



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

December 21, 2022

Peter Whitfield
Sidley Austin LLP
1501 K Street NW
Washington, DC 20005

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, IL – Kansas City Southern Railway Company et al.; **Information Request No. 2**

Dear Mr. Whitfield:

As you know, the Surface Transportation Board's (Board) Office of Environmental Analysis (OEA) is progressing with the ongoing environmental review of the proposed acquisition of the Kansas City Southern Railway (KCS) rail line between Kansas City, Missouri and Springfield and East St. Louis, Illinois (the Springfield Line) by Illinois Central Railroad (Proposed Divestiture). Specifically, OEA has completed a detailed review of the available environmental data for the Proposed Divestiture, consulted with appropriate federal, state, local and tribal agencies, conducted on-site field investigations and prepared detailed maps. However, consistent with 40 C.F.R. § 1506.5(b)(1), OEA has determined that the following additional information is needed from CN:

- A. For rail segments on the Springfield Line where the Board's thresholds for environmental analysis would be exceeded, please provide:
 - A.1. The average locomotive fuel efficiency (ton-miles per gallon of diesel fuel) for pre- and post-divestiture (No-Action and Action Alternatives) operations.
 - A.2. The average number of locomotives per train, the average number of railcars per trains, and the average total length (in feet) of trains, pre-divestiture (No-Action Alternative).
 - A.3. The estimated average pre-divestiture (No-Action Alternative) and expected average post-divestiture (Action Alternative) dwell time at passing sidings.
- B. At rail yards on the Springfield Line that would exceed the Board's thresholds, please provide the total number of pre-divestiture and post-divestiture (No-Action and Action Alternatives) rail cars switched per year.
- C. For all planned capital improvements, please provide the following construction data:
 - C.1. Construction schedule (timeframe in months/years from start to completion);

- C.2. Duration of workday (hours) and work week (days);
- C.3. List of construction equipment and truck types to be used;
- C.4. Number of each piece of construction equipment and truck type to be used;
- C.5. Total working days or hours that each piece of construction equipment and truck type would be in operation;
- C.6. Provide width of existing right-of-way and anticipated width of area of disturbance at each construction location;
- C.7. Please describe any capital improvement-related modifications or alterations that would occur at existing waterway crossings (sidings, yards and intermodal terminals), and indicate the nature and extent of these changes; and,
- C.8. Please identify the number and type of structures (box culvert, bridge – clear span/pier or other) at each of the affected waterway crossings mentioned above.
- D. At intermodal facilities, please provide pre-divestiture and post-divestiture (No-Action and Action Alternatives) information on:
 - D.1. Average truck dwell time at facility;
 - D.2. Number of operating days per year;
 - D.3. Number of yard truck moves per lift; and,
 - D.4. Number of yard truck moves per hour.
- E. At automotive facilities, please provide pre-divestiture and post-divestiture (No-Action and Action Alternatives) information on:
 - E.1. Average truck dwell time at facility;
 - E.2. Number of operating days per year;
 - E.3. Number of yard truck moves per lift; and,
 - E.4. Number of yard truck moves per hour.
- F. For truck-to-rail diversions, please provide the expected annual truck-miles removed *by county*.

If you have any questions, please feel free to contact Diana Wood, OEA's Project Manager for the environmental analysis, at 202-245-0302 or by email at Diana.Wood@stb.gov. Please send your responses by January 13, 2023.

Sincerely,

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

Danielle Gosselin
Director
Office of Environmental Analysis