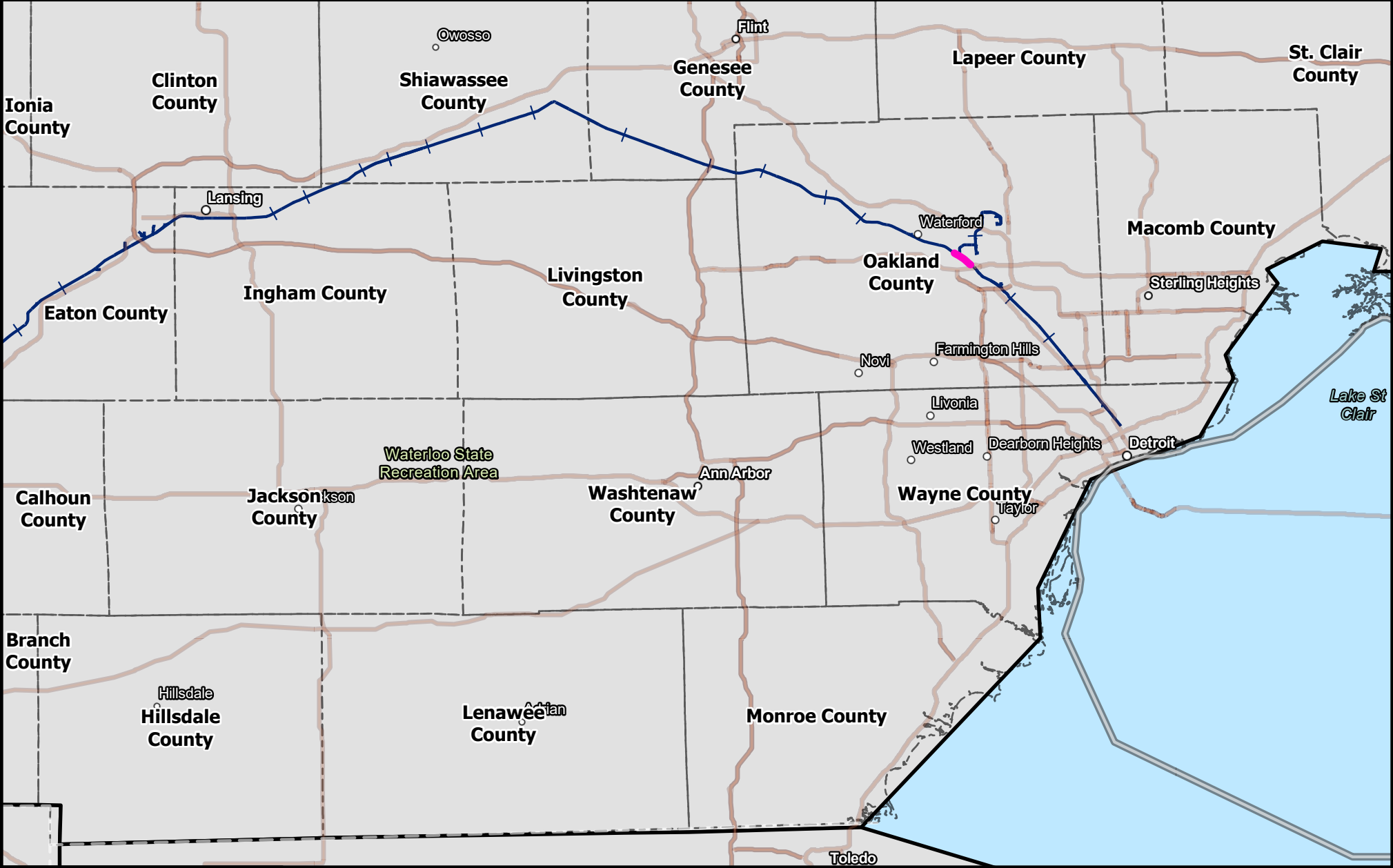
Date: _____

Please email to: Diana.Wood@stb.gov

Or mail to:

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- States
- County
- Yard Tack

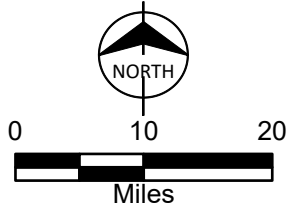
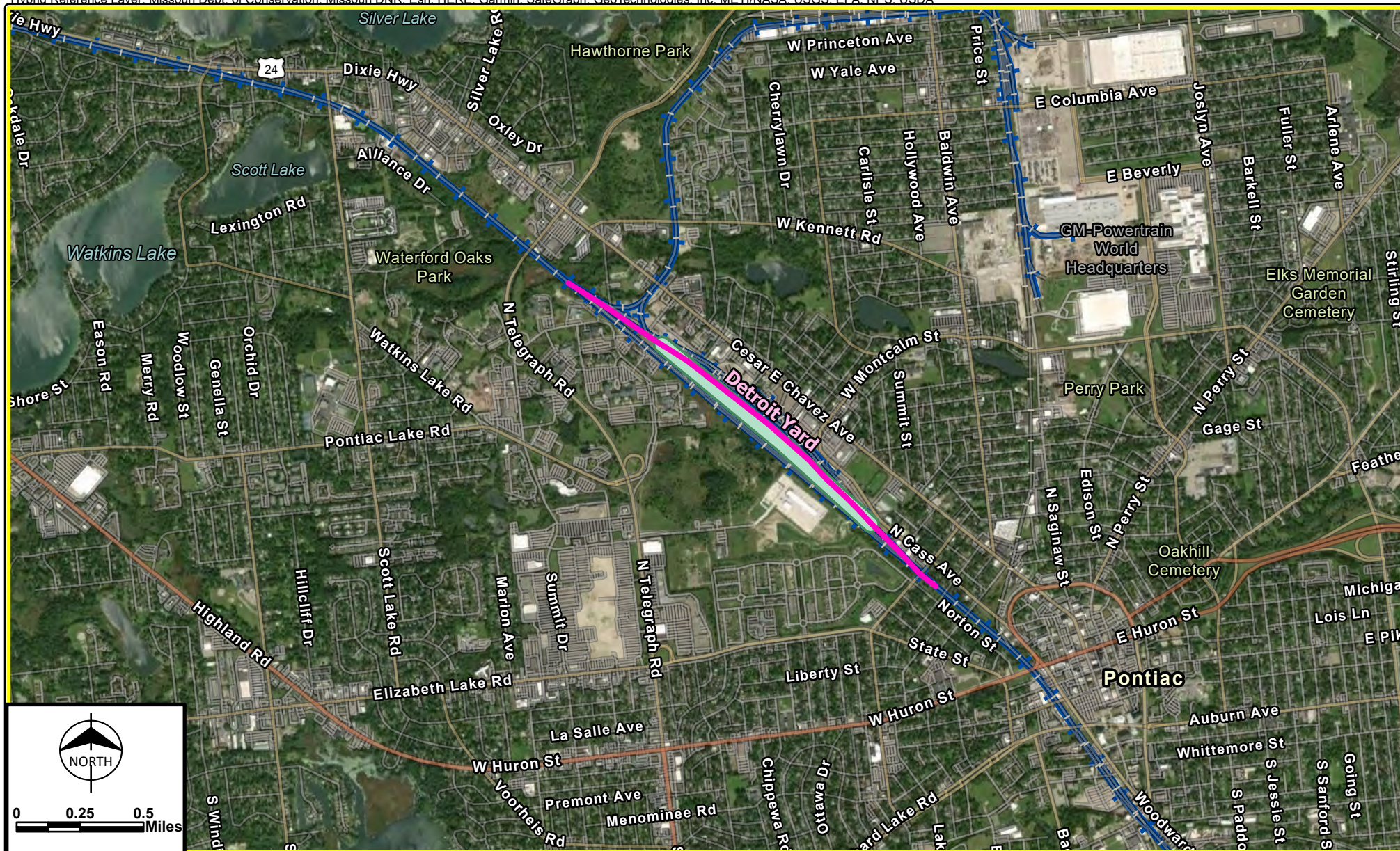


Figure 2:
KCS Divestiture to CN
Facility Improvement Projects
for EA Evaluation
Michigan (Overview)
Page 1 of 2



- + Existing Rail Line
- █ Rail Yard With Increased Carload Switching Activities
- Yard Tack

**BURNS
MCDONNELL**

Figure 2:
KCS Divestiture to CN EA
Facility Improvement Project
Detroit Intermodal Yard
Michigan
Page 2 of 2