

January 15, 2024

Jay C. Johnson

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Danielle Gosselin
Director
Office of Environmental Analysis
Surface Transportation Board
395 E Street, SW
Washington, DC 20423

Re: Docket No. FD 36500, CPKC Quarterly Environmental Mitigation
Measures Report for September 15 to December 14, 2023

Dear Ms. Gosselin:

The Board's decision approving the merger in this proceeding requires CPKC to submit quarterly reports to the Office of Environmental Assessment "on the progress of, implementation of, and compliance with all Board-imposed environmental mitigation measures." The decision also explains that "[t]he Board's consistent practice in imposing environmental conditions is to mitigate only impacts resulting directly from the transaction." OEA studied those impacts in its EIS.

With this letter, CPKC is enclosing its third quarterly environmental mitigation measures report. You will see that the report covers mitigation for the impacts studied in the EIS during the quarter starting September 15 and ending December 14, 2023.

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As always, we are happy to discuss these issues with you, so please contact me if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jay C. Johnson".

Jay C. Johnson

cc: Elizabeth Webster
Joe Van Humbeck
Glen Wilson
Alan Summerville
Waymon Peer



CPKC Quarterly Environmental Mitigation Measure Compliance Report Number 3

This report includes compliance activities completed between September 15, 2023, and December 14, 2023 (Quarter 3, Year 1 of the STBs oversight period following the acquisition of KCS by CP, STB Docket FD 36500)

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
1	General Mitigation Measures	VM-General-01. <i>The Applicants will continue to engage in good faith with potentially affected communities along the combined network, listen to their input related to the proposed merger and strive to reach negotiated agreements to address merger-related impacts.</i>	CPKC representatives continue to regularly meet with communities along the combined network to listen to their input and address their concerns. In addition to this regular cadence of meetings, including those centered around the implementation of mitigation (which are discussed further below), CPKC representatives continue to engage with communities in meetings and events to ensure open lines of communication and an ongoing dialogue. CPKC’s engagement is not limited to communities; during the quarter CPKC representatives also met with federal and state legislators in states across the combined network.
2	General Mitigation Measures	VM-General-02. <i>The Applicants will follow all applicable Federal Railroad Administration (FRA) and Occupational Safety and Health Administration construction and operational safety regulations to minimize the potential for incidents during construction of the Capital Improvement Projects and operation of the combined network.</i>	During the reporting period, CPKC complied with all applicable FRA and OSHA regulations, except that CPKC received three Notice of Violation and accompanying fines from the FRA related to operational safety of employees: Notice of Violation – September 27, 2023 – High Oak Yard (Mississippi). Locomotive observed with slip and trip hazard on the floor of the crew bathroom. Notice of Violation – October 5, 2023 – Franklin Park (Illinois). Locomotive observed unattended and unsecured. Notice of Violation – October 19, 2023 – St. Paul (Minnesota). Locomotive observed without high voltage cover in place in main generator room.
3	General Mitigation Measures	MM-General-01. <i>If there is a material change in the facts or circumstances upon which the Board relied in imposing specific environmental mitigation conditions, and upon petition by any party who demonstrates such material change, the Board shall consider revising its final mitigation, if warranted and appropriate.</i>	CPKC is not aware of any material changes in the facts or circumstances upon which the Board relied.
4	General Mitigation Measures	MM-General-02. <i>The Applicants shall submit quarterly reports to OEA on the progress of, implementation of, and compliance with all Board-imposed environmental mitigation measures. The reporting period for these quarterly reports shall begin on the date of the Board’s final decision authorizing the acquisition and continue for seven years, or one year after the Applicants have completed capital improvements related to the acquisition, whichever is longer. The Applicants shall submit copies</i>	This is CPKC’s third quarterly compliance report, covering the period of September 15, 2023, to December 14, 2023.

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		<i>of the quarterly reports within 30 days following the end of each quarterly reporting period and distribute the reports to appropriate federal and state agencies, as specified by OEA.</i>	
5	General Mitigation Measures	MM-General-03. <i>To minimize the potential for impacts for impacts on biological resources, water resources, hazardous materials release sites, and cultural resources, the Applicants shall, to the greatest extent possible, confine construction activities related to the planned capital improvements to the area within the existing ROW.</i>	CPKC continues to work with the selected contractors to limit construction works to the greatest extent possible to the existing Right-of-Way (ROW). As CPKC communicated to the OEA on October 26, 2023, CPKC is planning to acquire a strip of additional property adjacent to the existing ROW to accommodate the required embankment width at the Loring, LA Capital Improvement Project.
6	Freight and Passenger Rail Safety	VM-Rail-01. <i>The Applicants will comply with FRA and Pipeline and Hazardous Materials Safety Administration regulations applicable to the safe and secure transportation of hazardous materials.</i>	During the reporting period, CPKC received one Notice of Violation and accompanying fine from the FRA related to the safe and secure transportation of hazardous materials: Notice of Violation – November 21, 2023 – Drake (North Dakota). Ethanol cars observed dwelling in the yard for greater than 48h.
7	Freight and Passenger Rail Safety	VM-Rail-02. <i>The Applicants will comply with the Safety Integration Plan (SIP), prepared pursuant to 49 C.F.R. Part 1106, which may be modified and/or updated as necessary to respond to evolving conditions and/or new information. In the event of a reportable hazardous materials release, the Applicants will notify appropriate federal, state, and local agencies, as required under applicable law.</i>	CPKC continues to progress the integration plans set out in its approved Safety Integration Plan (SIP) and has regular communications with the FRA regarding the SIP. All reportable hazardous material releases were reported to appropriate federal, state and local agencies as required under applicable law.
8	Freight and Passenger Rail Safety	VM-Rail-03. <i>The Applicants will conduct Transportation Community Awareness and Emergency Response Program (TRANSCAER) workshops (training for communities through which dangerous goods are transported) in potentially affected communities that request this training. The Applicants will conduct the workshops in English and, upon request, Spanish. Training will include support for appropriate access to the AskRail app and its use to facilitate rapid, real-time access for qualified responders to information about hazardous materials in rail transportation.</i>	The CPKC Emergency Response and Hazardous Materials team completed two TRANSCAER training events during the reporting period, engaging with over 160 first responders.

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9	Freight and Passenger Rail Safety	VM-Rail-04. <i>The Applicants will offer to fund the participation in railroad focused emergency response training at the Association of American Railroads' Security and Emergency Response Training Center in Pueblo, Colorado, of two qualified firefighters providing service within each of the potentially affected communities.</i>	During the reporting period, the CPKC Emergency Response and Hazardous Materials team finalized the dates of the 2024 railroad focused emergency response training. In response to feedback received from Fire Departments across the network, this training will be offered at the Security and Emergency Response Training Center (SERTC) in Pueblo, CO as well as the Illinois Fire Service Institute (IFSI), the Texas A&M Engineering Extension Service (TEEX) and the Mississippi Fire Academy (MFA). The 2024 dates currently booked for training are: SERTC – April 23-25 and October 23-24 IFSI – October 8-9 and October 10-11 TEEX – April 4-5 and April 13-14 MFA – May 13-17 This information has been communicated to the fire departments providing service to the potentially affected communities and the enrollment of firefighters has begun. In response to a direct request from the Chicago area communities along the Elgin Subdivision, CPKC put on an additional railroad focused emergency response training course at the Illinois Fire Service Institute. An additional 12 firefighters from these communities participated in the training which was conducted October 3rd and 4th, 2023.
10	Freight and Passenger Rail Safety	VM-Rail-05. <i>The Applicants will leverage CP's extensive emergency response equipment assets by reviewing coverage of those assets across CPKC. The Applicants will either redistribute existing assets or add new equipment assets to improve emergency response capabilities relating to the potentially affected communities on CPKC.</i>	CPKC extended offers of employment to two Emergency Response and Hazardous Materials Officers, one of whom will be based in Shreveport, LA and the other in Minneapolis, MN. CPKC will determine if any physical emergency response assets should be repositioned or added to meet the former CP's approach to Emergency Response across the network.
11	Freight and Passenger Rail Safety	VM-Rail-06. <i>The Applicants will abide by their commitments to Amtrak in their agreement dated December 17, 2021. In general, the Applicants will support the efforts of Amtrak and the Southern Rail Commission to establish Amtrak service between New Orleans and Baton Rouge, and study the potential for Amtrak service between Meridian, Mississippi and Dallas, Texas. Additionally, Applicants will work with Amtrak to increase the frequency on the Hiawatha service between Chicago and Milwaukee; extend Hiawatha service from Milwaukee to Saint Paul and create a second round-trip on the Twin Cities-Milwaukee-Chicago corridor; and establish passenger service through the Detroit River Tunnel, connecting Detroit to Windsor, Ontario in order to facilitate passenger service between Detroit and Windsor connecting to VIA Rail.</i>	CPKC continues to engage with Amtrak and other stakeholders to abide by commitments in the agreement dated December 17, 2021. • <u>Detroit to Windsor:</u> CPKC is in engaged with Amtrak on establishing this service. CPKC is waiting for Amtrak to present the proposed route and details on the new service. • <u>Twin Cities-Milwaukee-Chicago corridor:</u> Schedules for first round trip have been approved and Amtrak has notified CPKC they would like to start the service (Borealis service) on Feb 26, 2024.

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			• <u>Hiawatha service</u>: CPKC has been working with stakeholders from Amtrak and WisDOT on the agreed upon infrastructure projects around the Milwaukee area. Design work continues to progress on these projects. CPKC is participating on a bi-weekly call with Amtrak and WisDOT. • <u>New Orleans-Baton Rouge</u>: CPKC representatives continue to participate in bi-weekly calls with Amtrak and LADOTD to discuss the engineering study results and projects needed to initiate service. • <u>I-20</u>: CPKC representatives remain engaged on its commitments to studying I-20 service.
12	Freight and Passenger Rail Safety	MM-Rail-01. <i>The Applicants shall comply with the SIP prepared under 49 C.F.R. part 1106 and 49 C.F.R. § 244.9, which may be updated as necessary, and shall continue to coordinate with FRA in implementing the SIP during the operations integration period. The ongoing safety integration process shall continue until FRA has informed the Board that the integration of Applicants’ operations has been safely completed.</i>	CPKC continues to progress the integration plans set out in its approved Safety Integration Plan (SIP) and has regular communication with the FRA regarding the SIP.
13	Grade Crossing Safety and Delay	VM-Grade Crossing-01. <i>Although the Applicants have not identified any grade crossings that would require mitigation based on precedent established in other approved mergers, the Applicants will, upon request, work with potentially affected communities in support of securing funding, in conjunction with appropriate state agencies, for crossing mitigation projects where they may be appropriate under criteria established by relevant state transportation departments to increase the safety of existing at-grade crossings.</i>	CPKC continues to engage with communities interested in securing funding for crossing mitigation projects, including engagement with Iowa DOT on crossing closure incentives.
14	Grade Crossing Safety and Delay	VM-Grade Crossing-02. <i>The Applicants will operate under the General Code of Operating Rules rule numbers 6.32.6 (Blocked Public Crossings) and 6.32.4 (Clear of Crossings and Signal Circuits), which provide that, when practical, a standing train or switching movement must avoid blocking a public crossing longer than 10 minutes and, when practical, cars, engines and other equipment should not be left standing closer than 250 feet from a road crossing when there is an adjacent track.</i>	During the reporting period, CPKC received 132 calls to its Public Safety Communications Center (PSCC) / Community Connect regarding trains occupying/blocking crossing (some incidents resulted in more than one call). These incidents can be broken down as: - 71 calls from Iowa (including 31 from the Scott County area, 20 from Muscatine County, and 16 from Clinton County) - 34 calls from Louisiana (including 24 from Leesville) - 22 calls from Illinois (including 7 from Carroll County, 7 from Cook County and 5 from Ogle County) - 5 calls from Missouri

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15	Grade Crossing Safety and Delay	VM-Grade Crossing-03. <i>The Applicants will consult with potentially affected communities to improve visibility at roadway/rail at-grade crossing by clearing vegetation where practicable.</i>	CPKC completed vegetation management activities at 138 public crossings on the Pittsburgh and Beaumont Subdivision during the reporting period.
16	Grade Crossing Safety and Delay	VM-Grade Crossing-04. <i>Where practicable, the Applicants will investigate the potential to create alternative access for properties whose sole access will be blocked more than once per week by a train stationary longer than 10 minutes at a single location.</i>	No new alternate access roads were proposed during the reporting quarter. As previously reported, CPKC is including alternate access roads in the designs of the Bellevue and Goodman Capital Improvement Projects.
17	Grade Crossing Safety and Delay	VM-Grade Crossing-05. <i>For the construction of additional track through road crossings within the limits of the Capital Improvement Projects, where practicable, the Applicants will consult with local transportation officials regarding detours and associated signs, as appropriate, or attempt to maintain at least one open lane of traffic, as practicable, to allow the quick passage of emergency and other vehicles.</i>	During the reporting period, CPKC did not need to close any road crossings to facilitate the construction of the Capital Improvement Projects.
18	Grade Crossing Safety and Delay	VM-Grade Crossing-06. <i>The Applicants will notify Emergency Services Dispatching Centers for potentially affected communities of all crossings blocked by trains that are stopped and may be unable to move for a significant period of time.</i>	During the reporting period, the CPKC Public Safety Communications Center routinely provided notice to local Emergency Services Dispatching Centers along the Chicago, IL to Laredo, TX corridor on those occasions when a train was blocking a crossing and wouldn't be able to move for a significant period of time.
19	Grade Crossing Safety and Delay	MM-Grade Crossing-01. <i>The Applicants shall consult with appropriate state Departments of Transportation and other appropriate agencies, including the Illinois Commerce Commission for grade crossings in Illinois, prior to constructing, relocating, upgrading, or modifying grade crossings as part of the acquisition, including grade crossing warning devices, and shall abide by those agencies' reasonable requirements for the design of grade crossings and associated warning devices.</i>	CPKC remains engaged with appropriate state Departments of Transportation and the Illinois Commerce Commission and has met with Iowa DOT and the ICC in the last quarter.
20	Noise and Vibration	VM-Noise-01. <i>The Applicants will fund the improvements necessary to allow any potentially affected community with an existing Quiet Zone to maintain that designation should the increase in merger related train traffic cause that community to fall out of compliance with FRA regulations.</i>	CPKC is not aware of any Quiet Zones which have fallen out of compliance with FRA regulations as a result of merger related train traffic increases.

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21	Noise and Vibration	VM-Noise-02. While building the Capital Improvement Projects, the Applicants will work with their construction contractors to minimize, where practicable, construction-related noise disturbances between the hours of 2100 and 0700 local time.	During the reporting period, the following construction activities needed to occur between the hours of 2100 and 0700: 1) On October 12, CPKC crews installed a switch at the Laredo siding extension between 2000h and 0200h. This activity needed to occur during these hours so that the delivery of customer freight wasn't negatively impacted. 2) On December 7, CPKC crews completed a track realignment and switch install at Deer Creek which began during daytime hours but extended until 2200h. 3) On Dec. 10, CPKC crews detected movement within the embankment at Bellevue which required urgent stabilization. This stabilization occurred between 2100h and 0001h.
22	Noise and Vibration	VM-Noise-03. In the construction of the Capital Improvement Projects, the Applicants will, where practicable and consistent with safe and efficient operating practices, use continuously welded rail in order to reduce wheel/rail wayside noise.	All the Capital Improvement Projects have been designed with continuously welded rail.
23	Noise and Vibration	MM-Noise-01. To minimize noise and vibration, the Applicants shall maintain rail and rail beds according to American Railway Engineering and Maintenance-of-Way Association standards.	During the reporting period, CPKC complied with all applicable AREMA standards and FRA regulations and did not receive any Notices of Violation and accompanying fines from the FRA related to the maintenance of the rail or rail bed.
24	Noise and Vibration	MM-Noise-02. The Applicants shall comply with FRA regulations establishing decibel limits for train operations.	During the reporting period, CPKC complied with all applicable FRA regulations and did not receive any fines or notices of a recommended violation from the FRA related to the decibel limits for train operations.
25	Noise and Vibration	MM-Noise-03. The Applicants shall consider lubricating curves where doing so would both be consistent with safe and efficient operating practices and significantly reduce noise for residential or other noise sensitive receptors.	CPKC has received the analysis from our consultant which identified curves in proximity to sensitive receptors. CPKC will now work with our friction management contractor to evaluate the potential to mitigate noise with rail lubrication (or confirm that rail lubrication is already in place).
26	Noise and Vibration	MM-Noise-04. The Applicants shall employ safe and efficient operating procedures that, in lieu of, or as complement to, other noise mitigation measures can have the collateral benefit of effectively reducing noise from train operations. Such procedures may include: a) Inspecting rail car wheels to maintain wheels in good working order and minimize the development of wheel flats;	a) During the reporting period, CPKC received one Notice of Violation and accompanying fine related to the maintenance of railcar wheels: Notice of Violation – October 12, 2023 – Meridian (Mississippi). Railcar identified with a worn wheel flange. b) CPKC did not undertake rail grinding in the United States during the current reporting period.

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		b) Inspecting new and existing rail for rough surfaces and, where appropriate, grinding these surfaces to provide a smooth rail surface during operations; c) Regularly maintaining locomotives and keeping mufflers in good working order; and d) Removing or consolidating switches that the Applicants determine are no longer needed.	c) As part of CPKC’s routine locomotive maintenance program, mufflers and other components of the exhaust system are inspected at regular intervals and repaired as required. During the reporting period, CPKC was in compliance with all applicable FRA regulations and did not receive any Notices of Violation and accompanying fines from the FRA related to the maintenance of locomotive mufflers. d) CPKC did not remove any switches during the reporting period.
27	Noise and Vibration	MM-Noise-05. The Applicants shall promptly respond to community inquiries concerning the establishment of Quiet Zones and assist communities in identifying supplemental or alternative safety measures, practical operational methods, or technologies that may enable the community to establish Quiet Zones in accordance with FRA’s final rule on the “Use of Locomotive Horns at Highway-Rail Grade Crossings.”	CPKC remains engaged with communities inquiring about quiet zones and is working with a number of communities in reviewing and applying for quiet zones.
28	Air Quality and Climate Change	VM-Air-01. The Applicants commit to developing Green House Gas (GHG) reduction targets for the combined network and request verification as appropriate from the Science Based Targets initiative (SBTi). As reference, CP’s current SBTi approved target is a 38.3% reduction in well-to-wheels GHG emissions (on an intensity basis) from locomotive operations by 2030 compared to a 2019 base year. CP has also committed to committed to 27.5% GHG reduction (on an absolute basis) by 2030 compared to a 2019 base year for non-locomotive Scope 1 and Scope 2 emissions. KCS has a SBTi target to reduce Scope 1 and 2 GHG emissions by 42% by 2034.	Complete.
29	Air Quality and Climate Change	VM-Air-02. The Applicants commit to undertaking a combined network in-depth climate scenario analysis aligned to Task Force on Climate-related Financial Disclosures (TCFD) recommendations to understand how a changing climate may impact CPKC. The Applicants further commit to improving the resiliency of the combined network to the physical risks of climate change through its capital program.	CPKC is planning to undertake the combined network in-depth climate scenario analysis in 2024. This climate scenario analysis will help identify the areas of CPKC’s network most at risk from the physical risks of climate change and help guide CPKC’s Capital Program in future years.
30	Air Quality and Climate Change	VM-Air-03. As part of the ongoing reconfiguration of Bensenville Yard (a non-merger related project being undertaken as part of the development of the Illinois Tollway’s Elgin O’Hare Western Access Project), the Applicants commit to undertake studies to identify ways to reduce the GHG emissions (and by extension, also reduce other air emissions) at Bensenville Yard.	Consistent with what CPKC reported in Quarterly Compliance Report 2, this has been completed.

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31	Air Quality and Climate Change	VM-Air-04. The Applicants will comply with U.S. Environmental Protection Agency (EPA) emissions standards for diesel-electric railroad locomotives when purchasing and rebuilding locomotives.	CPKC did not take possession of any new locomotives during the reporting quarter. CPKC also did not receive back any locomotive from rebuilding during the reporting quarter, nor did it send away any locomotive to rebuilding during the reporting quarter.
32	Air Quality and Climate Change	VM-Air-05. The Applicants will develop an anti-idling policy for use in potentially affected communities on the combined network. The policy will capture both idling of construction equipment used on the Capital Improvement Projects as well as ongoing operations.	CPKC has issued an Anti-Idling Guideline for use by CPKC’s contractors on the construction of the Capital Improvement Projects. CPKC is in the process of developing a company-wide Anti-Idling Policy which will apply to all non-locomotive combustion engines (locomotive idling is subject to the respective operating rules and regulations of Canada, the United States, and Mexico. In the United States this is governed by CPKC General Operating Instruction 45.4).
33	Air Quality and Climate Change	VM-Air-06. To minimize fugitive dust emissions created during the construction of the Capital Improvement Projects, the Applicants will implement appropriate fugitive dust suppression controls, such as spraying water or other approved measures.	To prevent fugitive dust emissions, the construction contractors have monitored dusting conditions and applied dust control measures, such as site watering, as required.
34	Air Quality and Climate Change	VM-Air-07. The Applicants will work with the contractors selected to construct the Capital Improvement Projects to make sure that construction equipment is properly maintained and that mufflers and other required pollution-control devices are in working condition in order to limit construction-related air emissions.	CPKC continues to work with all construction contractors selected for the Capital Improvement Projects to ensure that all of their equipment is properly maintained, and that mufflers and other required pollution control devices are in proper working order.
35	Air Quality and Climate Change	VM-Air-08. Where vegetation clearing has taken place during the construction of the Capital Improvement Projects, the Applicants will begin revegetation as soon as practicable to minimize impacts of wind erosion and fugitive dust. Where immediate revegetation is not practicable, the Applicants will implement alternative stabilization measures such as matting, mulching, or hydroseeding.	CPKC’s contractors are implementing measures to minimize wind erosion and fugitive dust. As part of the final site stabilization following completion of track construction, the contractors are applying matting, mulch and/or hydroseed.
36	Cultural Resources	MM-Cultural-01. Prior to beginning any construction activities related to the 25 planned capital improvements, the Applicants shall prepare a construction monitoring plan that addresses the following: • Training procedures to familiarize construction personnel with the identification and appropriate treatment of historic properties; • Monitoring of construction activities by a qualified professional archaeologist;	CPKC completed this measure prior to beginning construction on any of the Capital Improvement Projects.

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		• Provisions for monitoring and coordination for work within tribal reservation boundaries; • Provisions for the unanticipated discovery of archaeological sites or associated artifacts during construction activities, including procedures for notifying OEA and the appropriate State Historic Preservation Officer (SHPO) or Tribal Historic Preservation Officer (THPO), pursuant to 36 C.F.R. § 800.13(b) in the event of an unanticipated discovery; and • Provisions for complying with the Native American Graves Protection and Repatriation Act (25 U.S.C. § 3001-3013) and other applicable federal, state, and local laws and regulations in the event of inadvertent discoveries of an unanticipated discovery of unmarked human remains during construction activities. The Applicants shall provide the construction monitoring plan to OEA and appropriate THPOs for review no later than 30 days prior to the start of any construction activities related to the 25 planned capital improvements and shall abide by the provisions of the plan, including any revisions by OEA and appropriate THPOs, during construction activities.	
37	Cultural Resources	MM-Cultural-02. The Applicants shall abide by their commitments to design and engineer the 25 planned capital improvements to remain within existing rail ROW, to maintain the existing rail footprint in locations immediately adjacent to archaeological sites that OEA has identified as eligible for listing on the National Register, and to not perform any construction activities related to the 25 planned capital improvements within the boundaries of National Register-eligible archeological sites identified by OEA.	CPKC continues to abide by the commitment to design and engineer the 25 planned capital improvement so as to maintain the existing rail footprint in locations immediately adjacent to archaeological and historical sites which the OEA has identified as eligible for listing on the National Register.
38	Hazardous Material Release Sites	VM-Haz. Material Sites-01. The Applicants will require its construction contractor(s) to implement measures to protect workers' health and safety and the environment in the event that undocumented hazardous material are encountered during construction of the Capital Improvement Projects. The Applicants will document all activities associated with the previously undocumented contamination and will notify the appropriate state agencies according to applicable regulations. The Applicants will use disposal methods which comply with applicable solid and hazardous waste regulations.	CPKC's contractors have included measures in their Health and Safety Plans to protect workers in the event previously undocumented hazardous materials are discovered.
39	Hazardous Material Release Sites	VM-Haz. Material Sites-02. Prior to the start of construction for each Capital Improvement Project, the Applicants will develop a site-specific spill prevention, control and response plan. This plan will specify measures to prevent the release of petroleum products or other	Prior to the start of construction, CPKC's contractors have developed site specific spill prevention, control and response plans.

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		<i>hazardous materials during construction activities and contain such discharges if they occur.</i>	
40	Hazardous Material Release Sites	VM-Haz. Material Sites-03. <i>In the event of a spill over the applicable reportable quantity during the construction of a Capital Improvement Project, the Applicants will comply with its site-specific spill prevention, control and response plan and applicable federal and state regulations pertaining to spill containment, appropriate clean-up, and notifications.</i>	There was one small spill over reportable quantities at the Monroe Siding Capital Improvement Project: On December 13 th , a haul truck ran over a rock which led to damage to its oil pan resulting in the release of approximately two gallons of engine oil. The spill was cleaned up and the contaminated soil properly disposed of offsite. This spill was also reported to the Illinois EPA as it was above the state reporting threshold.
41	Hazardous Material Release Sites	VM-Haz. Material Sites-04. <i>During the construction of the Capital Improvement Projects, the Applicants will ensure that gasoline, diesel fuel, oil, lubricants, and other petroleum products are handled and stored to reduce the risk of spills contaminating soils or surface waters. If a petroleum spill occurs as a result of construction, and exceeds specific quantities or enters a waterbody, the Applicants (or its agents) will be responsible for promptly cleaning up the spill and notifying responsible agencies in accordance with federal and state regulations.</i>	All petroleum products on site are properly stored and this is inspected daily by each site's respective environmental monitor.
42	Hazardous Material Release Sites	VM-Haz. Material Sites-05. <i>The Applicants will require contractors to dispose of waste generated on the Capital Improvement Projects in accordance with all applicable federal, state, and local regulations.</i>	All waste generated on site at the Capital Improvement Projects under construction was disposed of in accordance with applicable laws and regulations.
43	Hazardous Material Release Sites	MM-Haz Material Sites-01. <i>The Applicants shall notify EPA prior to undertaking any capital improvements related to the acquisition within the EPA Orongo-Duenweg Mining Belt Superfund site.</i>	CPKC will notify the EPA prior to beginning construction on the Asbury Siding Extension.
44	Hazardous Material Release Sites	MM-Haz Material Sites-02. <i>The Applicants shall notify the Iowa Department of Natural Resources prior to undertaking any capital improvements related to the acquisition that could affect the Archer Daniels Midland Corn Processing Facility Industrial Waste Landfill near the Camanche, Iowa site.</i>	CPKC has now completed final design of the Camanche Siding extension. This project will no longer cross Mill Creek (all works will remain south of the water course) and as such the project will no longer be adjacent to the Archer Daniels Midland Corn Processing Facility Industrial Waste Landfill.
N/A	Hazardous Material Release Sites	MM-Haz Material Sites-03. <i>Appendix C of the Board's Decision approving, with conditions, CP acquisition of KCS did not contain a Mitigation Measure with this label.</i>	N/A

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45	Hazardous Material Release Sites	MM-Haz Material Sites-04. <i>The Applicants shall use established standards for recycling or reuse of construction materials, such as ballast and rail ties, during the construction of capital improvements related to the acquisition. When recycling construction materials is not a viable operation, the Applicants shall use disposal methods that comply with applicable solid and hazardous waste regulations.</i>	No used ballast or rail ties were generated at the Capital Improvement Projects during the reporting quarter and thus none were reused.
46	Hazardous Material Release Sites	MM-Haz Material Sites-05. <i>For capital improvements related to the acquisition, the Applicants shall follow American Society of Testing and Materials E1527-05, Standard Practice for Environmental Site Assessments: Phase 1 Environmental Site Assessment Process in areas where potential contamination could be encountered. If the Applicants encounter contamination (or signs of potential contamination) during these activities, Applicants shall perform a Phase 2 environmental investigation. Should findings of a Phase 2 environmental investigation identify contamination in soil and/or groundwater, the Applicants shall coordinate with relevant state agencies on regulatory obligations and comply with those agencies' reasonable requirements for avoiding impacts related to soil and/or groundwater contamination.</i>	Complete.
47	Biological Resources	VM-Biological-01. <i>In alignment with CP's Environmental Policy, the Applicants commit to implementing methods to promote No Net Loss of sensitive habitats (e.g., aquatic areas, wetlands, riparian areas, native prairie, old growth forest) when constructing the Capital Improvement Projects.</i>	CPKC continues to implement methods to promote No Net Loss of sensitive habitats on the Capital Improvement Projects.
48	Biological Resources	VM-Biological-02. <i>Where practicable, the Applicants will clear vegetation in preparation for the Capital Improvement Projects before or after the breeding bird nesting season, specific to each project location, to avoid inadvertent removal of active nests (nesting adults, young, or eggs) and to ensure compliance with the Migratory Bird Treaty Act. If clearing is required during a respective location's nesting season, the Applicants will consult with OEA and the local office of the U.S. Fish and Wildlife Service (USFWS) on appropriate nest survey methods for that area.</i>	CPKC began the clearing of vegetation for the 2024 Capital Improvement Projects in November to ensure compliance with the Migratory Bird Treaty Act.

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49	Biological Resources	VM-Biological-03. <i>The Applicants will not conduct construction related tree removal for the Capital Improvement Projects during the active season for the Indiana bat and the northern long-eared bat (April 1 to October 31).</i>	CPKC began tree removal for the 2024 Capital Improvement Projects in November, which is outside of the active season for the Indiana bat and northern long-eared bat.
50	Biological Resources	VM-Biological-04. <i>During the construction of the Capital Improvement Projects, the Applicants will take steps to reduce the unnecessary removal of bat habitat outside of active bat season by limiting tree removal to only the areas necessary to safely construct and operate the new siding or second track, marking the limits of tree clearing through the use of flagging or fencing, and ensuring that construction contractors understand clearing limits and how they are marked in the field.</i>	Prior to the clearing of trees, surveyors clearly flagged clearing limits to ensure that there was no unnecessary removal of bat habitat.
51	Biological Resources	VM-Biological-05. <i>If construction of the Capital Improvement Projects would require removal or alteration of bridges, culverts, or other structures that provide suitable habitat for the northern long-eared bat or the Indiana bat during the active season for those species (April 1 to October 31), the Applicants will first conduct an inspection for the presence of, or evidence of use by, bats. The inspection will be completed by a qualified biologist. If the inspection finds bats or evidence of bats, then the Applicants will not commence work on the structure until coordinating with OEA and USFWS to determine appropriate follow-up or mitigative actions. The inspection must be completed during the same year that the work takes place.</i>	Prior to altering or removing any bridge or culvert on the Capital Improvement Projects, a qualified biologist completed an inspection for bats. No signs of roosting or use by bats were observed.
52	Biological Resources	VM-Biological-06. <i>Where practicable, the Applicants will conduct any culvert or bridge removal as part of the Capital Improvement Projects outside of the roosting period of bat species, specific to each project location. Where practicable, if bridge or culvert removal is required during the bat roosting period where the individual Capital Improvement Project is located, the Applicants will consult with OEA and the local USFWS office on appropriate methods to determine if bats are using the bridge or culvert as a roost.</i>	Because the alteration of the culverts and bridges on the Capital Improvement Projects needs to occur at the same time as the construction of the rail embankment, it was not practicable to limit this activity to the period between Nov. 1 and Mar. 31. Prior to altering or removing any bridge or culvert on the Capital Improvement Projects, a qualified biologist completed an inspection for bats using the approved methodology. No signs of roosting or use by bats were observed.
53	Biological Resources	VM-Biological-07. <i>During construction of the Capital Improvement Projects, the Applicants will direct any temporary lighting away from suitable habitat for the northern long-eared bat or the Indiana bat</i>	All temporary lighting used during the quarter was downfacing with full cutoff lenses and aimed away from suitable bat habitat.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
		during the active season for those species (April 1 to October 31). The Applicants will use downward-facing, full cut-off lens lights for any temporary lighting used during the construction of the Capital Improvement Projects.	
54	Biological Resources	VM-Biological-08. If the Capital Improvement Projects would involve installing any new, or replacing any existing, permanent lights, the Applicants will use downward facing, full cut-off lens lights (with the same intensity or less for replacement lighting).	None of the Capital Improvement Projects have been designed with permanent lighting.
55	Biological Resources	VM-Biological-09. During construction of the Capital Improvement Projects, temporary barricades, fencing, and/or flagging will be used in sensitive habitats to contain construction related impacts to the area within the construction ROW. To the extent possible, staging areas will be located in previously disturbed sites and not in sensitive habitat areas.	Sensitive habitats, such as wetlands, were flagged on site. The environmental monitors at each of the Capital Improvement Projects are working with the respective contractors to ensure that staging areas are not in sensitive habitat areas.
56	Biological Resources	VM-Biological-10. The Applicants will limit ground disturbance to only the areas necessary for the construction of the Capital Improvement Projects.	The contractor is limiting ground disturbance to only the areas necessary for the construction of the Capital Improvement Projects.
57	Biological Resources	VM-Biological-11. The Applicants will use construction methods and seed mixes that minimize introduction and spread of noxious weeds on the Capital Improvement Projects. Noxious weed control will include combinations of mechanical and herbicide spray methods.	The seed applied during the reporting period was purchased from local seed suppliers and came with seed inspection tags certifying it as weed free. Noxious weed control was not required during the reporting period at the Capital Improvement Projects under construction.
58	Biological Resources	VM-Biological-12. The Applicants will ensure that any herbicides used in ROW maintenance to control vegetation are approved by EPA and are applied by licensed individuals who will limit application to the extent necessary for safe rail operations. Herbicides will be applied so as to prevent or minimize drift off of the ROW onto adjacent areas.	CPKC confirms all herbicide used in the reporting period was approved by the EPA and applied by licensed applicators. CPKC did not receive any reports of overspray or herbicide drift impacting areas adjacent to the ROW.
59	Biological Resources	VM-Biological-13. As applicable to each of the individual Capital Improvement Projects, the Applicants will protect bald and golden eagles by adhering to the Bald and Golden Eagle Protection Act. In addition, the Applicants will follow the USFWS National Bald Eagle Management Guidelines, as applicable.	CPKC removed the eagle nest at the Dawn Siding Capital Improvement Project on November 13 th in compliance with the Eagle Nest Take Permit (Permit Number: MBPER2974111) issued to CPKC by the USFWS. No eagle nests have been observed at the other Capital Improvement Project sites.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
60	Biological Resources	MM-Biological-01. For capital improvements related to the acquisition, the Applicants shall not knowingly include any federally- or state-listed invasive weed species in seed mixes for revegetating disturbed areas within the rail ROW.	The seed applied during the reporting period was purchased from local seed suppliers and came with seed inspection tags certifying it as weed free.
61	Biological Resources	MM-Biological-02. During final design and engineering of capital improvement projects related to the acquisition, the Applicants shall reexamine the USFWS list of threatened or endangered species. If the list has changed to include newly listed species or newly designated critical habitat, or if new information reveals that listed species or critical habitat could be affected by the capital improvements, the Applicants shall consult with OEA and USFWS regarding avoidance, minimization, and mitigation measures and shall implement the measures developed in consultation with OEA and USFWS.	During the final design of the Capital Improvement Projects, CPKC continues to reexamine the USFWS list of Threatened and Endangered Species and designated critical habitat and to consider whether any new information reveals that listed species could be affected. In addition, federal agencies that have permitting jurisdiction over any of the Capital Improvement Projects will oversee compliance with the Endangered Species Act.
62	Biological Resources	MM-Biological-03. The Applicants shall apply the mitigation measures identified in VM Biological-03, VM-Biological-04, VM-Biological-05, VM-Biological-06 and VM Biological-07 to any planned capital improvements potentially affecting the habitat of the Tricolored bat, which USFWS has proposed for listing as Endangered.	The listed mitigation measures were applied for the protection of Tricolored Bat in addition to the Indiana Bat and Northern Long-eared Bat.
63	Biological Resources	MM-Biological-04. The Applicants shall implement Special Protective Measures and karst Best Management Practices if the construction of the planned capital improvements occurs in areas with karst features in Benton County, Arkansas and McDonald County, Missouri, to avoid potentially affecting the endangered Benton County Cave Crayfish, Hell Creek Cave Crayfish, and Ozark Cavefish.	As CPKC reported in Quarterly Compliance Report 2, the assessment for karst features has been completed and no indications of karst geology are present in the applicable project areas.
64	Water Resources	VM-Water-01. The Applicants commit to remaining compliant with 33 C.F.R. Part 117 Drawbridge Operation Regulations.	During the reporting period, CPKC complied with all applicable US Coast Guard regulations and did not receive any Notices of Violation and accompanying fine from the USCG related to the operation of drawbridges.
65	Water Resources	VM-Water-02. As applicable for each of the Capital Improvement Projects, the Applicants will request Clean Water Act Water Quality Certification from the jurisdiction where the respective project is located.	CPKC has requested Clean Water Act Water Quality Certification from the respective jurisdictions for all the Capital Improvement Projects under construction.
66	Water Resources	VM-Water-03. As applicable for each of the individual Capital Improvement Projects, the Applicants will obtain an authorization from the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act before initiating project-related construction activities in jurisdictional waters of the U.S.	As applicable, CPKC has obtained authorization under Section 404 of the Clean Water Act prior to initiating project-related construction activities in jurisdictional waters of the US.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
67	Water Resources	VM-Water-04. <i>As applicable to each of the individual Capital Improvement Projects, the Applicants will require its construction contractor(s) to follow all water quality control conditions identified in all permits including the Water Quality Certification from the respective jurisdiction and Section 404 Permits issued by USACE.</i>	The environmental monitor onsite daily at the respective Capital Improvement Projects under construction is ensuring the contractors comply with all applicable permit conditions.
68	Water Resources	VM-Water-05. <i>Prior to initiating construction at a Capital Improvement Project location, the Applicants will develop a site-specific Stormwater Pollution Prevention Plan which will incorporate Best Management Practices as well as site specific measures to control erosion and reduce the amount of sediment and pollutants entering surface waters, ground waters, and waters of the U.S.</i>	Prior to initiating construction at the Capital Improvement Projects, CPKC is ensuring that a site specific SWPPP is in place.
69	Water Resources	VM-Water-06. <i>For Capital Improvement Project locations which will involve construction activities in proximity to surface water, prior to the start of construction the Docket No. FD 36500 et al. 209 Applicants will develop a site-specific water quality monitoring plan and implement this monitoring plan throughout construction.</i>	For construction in proximity to surface waters, CPKC is ensuring a site-specific water quality monitoring plan is in place. Throughout the construction, the environmental monitor at each respective construction site has been implementing the respective water quality monitoring plan.
70	Water Resources	VM-Water-07. <i>The Applicants will minimize impacts to wetlands where practicable in the final design of the individual Capital Improvement Projects. Applicants agree to compensate for the loss of any wetlands through any one, or a combination of: purchasing credits from an authorized wetland mitigation bank, restoring a previously existing wetland or other aquatic site, enhancing an existing aquatic site's function, preserving an existing aquatic site, and/or creating a new aquatic site.</i>	CPKC continues to minimize impacts to wetlands where practicable and to offset the loss of wetland habitat through the purchase of wetland credits or other means.
71	Water Resources	VM-Water-08. <i>The Applicants will design all Capital Improvement Project drainage crossing structures to pass a 100-year storm event.</i>	CPKC continues to design all of the Capital Improvement Projects to pass a 1:100 year storm event.
72	Water Resources	VM-Water-09. <i>The Applicants will consider the passage of aquatic organisms in the design of culverts and bridges required for the Capital Improvement Projects, where practicable.</i>	As applicable to each respective Capital Improvement Project, the passage of aquatic organisms is being considered in the design of culverts and bridges.
73	Water Resources	VM-Water-10. <i>As applicable to each of the individual Capital Improvement Projects, the Applicants will comply with applicable in-water work windows and timing restrictions for the protection of fish species.</i>	In water work is being scheduled at the Capital Improvement Projects to protect fish species as applicable to each respective site.
74	Water Resources	VM-Water-11. <i>During the construction of Capital Improvement Projects, the Applicants will require all contractors to conduct daily inspections of all equipment for any fuel, lube oil, hydraulic or</i>	The contractors are completing daily equipment inspections at each of the Capital Improvement Projects under construction.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
		<i>antifreeze leaks. If leaks are found, the Applicants will require the contractor to immediately remove the equipment from service and repair or replace it.</i>	
75	Water Resources	VM-Water-12. <i>During the construction of the Capital Improvement Projects, the Applicants will prohibit construction vehicles from driving in or crossing streams at other than established crossing points.</i>	The environmental monitors at each of the respective Capital Improvement Project construction sites are ensuring that the contractors are only crossing watercourses at established crossing points.
76	Water Resources	VM-Water-13. <i>During the construction of the Capital Improvement Projects, the Applicants will take reasonable steps to ensure contractors use fill material appropriate for the project area.</i>	The contractor is complying with the engineering design for each of the respective Capital Improvement Projects including the material specifications for each site (which have been designed by a Professional Engineer to ensure they are appropriate for that respective site).
77	Water Resources	MM-Water-01. <i>During the final engineering and design of the 25 capital improvements, the Applicants shall design culverts and bridges so as to maintain existing surface water drainage patterns to the extent practicable and not cause or exacerbate flooding.</i>	CPKC continues to design all culverts and bridges so as to maintain surface water drainage patterns and not cause or exacerbate flooding.
78	Water Resources	MM-Water-02. <i>The Applicants shall coordinate with the Federal Emergency Management Agency if construction of bridges, culverts, or embankments related to the 25 planned capital improvements would result in an unavoidable increase greater than 1 foot to the 100-year water surface elevations.</i>	CPKC continues to design the Capital Improvement Projects to ensure that any rise in the 100-year water surface elevation is one foot or less.
79	Water Resources	MM-Water-03. <i>The Applicants shall obtain and comply with National Pollutant Discharge Elimination System (NPDES) permits for storm water discharges resulting from project-related construction activities at each of the capital improvements that meet the requirements for a NPDES.</i>	CPKC has ensured NPDES permit coverage is in place prior to the start of civil construction on the eight Capital Improvement Projects which have commenced construction.
80	Environmental Justice	VM-EJ-01. <i>The Applicants will use CP's experience building relationships with First Nations in Canada to engage with federally recognized Indian tribes in the U.S.</i>	CPKC has communicated the contact information for CPKC's Indigenous Relations team to Tribal Nations across the network. No Tribal Nations reached out to CPKC during the reporting quarter.
81	Environmental Justice	VM-EJ-02. <i>The Applicants will make Operation Lifesaver programs available to potentially affected communities, including schools and other organizations (Operation Lifesaver is a non-profit education and awareness program that helps increase the public's awareness of the dangers around rail lines).</i>	During the reporting period, CPKC Police Officers and other CPKC Employees completed 17 Operation Lifesaver and other training events. These included training for Law Enforcement partners, and safety presentations to primary and high school groups and driving schools.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
82	Environmental Justice	VM-EJ-03. <i>For the construction contracts for the Capital Improvement Projects, the Applicants commit to allocate a minimum of 15% of contractor bid evaluation weighting to the inclusion of minority and tribal owned businesses and employees on the proposed project team.</i>	CPKC continues to allocate a minimum of 15% in evaluation of contractor bids for the prospective contractor’s inclusion of minority and tribal owned businesses and employees.
83	Environmental Justice	MM-EJ-01. <i>The Applicants shall conduct proactive and targeted outreach to minority and low-income communities that would experience adverse noise impacts as a result of the acquisition to provide information about the process for establishing Quiet Zones. The Applicants shall assist interested communities in identifying supplemental or alternative safety measures, practical operational methods, or technologies that may enable the community to establish Quiet Zones in accordance with FRA’s final rule on the “Use of Locomotive Horns at Highway-Rail Grade Crossings.”</i>	CPKC is engaged with minority and low-income communities that are interested in or in the process of inquiring or applying for quiet zones.
84	Community Agreements and Coordination	VM-Community-01. <i>The Applicants commit that the new CPKC will meet regularly with community representatives in the Houston area. If those communities experience merger-related impacts, CPKC will work with them on ways to address their concerns. CPKC will also participate alongside other railroads serving Houston—notwithstanding that it will own no track there—to work cooperatively with communities to address the impacts of rail operations in the region.</i>	CPKC representatives continue to engage in Houston, including meeting with aides to city council members in Houston on September 28 to discuss CPKC rail operations and have provided community leaders with ways to contact CPKC in the event they need to report an issue. Additionally, CPKC has met with other communities in Texas and are participating in the Houston Area Rail Transformation (THE HART) working group of the Gulf Coast Rail District, the Gulf Coast Rail District Board meeting (Houston) and has joined the transportation committee of the Greater Houston Partnership. CPKC is also participating in meetings with TxDOT to review activities across the state and seek areas of collaboration.
85	Community Agreements and Coordination	VM-Community-02. <i>The Applicants will provide community leaders in Houston with ways to report issues. CP has a “Community Connect” webpage that provides contact information, answers frequently asked questions, and offers other resources that will remain active for the new CPKC system. CP also has a Public Safety Communication Centre that operates 24 hours a day, 365 days a year with trained communication officers who can be reached toll-free at 1-800-716-9132. Calls into that Centre, which includes the Community Connect line and CP’s emergency lines, are tracked using sophisticated Computer Aided Dispatch (CAD) software. The communication officers in this Centre are trained to handle a range of issues, from a blocked crossing to a trespasser, and they regularly coordinate the involvement of other railroads as required for any specific incident.</i>	CPKC has communicated the different ways to reach CPKC to Houston area community leaders. CPKC received three calls to the Community Connect line from the Houston area, and it passed on notification of five incidents to Union Pacific through the Public Safety Communications Center.
86	Community Agreements and Coordination	VM-Community-03. <i>The Applicants will work with certain Chicago area communities with which they have not been able to reach agreements—DuPage County, the Village of Bartlett, the Village of Bensenville, the City of Elgin, the Village of Itasca, the Village of Hanover Park, the</i>	On October 16, CPKC met with the Village of Roselle, METRA and the Illinois Commerce Commission to review progress towards the implementation of a Quiet Zone.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
		<i>Village of Roselle, the City of Wood Dale, and the Village of Schaumburg—to mitigate potential acquisition-related environmental impacts. Specifically, they will work with them to accomplish:</i> • <i>Subject to necessary FRA approvals and practicability, funding efforts towards the creation and implementation of quiet zones, including the costs of installation.</i> • <i>Installing and funding a predictive mobility system, interconnected with existing railroad crossing signals, that will deliver advanced notice of blocked crossings to citizens, police, fire, and rescue operations, and others.</i> • <i>Installing and funding ITS Interconnect for Advanced Warning Signs at strategic locations to give drivers information about occupied crossings, allowing them to make better on-the-spot decisions.</i> • <i>Installing and funding Positive Train Control wireless technology tie-ins at crossings adjacent to Metra platforms, which will minimize the activation of crossing lights and gates.</i> <i>With respect to the work described above, the Applicants anticipate that the Applicants or their subcontractors will perform the work. In the case of instances where work may be performed by others, the Applicants would reimburse reasonable and customary charges for such work. Because Metra owns the trackage that CP uses in these communities, Metra would have to approve the implementation of these mitigation measures. The Applicants would work with Metra, the communities, and any other relevant agencies to seek approvals.</i>	On November 30, CPKC representatives met with the Chicago area communities to discuss the selection of LinqThingz as the vendor, that would be working on the installation of a predictive mobility system and advanced warning signs. CPKC representatives also met with the Illinois Commerce Commission to provide a briefing on predictive mobility and advanced warning sign implementation and selection of LinqThingz. CPKC representatives continue to work with each individual community on the implementation of the above mitigation. In addition to working with Illinois communities to implement mitigation, CPKC representatives have participated in a number of events and meetings in Illinois to ensure robust engagement with local communities, including, but not limited to: (1) rail safety week event hosted by Kane County, IL; (2) Kane and Elgin counties Hydrogen Energy Roundtable; (3) multiple monthly DuPage County Rail Safety Council Meeting; (4) a discussion with the Chicago Department of Transportation to review merger impacts and discuss economic development opportunities; (5) the National League of Cities Annual Meeting and participated in the open meeting time for railroads with NLC members, including elected officials from a Chicago area community; and (6) Itasca Fire Protection District, IL to provide an update on CPKC merger train traffic and Chicagoland mitigation measure effort.
87	Community Agreements and Coordination	MM-Community-01. <i>The Applicants shall comply with the terms of the agreements reached between the Applicants and the City of Davenport, Iowa; the City of Bettendorf, Iowa; the City of Muscatine, Iowa; the City of LeClaire, Iowa; the City of Clinton, Iowa; the City of Washington, Iowa; the City of Fruitland, Iowa; the Village of Hampshire, Illinois; the Village of Pingree Grove, Illinois; and the City of Liberty, Missouri.</i>	CPKC continues to comply with the terms of agreements reached with communities. CPKC has wired all cash settlements to communities. CPKC is working with communities to implement any projects or non-cash commitments in agreement. In Iowa, CPKC representatives have been participating in each FRA call for Davenport on the RCE grant it secured, working with Iowa DOT on crossing closure incentive matches, and meeting with communities throughout the corridor to provide merger updates including Bettendorf, Clinton, and Washington. In addition to working through merger agreements, CPKC also provided an in-kind donation consisting of moving a watermelon sculpture for the City of Muscatine at the city's request and have engaged with Iowa Regional Planning Area 17 to review merger impacts in Moravia, Seymour, Blakesburg and Jerome. In Illinois, CPKC is working with Hampshire to implement its settlement agreement and representatives met with Pingree Grove to discuss implementation of mitigation for their community as well.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
			In Missouri, CPKC representatives have been in communication with communities to answer questions and address concerns. Additionally, CPKC participated in the Missouri Chamber Transportation Future Summit on the benefits of the CPKC network.
88	Community Agreements and Coordination	MM-Community-02. <i>If Applicants reach additional agreements with communities or other entities following publication of this Final EIS, the Applicants shall notify the Board, and the Board will impose a condition that requires the Applicants to comply with the terms of the agreement.</i>	On Oct. 30, the City of Buffalo, Iowa, ratified a community investment agreement with CPKC that was offered prior to approval of the merger.
89	Community Agreements and Coordination	MM-Community-03. <i>To facilitate compliance with VM-Community-01 and VM Community-02, the Applicants shall establish a Community Liaison to consult with Houston area community leaders. The Community Liaison shall be available for public meetings and to conduct periodic outreach to mayors and appropriate local officials. The Applicants shall establish and staff the Community Liaison position for a period of seven years following the Board's final decision authorizing the acquisition. The Applicants shall provide the name, telephone number, and email address of the Community Liaison to the Houston mayor and Harris County officials.</i>	Andy Cummings continues to serve as CPKC's Community Liaison for the Houston Area.
90	Community Agreements and Coordination	MM-Community-04. <i>To facilitate compliance with VM-Community-03, the Applicants shall establish a Community Liaison to consult with leaders of Chicago area communities referenced in that mitigation measure (the Village of Itasca, the Village of Bensenville, the City of Wood Dale, the Village of Roselle, the Village of Schaumburg, the Village of Hanover Park, the Village of Bartlett, the City of Elgin, and DuPage County). The Community Liaison shall be available for public meetings and to conduct periodic outreach to mayors and appropriate local officials. The Applicants shall establish and staff the Community Liaison position for a period of seven years following the approval of the acquisition. The Applicants shall provide the name, telephone number, and email address of the Community Liaison to mayors and other appropriate local officials in each community listed above.</i>	Larry Lloyd continues to serve as CPKC's Community Liaison for the Chicago Area.

CPKC Capital Improvement Project Updates

Turkey River, IA – New Siding

In this reporting period, as communicated to the OEA by separate letter on October 26th, CPKC made minor changes to the proposed alignment of the Turkey River Siding to reduce project impacts. The north and south project limits remain the same. CPKC finalized the design based on these minor alignment changes and the pre-construction checklist is included in Appendix A.

Bellevue, IA – New Siding

In this reporting period, CPKC continued construction on the new siding at Bellevue.

CPKC has an environmental monitor on site full time during civil construction activities. No non-compliances with the construction related mitigation measures were observed during the reporting period.

CPKC has an archaeological monitor on site full time during ground disturbing activities. There were no archaeological or historical finds at the project site during the reporting period.

Monroe, IL – New Siding

In this reporting period, CPKC began construction on the new siding at Monroe.

CPKC has an environmental monitor on site full time during civil construction activities. No non-compliances with the construction related mitigation measures were observed during the reporting period. There was one small spill which was reported to the Illinois EPA on December 13th: A haul truck ran over a rock which punctured the oil pan resulting in a spill of less than two gallons of engine oil. The spill was cleaned up and the impacted soil was disposed of off site at an approved facility.

CPKC has an archaeological monitor on site full time during ground disturbing activities. There were no archaeological or historical finds at the project site during the reporting period.

Deer Creek, IA – Siding Extension

In this reporting period, CPKC continued construction on the siding extension at Deer Creek.

CPKC has an environmental monitor on site full time during civil construction activities. No non-compliances with the construction related mitigation measures were observed during the reporting period.

CPKC has an archaeological monitor on site full time during ground disturbing activities. There were no archaeological or historical finds at the project site during the reporting period.

Camanche, IA – Siding Extension

In this reporting period, CPKC finished the design for the Camanche Siding extension. The pre-construction checklist is included in Appendix A.

During the final design process, based on corridor capacity modelling, it was decided that the project didn't need to extend north of Mill Creek as included on the original roll plot. As such, there will no longer be an additional bridge crossing of Mill Creek; a reconfiguration is no longer required to the floodgate in the levee; and the project will no longer be adjacent to the ADM Industrial Waste Landfill. There are no changes to the project footprint south of Mill Creek as a result of this change.

Letts, IA – Siding Extension

In this reporting period, CPKC did not undertake any work on the proposed Letts Siding extension.

Washington, IA – New Siding

In this reporting period, CPKC continued construction on the new siding at Washington.

CPKC has an environmental monitor on site full time during civil construction activities. No non-compliances with the construction related mitigation measures were observed during the reporting period.

CPKC has an archaeological monitor on site full time during ground disturbing activities. There were no archaeological or historical finds at the project site during the reporting period.

Ottumwa, IA – Siding Extension

In this reporting period, CPKC did not undertake any work on the proposed Ottumwa Siding extension.

Moravia, IA – New Siding

In this reporting period, as communicated to the OEA by separate letter on October 26th, CPKC made the determination that, because of slope stability concerns at the originally proposed location, the proposed Moravia siding needs to be relocated approximately four miles to the south. CPKC progressed design and permitting work on this new location.

Newtown, MO – Siding Extension

As CPKC reported in Quarterly Compliance Report 2, the Newtown Siding extension is complete.

Laredo, MO – Siding Extension

In this quarter, CPKC completed construction on the siding extension at Laredo which was placed into service on October 14th.

CPKC had an environmental monitor on site full time during civil construction activities. During track construction, the environmental monitor completed weekly inspections. The final environmental monitoring report is included in Appendix B.

CPKC had an archaeological monitor on site full time during ground disturbing activities which were completed on August 3rd. The final archaeological monitoring report is included in Appendix C.

Dawn, MO – New Siding

In this reporting period, CPKC finished design and permitting work on the Dawn Siding. The pre-construction checklist is included in Appendix A. CPKC also completed the removal of trees and the eagle nest in preparation for civil construction in 2024.

Blue Valley, MO – New Double Track

In this reporting period, CPKC finished design work on the south portion of the Blue Valley Double Track project. The pre-construction checklist for Blue Valley South is included in Appendix A. To ensure compliance with the mitigation measures in place to reduce potential impacts on birds and bats, CPKC initiated the removal of trees in preparation for civil construction in 2024.

CPKC also continued progressing design work for the north portion of the project.

Grandview, MO – New Facility Working Tracks

In this reporting period, CPKC progressed design work on a switch reconfiguration and signal system upgrades for Grandview.

Asbury, MO – Siding Extension

In this reporting period, CPKC progressed design and environmental permitting work on the proposed Asbury Siding extension. No physical construction was undertaken at this site.

Goodman, MO – New Siding

In this reporting period, CPKC progressed design and environmental permitting work on the proposed new Goodman Siding. No physical construction was undertaken at this site.

Gentry, AR – Siding Extension

In this reporting period, CPKC progressed design and environmental permitting work on the proposed Gentry Siding extension. No physical construction was undertaken at this site.

Baron, OK – New Siding

In this reporting period, CPKC progressed design and environmental permitting work on the proposed new Baron Siding. No physical construction was undertaken at this site.

Cave Springs, AR – Siding Extension

In this reporting period, CPKC progressed design and environmental permitting work on the proposed Cave Springs Siding extension. No physical construction was undertaken at this site.

Spiro, OK – Siding Extension

In this reporting period, CPKC continued construction on the siding extension at Spiro.

CPKC has an environmental monitor on site full time during civil construction activities. No non-compliances with the construction related mitigation measures were observed during the reporting period.

CPKC has an archaeological monitor on site full time during ground disturbing activities. There were no archaeological or historical finds at the project site during the reporting period.

Heavener, OK – Siding Extension

In this reporting period, as communicated to the OEA by separate letter on October 26th, CPKC made minor changes to the proposed alignment of the Heavener Siding Extension to reduce project impacts. The north and south project limits remain the same. CPKC progressed design and permitting based on these minor alignment changes.

Mena, AR – New Siding

In this reporting period, CPKC progressed design and environmental permitting work on the proposed new Mena Siding. No physical construction was undertaken at this site.

Mansfield, LA – Siding Extension

In this quarter, CPKC completed construction on the siding extension at Mansfield which was placed into service on November 8th.

CPKC had an environmental monitor on site full time during civil construction activities. During track construction, the environmental monitor completed weekly inspections. The final environmental monitoring report is included in Appendix B.

CPKC had an archaeological monitor on site full time during ground disturbing activities which were completed on August 5th. The final archaeological monitoring report is included in Appendix C.

Loring, LA – Siding Extension

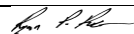
In this reporting period, as communicated to the OEA by separate letter on October 26th, CPKC determined that a strip of additional property was required (immediately adjacent to the existing Right-of-Way) to accommodate the width of the embankment. CPKC finalized design, and the pre-construction checklist is included in Appendix A.

Singer, LA – Siding Extension

In this reporting period, CPKC finished design and permitting work for the Singer Siding extension. The pre-construction checklist is included in Appendix A.

Appendix A

Pre-Construction Checklists

Capital Improvement Project Pre-Construction Checklist			
Project Name: Turkey River		Subdivision: Marquette	Mileage: 68.9 - 71.4
Project Team		Signatures	
CP Engineering Representative:	Daniel Sabatka	Daniel Sabatka	
CP Environmental Representative:	Kyle Sumsion	Kyle Sumsion	
Engineering Consultant:	AECOM - Ryan Raske		
Environmental Consultant:	Pinnacle Engineering - Jeff Melby		
Contractor:	Veit		
Measure	Requirement	Comment	Initial
ENGINEERING			
VM-Grade Crossing-04	Investigate the potential to create alternative access for properties whose sole access will be blocked more than once per week by a train stationary for longer than ten minutes.	Access and/or access alternatives to properties have been investigated. Access will not be blocked by a stationary train for longer than 10 minutes.	RPR
VM-Grade Crossing-05	Consult with local transportation officials regarding road closures and detours required for construction.	Road closures and/or detours are not anticipated as a result of construction activities. Any anticipated road closures and/or detours will be coordinated with local transportation officials by the Contractor and/or on site construction manager.	RPR
VM-Noise-03	Project has been designed with continuously welded rail.	All proposed rail will be installed using continuously welded rail (CWR)	RPR
VM-Biological-04	Clearing limit drawing prepared.	Tree Clearing limit drawings were prepared and provided to clearing contractor and clearing limit field representatives overseeing clearing activities. Clearing limit stakes were provided in the field prior to clearing activities.	RPR
MM-General-03	Project has been designed to remain within the existing Right-of-Way.	Proposed project infrastructure has been designed to remain within the existing Right-of-Way	RPR
MM-Cultural-02	Project has been designed to avoid impacting all known historic properties which are potentially eligible for listing on the NRHP.	OEA did not identify any known historic properties deemed eligible for listing on the NRHP at the Project Site.	RPR
VM-Biological-01	Impacts on sensitive areas minimized to the extent practicable.	Wetlands have been delineated. No native prairie or old growth forest identified at the project site.	JEM
VM-Biological-08	All lighting has been designed with downward facing cutoff lenses.	Lighting is not proposed and will not be installed as part of this project	RPR
VM-Water-07	Impact on wetlands has been minimized to the extent practicable.	Wetland impacts have been minimized by utilizing 2:1 embankment side slopes, maintaining pre-development hydrology/hydraulics, and limiting disturbance	RPR
VM-Water-08	H&H Analysis completed and culverts designed to comply with CP's standard for the passage of a 1:100 storm event.	Culverts have been designed to comply with the passage of 1:100 year event. 100 year culvert criteria assumes the 100-year water surface elevation (WSE) to be 2' below base of rail per AREMA criteria.	RPR
VM-Water-09	The watercourse crossing structures have been designed with consideration for the passage of aquatic organisms, where practicable.	Watercourse crossing structures have been designed to match existing watercourse as much as practicable in order to minimize impedence of aquatic organism passage.	RPR
MM-Water-01	Culverts and bridges have been designed to maintain existing drainage patterns and not cause or exacerbate flooding	Proposed culverts, bridges, and ditching have been designed to maintain existing drainage patterns and meet AREMA, FEMA, EIS, or CP criteria where applicable.	RPR
MM-Water-02	Coordination with FEMA has occurred if greater than 1 foot rise in 1:100 flood elevation	Proposed structures within FEMA zone(s) do not exceed 1 foot rise in 1:100 flood elevation. Accordingly, Coordination with FEMA is not required.	RPR
Tender			
VM-EJ-03	A minimum of 15% of the bid evaluation was allocated to the inclusion of minority and tribal owned businesses and employees.	Our evaluation of contractor proposals includes a 15% weight for the inclusion of minority and tribal owned businesses.	DWS
ENVIRONMENT			
MM-Cultural-01	Archaeological monitoring plan has been developed and training material prepared.	The archaeological monitoring plan and training material has been prepared by an SOI Qualified Archaeologist and reviewed by the OEA and appropriate THPOs.	KS
VM-Biological-01	Habitat along length of project assessed and sensitive areas identified.	No critical habitats identified from review of USFWS IPaC Website. Wetlands have been delineated. No native prairie or old growth forest identified at the project site.	KS
MM-Haz. Mat.-05	Complete a Phase 1, and if required Phase 2, ESA prior to initiating construction.	A Phase 1 ESA was completed for the project area. No further investigation (i.e., a Phase 2 ESA) is recommended for the project area.	KS
VM-Biological-13	Plans developed to manage any eagle nests in proximity to the construction area.	No eagles nests were identified while performing wetland delineation field activities.	KS
MM-Biological-02	USFWS list of T&E species and critical habitats has been consulted to ensure no additions in the vicinity of the project site.	No critical habitats identified from review of USFWS IPaC Website. Survey performed to confirm that algific talus slopes, which can be habitat for the Northern Wild Monkshood, are not present at the site. The T&E memo will be provided to the contractor and environmental monitor.	KS
VM-Water-02	Water Quality Certification has been obtained.	IDNR 401 certification automatically granted for work approved by USACE under a Nationwide Permit (NWP).	KS
VM-Water-03	Clean Water Act Sec. 404 Approval has been obtained.	404 application submitted to USACE on 11/17/2023 and pending approval.	KS
VM-Water-05	A site specific SWPPP has been developed.	A site specific SWPPP has been developed and will be on site prior to civil construction.	KS
VM-Water-06	A site specific Water Quality Monitoring Plan has been developed.	A site specific Water Quality monitoring plan has been developed and will be on site prior to civil construction.	KS
VM-Water-07	Wetland compensation has been arranged for.	CPKC will purchase compensatory wetland mitigation credits after 404 approval obtained.	KS
MM-Water-03	A NPDES permit has been obtained for stormwater discharges.	A NPDES permit will be obtained prior to civil construction.	KS
Contractor Plans			
VM-Air-07	Contractor written statement that equipment is properly maintained and that mufflers and other required pollution control devices are in working order		Will be completed when civil contractor has been selected.
VM-Haz. Mat.-01	Contractor action plan for the discovery of previously undocumented hazardous materials and contaminated soils, including measures to protect the health and safety of workers		Will be completed when civil contractor has been selected.
VM-Haz. Mat.-01	Site specific material management plan developed in alignment with overarching State plan		Will be completed when civil contractor has been selected.
VM-Haz. Mat.-02	Site specific Spill Prevention, Control and Response Plan developed in alignment with overarching State plan.		Will be completed when civil contractor has been selected.

Capital Improvement Project Pre-Construction Checklist			
Project Name: Camanche Siding		Subdivision: Davenport	Mileage: 160
Project Team		Signatures	
CP Engineering Representative:	Daniel Sabatka	Daniel Sabatka	
CP Environmental Representative:	Kyle Sumsion	Kyle Sumsion	
Engineering Consultant:	HDR - Pat Flannery	Pat Flannery	
Environmental Consultant:	HDR - Tim Fobes	Tim Fobes	
Contractor:	Veit		
Measure	Requirement	Comment	Initial
ENGINEERING			
VM-Grade Crossing-04	Investigate the potential to create alternative access for properties whose sole access will be blocked more that once per week by a train stationary for longer than ten minutes.	Due to site topography, existing local roadway network, and proximity of Mill Creek, relocation of the existing private Xing at MP 160.20 was not feasible.	PDF
VM-Grade Crossing-05	Consult with local transportation officials regarding road closures and detours required for construction.	Road closures and/or detours are not anticipated as a result of construction activities. Special provisions were included in the construction documents for Contractor to coordinate with the local road authority and landowners use of existing public and private access roads.	PDF
VM-Noise-03	Project has been designed with continuously welded rail.	All proposed rail will be installed using continuously welded rail (CWR)	PDF
VM-Biological-04	Clearing limit drawing prepared.	Tree Clearing limit drawings were prepared and provided to clearing contractor and clearing limit field representatives overseeing clearing activities. Clearing limit stakes were provided in the field prior to clearing activities.	PDF
MM-General-03	Project has been designed to remain within the existing Right-of-Way.	Confirmed.	PDF
MM-Cultural-02	Project has been designed to avoid impacting all known historic properties which are potentially eligible for listing on the NRHP.	OEA did not identify any known historic properties deemed eligible for listing on the NRHP at the Project Site.	PDF
VM-Biological-01	Impacts on sensitive areas minimized to the extent practicable.	Wetland delineation has been completed. Project was designed to avoid impacts to sensitive areas.	PDF
VM-Biological-08	All lighting has been designed with downward facing cutoff lenses.	Lighting is not proposed and will not be installed as part of this project.	PDF
VM-Water-07	Impact on wetlands has been minimized to the extent practicable.	No wetlands will be impacted as part of this project.	PDF
VM-Water-08	H&H Analysis completed and culverts designed to comply with CP's standard for the passage of a 1:100 storm event.	Culverts have been designed to comply with the passage of 1:100 year event. 100 year culvert criteria assumes the 100-year water surface elevation (WSE) to be 2' below base of rail per AREMA criteria.	DJK
VM-Water-09	The watercourse crossing structures have been designed with consideration for the passage of aquatic organisms, where practicable.	Watercourse crossing structures have been designed to match existing watercourse as much as practicable in order to minimize impedance of aquatic organism passage.	DJK
MM-Water-01	Culverts and bridges have been designed to maintain existing drainage patterns and not cause or exacerbate flooding	Proposed culverts, bridges, and ditching have been designed to maintain existing drainage patterns and meet AREMA, FEMA, EIS, or CP criteria where applicable.	DJK
MM-Water-02	Coordination with FEMA has occurred if greater than 1 foot rise in 1:100 flood elevation	Proposed structures within FEMA zone(s) do not exceed 1 foot rise in 1:100 flood elevation. Accordingly, Coordination with FEMA is not required.	DJK
Tender			
VM-EJ-03	A minimum of 15% of the bid evaluation was allocated to the inclusion of minority and tribal owned businesses and employees.	Our evaluation of contractor proposals includes a 15% weight for the inclusion of minority and tribal owned businesses.	DWS
ENVIRONMENT			
MM-Cultural-01	Archaeological monitoring plan has been developed and training material prepared.	The archaeological monitoring plan and training material has been prepared by an SOI Qualified Archaeologist and reviewed by the OEA and appropriate THPOs.	KS
VM-Biological-01	Habitat along length of project assessed and sensitive areas identified.	Field surveys did not identify T&E species	TF
MM-Haz. Mat.-05	Complete and Phase 1, and if required Phase 2, ESA prior to initiating construction.	A Phase 1 ESA was completed for the project area. No further investigation (i.e., a Phase 2 ESA) is recommended for the project area.	KS
VM-Biological-13	Plans developed to manage any eagle nests in proximity to the construction area.	No eagles nest were identified during field surveys.	TF
MM-Biological-02	USFWS list of T&E species and critical habitats has been consulted to ensure no additions in the vicinity of the project site.	Completed as part of 404 permitting.	TF
VM-Water-02	Water Quality Certification has been obtained.	Completed.	TF
VM-Water-03	Clean Water Act Sec. 404 Approval has been obtained.	Covered under USACE Nationwide Permitting.	TF
VM-Water-05	A site specific SWPPP has been developed.	Completed.	TF
VM-Water-06	A site specific Water Quality Monitoring Plan has been developed.	A site specific Water Quality monitoring plan has been developed and will be on site prior to start of civil construction.	TF
VM-Water-07	Wetland compensation has been arranged for.	No wetland compensation is required for the site.	TF
MM-Water-03	A NPDES permit has been obtained for stormwater discharges.	Completed.	TF
Contractor Plans			
VM-Air-07	Contractor written statement that equipment is properly maintained and that mufflers and other required pollution control devices are in working order		Will be completed when civil contractor has been selected.
VM-Haz. Mat.-01	Contractor action plan for the discovery of previously undocumented hazardous materials and contaminated soils, including measures to protect the health and safety of workers		Will be completed when civil contractor has been selected.
VM-Haz. Mat.-01	Site specific material management plan developed in alignment with overarching State plan		Will be completed when civil contractor has been selected.
VM-Haz. Mat.-02	Site specific Spill Prevention, Control and Response Plan developed in alignment with overarching State plan.		Will be completed when civil contractor has been selected.

Capital Improvement Project Pre-Construction Checklist			
Project Name: Dawn Siding		Subdivision: Kansas City	Mileage: 431
Project Team		Signatures	
CP Engineering Representative:	Daniel Sabatka	Daniel Sabatka	
CP Environmental Representative:	Kyle Sumsion	Kyle Sumsion	
Engineering Consultant:	HDR - Pat Flannery	Pat Flannery	
Environmental Consultant:	HDR - Tim Fobes	Tim Fobes	
Contractor:	Veit		
Measure	Requirement	Comment	Initial
ENGINEERING			
VM-Grade Crossing-04	Investigate the potential to create alternative access for properties whose sole access will be blocked more than once per week by a train stationary for longer than ten minutes.	This siding does not include any road crossings.	PDF
VM-Grade Crossing-05	Consult with local transportation officials regarding road closures and detours required for construction.	Road closures and/or detours are not anticipated as a result of construction activities. Special provisions were included in the construction documents for Contractor to coordinate with the local road authority and landowners use of existing public and private access roads.	PDF
VM-Noise-03	Project has been designed with continuously welded rail.	All proposed rail will be installed using continuously welded rail (CWR)	PDF
VM-Biological-04	Clearing limit drawing prepared.	Tree Clearing limit drawings were prepared and provided to clearing contractor and clearing limit field representatives overseeing clearing activities. Clearing limit stakes were provided in the field prior to clearing activities.	PDF
MM-General-03	Project has been designed to remain within the existing Right-of-Way.	Confirmed.	PDF
MM-Cultural-02	Project has been designed to avoid impacting all known historic properties which are potentially eligible for listing on the NRHP.	OEA and USACE did not identify any known historic properties deemed eligible for listing on the NRHP at the Project Site.	PDF
VM-Biological-01	Impacts on sensitive areas minimized to the extent practicable.	Wetland delineation have been completed. Impacts to wetlands were minimized to the extent practicable and offsetting credits obtained through a local mitigation bank.	PDF
VM-Biological-08	All lighting has been designed with downward facing cutoff lenses.	Lighting is not proposed and will not be installed as part of this project.	PDF
VM-Water-07	Impacts on wetlands has been minimized to the extent practicable.	SWPPP BMPs will be implemented during construction to minimize stormwater runoff.	PDF
VM-Water-08	H&H Analysis completed and culverts designed to comply with CP's standard for the passage of a 1:100 storm event.	No culverts installed as part of this project.	DJK
VM-Water-09	The watercourse crossing structures have been designed with consideration for the passage of aquatic organisms, where practicable.	Watercourse crossing structures have been designed to match existing watercourse as much as practicable in order to minimize impedance of aquatic organism passage.	DJK
MM-Water-01	Culverts and bridges have been designed to maintain existing drainage patterns and not cause or exacerbate flooding	Proposed culverts, bridges, and ditching have been designed to maintain existing drainage patterns and meet AREMA, FEMA, EIS, or CP criteria where applicable.	DJK
MM-Water-02	Coordination with FEMA has occurred if greater than 1 foot rise in 1:100 flood elevation	Proposed structures within FEMA zone(s) do not exceed 1 foot rise in 1:100 flood elevation. Accordingly, Coordination with FEMA is not required.	DJK
Tender			
VM-EJ-03	A minimum of 15% of the bid evaluation was allocated to the inclusion of minority and tribal owned businesses and employees.	Our evaluation of contractor proposals includes a 15% weight for the inclusion of minority and tribal owned businesses.	DWS
ENVIRONMENT			
MM-Cultural-01	Archaeological monitoring plan has been developed and training material prepared.	The archaeological monitoring plan and training material has been prepared by an SOI Qualified Archaeologist and reviewed by the OEA and appropriate THPOs.	KS
VM-Biological-01	Habitat along length of project assessed and sensitive areas identified.	Field surveys did not identify T&E species.	TF
MM-Haz. Mat.-05	Complete and Phase 1, and if required Phase 2, ESA prior to initiating construction.	A Phase 1 ESA was completed for the project area. No further investigation (i.e., a Phase 2 ESA) is recommended for the project area.	KS
VM-Biological-13	Plans developed to manage any eagle nests in proximity to the construction area.	An eagles nest was identified in the original field study. CPKC coordinated with Fish & Wildlife to obtain a nest take permit. Removal of the nest followed the stipulations described in the take permit.	KS
MM-Biological-02	USFWS list of T&E species and critical habitats has been consulted to ensure no additions in the vicinity of the project site.	Completed as part of 404 permitting.	TF
VM-Water-02	Water Quality Certification has been obtained.	Completed.	TF
VM-Water-03	Clean Water Act Sec. 404 Approval has been obtained.	Completed.	TF
VM-Water-05	A site specific SWPPP has been developed.	Completed.	TF
VM-Water-06	A site specific Water Quality Monitoring Plan has been developed.	A site specific Water Quality monitoring plan has been developed and will be on site prior to the start of civil construction.	TF
VM-Water-07	Wetland compensation has been arranged for.	Completed.	TF
MM-Water-03	A NPDES permit has been obtained for stormwater discharges.	Completed.	TF
Contractor Plans			
VM-Air-07	Contractor written statement that equipment is properly maintained and that mufflers and other required pollution control devices are in working order		Will be completed when civil contractor has been selected.
VM-Haz. Mat.-01	Contractor action plan for the discovery of previously undocumented hazardous materials and contaminated soils, including measures to protect the health and safety of workers		Will be completed when civil contractor has been selected.
VM-Haz. Mat.-01	Site specific material management plan developed in alignment with overarching State plan		Will be completed when civil contractor has been selected.
VM-Haz. Mat.-02	Site specific Spill Prevention, Control and Response Plan developed in alignment with overarching State plan.		Will be completed when civil contractor has been selected.

Capital Improvement Project Pre-Construction Checklist			
Project Name: Blue Valley		Subdivision: Pittsburg	Mileage: 9.75-11.4
Project Team		Signatures	
CPKC Engineering Representative:	Michael Martin	Michael Martin	
CPKC Environmental Representative:	Kyle Kosovich	Kyle Kosovich	
Engineering Consultant:	TranSystems - Adam Houk	TranSystems - Adam Houk	
Environmental Consultant:	TranSystems - Kelsey Kropp	TranSystems - Kelsey Kropp	
Contractor:	TBD		
Measure	Requirement	Comment	Initial
ENGINEERING			
VM-Grade Crossing-04	Investigate the potential to create alternative access for properties whose sole access will be blocked more than once per week by a train stationary for longer than ten minutes.	Access and/or access alternatives to properties have been investigated. Access will not be blocked be a stationary train for longer than 10 minutes.	MM
VM-Grade Crossing-05	Consult with local transportation officials regarding road closures and detours required for construction.	Any anticipated road closures and/or detours will be coordinated with local transportation officials by the Contractor and/or on site construction manager.	MM
VM-Noise-03	Project has been designed with continuously welded rail.	All proposed rail will be installed using continuously welded rail (CWR)	MM
VM-Biological-04	Clearing limit drawing prepared.	Tree Clearing limit drawings were prepared and provided to clearing contractor and clearing limit field representatives overseeing clearing activities. Clearing limit stakes were provided in the field prior to clearing activities.	MM
MM-General-03	Project has been designed to remain within the existing Right-of-Way.	Proposed project infrastructure has been designed to remain within the existing Right-of-Way	MM
MM-Cultural-02	Project has been designed to avoid impacting all known historic properties which are potentially eligible for listing on the NRHP.	OEA did not identify any known historic properties deemed eligible for listing on the NRHP at the Project Site.	MM
VM-Biological-01	Impacts on sensitive areas minimized to the extent practicable.	Wetlands have been delineated. No native prairie or old growth forest identified at the project site.	MM
VM-Biological-08	All lighting has been designed with downward facing cutoff lenses.	Lighting is or is not proposed and will not be installed as part of this project	MM
VM-Water-07	Impact on wetlands has been minimized to the extent practicable.	Wetland impacts have been minimized with engineering walls maintaining pre-development hydrology/hydraulics, and limiting disturbance	MM
VM-Water-08	H&H Analysis completed and culverts designed to comply with CP's standard for the passage of a 1:100 storm event.	Culverts have been designed to comply with the passage of 1:100 year event. 100 year culvert criteria assumes the 100-year water surface elevation (WSE) to be 2' below base of rail per AREMA criteria.	MM
VM-Water-09	The watercourse crossing structures have been designed with consideration for the passage of aquatic organisms, where practicable.	Watercourse crossing structures have been designed to match existing watercourse as much as practicable in order to minimize impedance of aquatic organism passage.	MM
MM-Water-01	Culverts and bridges have been designed to maintain existing drainage patterns and not cause or exacerbate flooding	Proposed culverts, bridges, and ditching have been designed to maintain existing drainage patterns and meet AREMA, FEMA, EIS, or CP criteria where applicable.	MM
MM-Water-02	Coordination with FEMA has occurred if greater than 1 foot rise in 1:100 flood elevation	Proposed structures within FEMA zone(s) do not exceed 1 foot rise in 1:100 flood elevation. Accordingly, Coordination with FEMA is not required.	MM
Tender			
VM-EJ-03	A minimum of 15% of the bid evaluation was allocated to the inclusion of minority and tribal owned businesses and employees.	Our evaluation of contractor proposals includes a 15% weight for the inclusion of minority and tribal owned businesses.	Will be completed by Feb. 15th
ENVIRONMENT			
MM-Cultural-01	Archaeological monitoring plan has been developed and training material prepared.	The archaeological monitoring plan and training material has been prepared by an SOI Qualified Archaeologist and reviewed by the OEA and appropriate THPOs.	KK
VM-Biological-01	Habitat along length of project assessed and sensitive areas identified.	No critical habitats identified from review of USFWS IPaC Website. Wetlands have been delineated. No native prairie or old growth forest identified at the project site.	KK
MM-Haz. Mat.-05	Complete a Phase 1, and if required Phase 2, ESA prior to initiating construction.	No investigation is recommended for the project area.	KK
VM-Biological-13	Plans developed to manage any eagle nests in proximity to the construction area.	No eagles nests were identified while performing wetland delineation field activities.	KK
MM-Biological-02	USFWS list of T&E species and critical habitats has been consulted to ensure no additions in the vicinity of the project site.	No critical habitats identified from review of USFWS IPaC Website. The T&E memo will be provided to the contractor and environmental monitor.	KK
VM-Water-02	Water Quality Certification has been obtained.	MDNR 401 certification conditionally granted for work approved by ACOE under NWP 14.	KK
VM-Water-03	Clean Water Act Sec. 404 Approval has been obtained.	Clean Water Act 404 is submitted and pending approval from ACOE authorizing work.	KK
VM-Water-05	A site specific SWPPP has been developed.	A site specific SWPPP has been developed and will be on site prior to civil construction.	KK
VM-Water-06	A site specific Water Quality Monitoring Plan has been developed.	A site specific Water Quality monitoring plan has been developed and will be on site prior to civil construction.	KK
VM-Water-07	Wetland compensation has been arranged for.	Compensation will be completed for the loss of any wetlands.	KK
MM-Water-03	A NPDES permit has been obtained for stormwater discharges.	A NPDES permit is being obtained prior to civil construction.	KK
Contractor Plans			
VM-Air-07	Contractor written statement that equipment is properly maintained and that mufflers and other required pollution control devices are in working order		Will be completed when civil contractor has been selected.
VM-Haz. Mat.-01	Contractor action plan for the discovery of previously undocumented hazardous materials and contaminated soils, including measures to protect the health and safety of workers		Will be completed when civil contractor has been selected.
VM-Haz. Mat.-01	Site specific material management plan developed in alignment with overarching State plan		Will be completed when civil contractor has been selected.
VM-Haz. Mat.-02	Site specific Spill Prevention, Control and Response Plan developed in alignment with overarching State plan.		Will be completed when civil contractor has been selected.

Capital Improvement Project Pre-Construction Checklist			
Project Name: Loring		Subdivision: Beaumont	Mileage: 625.45-627.35
Project Team		Signatures	
CPKC Engineering Representative:	Michael Martin	Michael Martin	
CPKC Environmental Representative:	Kyle Kosovich	Kyle Kosovich	
Engineering Consultant:	HDR		
Environmental Consultant:	Headwaters - Ryan Odom	Headwaters - Ryan Odom	
Contractor:	TBD		
Measure	Requirement	Comment	Initial
ENGINEERING			
VM-Grade Crossing-04	Investigate the potential to create alternative access for properties whose sole access will be blocked more than once per week by a train stationary for longer than ten minutes.	Access and/or access alternatives to properties have been investigated. Access will not be blocked by a stationary train for longer than 10 minutes.	MM
VM-Grade Crossing-05	Consult with local transportation officials regarding road closures and detours required for construction.	Any anticipated road closures and/or detours will be coordinated with local transportation officials by the Contractor and/or on site construction manager.	MM
VM-Noise-03	Project has been designed with continuously welded rail.	All proposed rail will be installed using continuously welded rail (CWR)	MM
VM-Biological-04	Clearing limit drawing prepared.	Tree Clearing limit drawings were prepared and provided to clearing contractor and clearing limit field representatives overseeing clearing activities. Clearing limit stakes were provided in the field prior to clearing activities.	MM
MM-General-03	Project has been designed to remain within the existing Right-of-Way.	Proposed project infrastructure has been designed to remain within the existing Right-of-Way	MM
MM-Cultural-02	Project has been designed to avoid impacting all known historic properties which are potentially eligible for listing on the NRHP.	OEA did not identify any known historic properties deemed eligible for listing on the NRHP at the Project Site.	MM
VM-Biological-01	Impacts on sensitive areas minimized to the extent practicable.	Wetlands have been delineated. No native prairie or old growth forest identified at the project site.	MM
VM-Biological-08	All lighting has been designed with downward facing cutoff lenses.	Lighting is or is not proposed and will not be installed as part of this project	MM
VM-Water-07	Impact on wetlands has been minimized to the extent practicable.	Wetland impacts have been minimized with engineering walls maintaining pre-development hydrology/hydraulics, and limiting disturbance	MM
VM-Water-08	H&H Analysis completed and culverts designed to comply with CP's standard for the passage of a 1:100 storm event.	Culverts have been designed to comply with the passage of 1:100 year event. 100 year culvert criteria assumes the 100-year water surface elevation (WSE) to be 2' below base of rail per AREMA criteria.	MM
VM-Water-09	The watercourse crossing structures have been designed with consideration for the passage of aquatic organisms, where practicable.	Watercourse crossing structures have been designed to match existing watercourse as much as practicable in order to minimize impedence of aquatic organism passage.	MM
MM-Water-01	Culverts and bridges have been designed to maintain existing drainage patterns and not cause or exacerbate flooding	Proposed culverts, bridges, and ditching have been designed to maintain existing drainage patterns and meet AREMA, FEMA, EIS, or CP criteria where applicable.	MM
MM-Water-02	Coordination with FEMA has occurred if greater than 1 foot rise in 1:100 flood elevation	Proposed structures within FEMA zone(s) do not exceed 1 foot rise in 1:100 flood elevation. Accordingly, Coordination with FEMA is not required.	MM
Tender			
VM-EJ-03	A minimum of 15% of the bid evaluation was allocated to the inclusion of minority and tribal owned businesses and employees.	Our evaluation of contractor proposals includes a 15% weight for the inclusion of minority and tribal owned businesses.	Will be completed by March 15th
ENVIRONMENT			
MM-Cultural-01	Archaeological monitoring plan has been developed and training material prepared.	The archaeological monitoring plan and training material has been prepared by an SOI Qualified Archaeologist and reviewed by the OEA and appropriate THPOs.	KK
VM-Biological-01	Habitat along length of project assessed and sensitive areas identified.	No critical habitats identified from review of USFWS IPaC Website. Wetlands have been delineated. No native prairie or old growth forest identified at the project site.	KK
MM-Haz. Mat.-05	Complete a Phase 1, and if required Phase 2, ESA prior to initiating construction.	No investigation is recommended for the project area.	KK
VM-Biological-13	Plans developed to manage any eagle nests in proximity to the construction area.	No eagles nests were identified while performing wetland delineation field activities.	KK
MM-Biological-02	USFWS list of T&E species and critical habitats has been consulted to ensure no additions in the vicinity of the project site.	No critical habitats identified from review of USFWS IPaC Website. The T&E memo will be provided to the civil contractor and environmental monitor.	KK
VM-Water-02	Water Quality Certification has been obtained.	LDEQ 401 certification conditionally granted for work approved by ACOE under NWP 14.	KK
VM-Water-03	Clean Water Act Sec. 404 Approval has been obtained.	Clean Water Act 404 is submitted and pending approval from ACOE authorizing work.	KK
VM-Water-05	A site specific SWPPP has been developed.	A site specific SWPPP has been developed and will be on site prior to civil construction.	KK
VM-Water-06	A site specific Water Quality Monitoring Plan has been developed.	A site specific Water Quality monitoring plan has been developed and will be on site prior to civil construction.	KK
VM-Water-07	Wetland compensation has been arranged for.	No compensatory wetland mitigation is required by ACOE for the project.	KK
MM-Water-03	A NPDES permit has been obtained for stormwater discharges.	A NPDES permit is being obtained prior to civil construction.	KK
Contractor Plans			
VM-Air-07	Contractor written statement that equipment is properly maintained and that mufflers and other required pollution control devices are in working order		Will be completed when civil contractor has been selected.
VM-Haz. Mat.-01	Contractor action plan for the discovery of previously undocumented hazardous materials and contaminated soils, including measures to protect the health and safety of workers		Will be completed when civil contractor has been selected.
VM-Haz. Mat.-01	Site specific material management plan developed in alignment with overarching State plan		Will be completed when civil contractor has been selected.
VM-Haz. Mat.-02	Site specific Spill Prevention, Control and Response Plan developed in alignment with overarching State plan.		Will be completed when civil contractor has been selected.

Capital Improvement Project Pre-Construction Checklist			
Project Name: Singer		Subdivision: Beaumont	
		Mileage: 704.36 - 706.90	
Project Team		Signatures	
CPKC Engineering Representative:	Michael Martin	Michael Martin	
CPKC Environmental Representative:	Kyle Kosovich	Kyle Kosovich	
Engineering Consultant:			
Environmental Consultant:	Headwaters - Ryan Odom	Headwaters - Ryan Odom	
Contractor:	TBD		
Measure	Requirement	Comment	Initial
ENGINEERING			
VM-Grade Crossing-04	Investigate the potential to create alternative access for properties whose sole access will be blocked more than once per week by a train stationary for longer than ten minutes.	Access and/or access alternatives to properties have been investigated. Access will not be blocked by a stationary train for longer than 10 minutes.	MM
VM-Grade Crossing-05	Consult with local transportation officials regarding road closures and detours required for construction.	Any anticipated road closures and/or detours will be coordinated with local transportation officials by the Contractor and/or on site construction manager.	MM
VM-Noise-03	Project has been designed with continuously welded rail.	All proposed rail will be installed using continuously welded rail (CWR)	MM
VM-Biological-04	Clearing limit drawing prepared.	Tree Clearing limit drawings were prepared and provided to clearing contractor and clearing limit field representatives overseeing clearing activities. Clearing limit stakes were provided in the field prior to clearing activities.	MM
MM-General-03	Project has been designed to remain within the existing Right-of-Way.	Proposed project infrastructure has been designed to remain within the existing Right-of-Way	MM
MM-Cultural-02	Project has been designed to avoid impacting all known historic properties which are potentially eligible for listing on the NRHP.	OEA did not identify any known historic properties deemed eligible for listing on the NRHP at the Project Site.	MM
VM-Biological-01	Impacts on sensitive areas minimized to the extent practicable.	Wetlands have been delineated. No native prairie or old growth forest identified at the project site.	MM
VM-Biological-08	All lighting has been designed with downward facing cutoff lenses.	Lighting is or is not proposed and will not be installed as part of this project	MM
VM-Water-07	Impact on wetlands has been minimized to the extent practicable.	Wetland impacts have been minimized with concrete walls and avoidance to maintain pre-development hydrology/hydraulics, and limiting disturbance	MM
VM-Water-08	H&H Analysis completed and culverts designed to comply with CP's standard for the passage of a 1:100 storm event.	Culverts have been designed to comply with the passage of 1:100 year event. 100 year culvert criteria assumes the 100-year water surface elevation (WSE) to be 2' below base of rail per AREMA criteria.	MM
VM-Water-09	The watercourse crossing structures have been designed with consideration for the passage of aquatic organisms, where practicable.	Watercourse crossing structures have been designed to match existing watercourse as much as practicable in order to minimize impedence of aquatic organism passage.	MM
MM-Water-01	Culverts and bridges have been designed to maintain existing drainage patterns and not cause or exacerbate flooding	Proposed culverts, bridges, and ditching have been designed to maintain existing drainage patterns and meet AREMA, FEMA, EIS, or CP criteria where applicable.	MM
MM-Water-02	Coordination with FEMA has occurred if greater than 1 foot rise in 1:100 flood elevation	Proposed structures within FEMA zone(s) do not exceed 1 foot rise in 1:100 flood elevation. Coordination with FEMA is not required.	MM
Tender			
VM-EJ-03	A minimum of 15% of the bid evaluation was allocated to the inclusion of minority and tribal owned businesses and employees.	Our evaluation of contractor proposals includes a 15% weight for the inclusion of minority and tribal owned businesses.	MM
ENVIRONMENT			
MM-Cultural-01	Archaeological monitoring plan has been developed and training material prepared.	The archaeological monitoring plan and training material has been prepared by an SOI Qualified Archaeologist and reviewed by the OEA and appropriate THPOs.	KK
VM-Biological-01	Habitat along length of project assessed and sensitive areas identified.	No critical habitats identified from review of USFWS IPaC Website. Wetlands have been delineated. No native prairie or old growth forest identified at the project site.	KK
MM-Haz. Mat.-05	Complete a Phase 1, and if required Phase 2, ESA prior to initiating construction.	No investigation is recommended for the project area.	KK
VM-Biological-13	Plans developed to manage any eagle nests in proximity to the construction area.	No eagles nests were identified while performing wetland delineation field activities.	KK
MM-Biological-02	USFWS list of T&E species and critical habitats has been consulted to ensure no additions in the vicinity of the project site.	No critical habitats identified from review of USFWS IPaC Website. The T&E memo will be provided to the contractor and environmental monitor.	KK
VM-Water-02	Water Quality Certification has been obtained.	LDEQ 401 certification conditionally granted for work approved by ACOE under NWP 14.	KK
VM-Water-03	Clean Water Act Sec. 404 Approval has been obtained.	Clean Water Act 404 approval obtained from ACOE (7/24/2023 letter) authorizing work under NWP 14.	KK
VM-Water-05	A site specific SWPPP has been developed.	A site specific SWPPP has been developed and will be on site prior to civil construction.	KK
VM-Water-06	A site specific Water Quality Monitoring Plan has been developed.	A site specific Water Quality monitoring plan has been developed and will be on site prior to civil construction.	KK
VM-Water-07	Wetland compensation has been arranged for.	No compensatory wetland mitigation is required by ACOE for the project.	KK
MM-Water-03	A NPDES permit has been obtained for stormwater discharges.	A NPDES permit has been obtained from LDEQ.	KK
Contractor Plans			
VM-Air-07	Contractor written statement that equipment is properly maintained and that mufflers and other required pollution control devices are in working order		Will be completed when civil contractor has been selected.
VM-Haz. Mat.-01	Contractor action plan for the discovery of previously undocumented hazardous materials and contaminated soils, including measures to protect the health and safety of workers		Will be completed when civil contractor has been selected.
VM-Haz. Mat.-01	Site specific material management plan developed in alignment with overarching State plan		Will be completed when civil contractor has been selected.
VM-Haz. Mat.-02	Site specific Spill Prevention, Control and Response Plan developed in alignment with overarching State plan.		Will be completed when civil contractor has been selected.

Appendix B

Environmental Monitoring Reports



LAREDO SIDING EXTENSION

CPKC Final Environmental Monitoring Report



LAREDO SIDING EXTENSION

CPKC Final Environmental Monitoring Report

This is the final Environmental Monitoring Report for the **Laredo Siding Extension project** (commonly referred to as “Laredo”) located in Grundy County, MO (Kansas City Subdivision from MP 405.1 to MP 407.9). This project is part of the Canadian Pacific – Kansas City Southern railroad merger approved by the Surface Transportation Board on March 15, 2023. The extended siding is required to manage the impacts of increased traffic by creating additional passing capacity and maintain system fluidity post-merger. All capital improvement projects approved as part of the merger are subject to a series of mitigation measures as is outlined in the Final Environmental Impact Statement (and included as Approval Conditions in the Board’ Final Decision), and this is the final report showing Laredo’s compliance with those measures.

Construction on Laredo started on April 18th, 2023, and the extension was placed into service on October 14, 2023. All construction activities which were part of this project were in compliance with the Board’s construction related Conditions.

Compliance with Mitigation Measures

MM-General-03. *To minimize the potential for impacts on biological resources, water resources, hazardous materials release sites, and cultural resources, the Applicants shall, to the greatest extent possible, confine construction activities related to the planned capital improvements to the area within the existing ROW.*

Right of Way (ROW) boundaries were marked with blue and pink lath and all workers on site were made aware that they were to make sure work stayed within the ROW. Work on the project was successfully kept within the ROW with minimal disturbance to wetland areas. The photos below show these color-coded boundaries.



VM-Noise-02. *While building the Capital Improvement Projects, the Applicants will work with their construction contractors to minimize, where practicable, construction-related noise disturbances between the hours of 2100 and 0700 local time.*

The Environmental Monitor (EM) held weekly briefings with crew members regarding equipment noise throughout the duration of the Laredo capital improvement project. All work was performed between the hours of 0700 and 2100 throughout construction. Noise was kept within acceptable limits of the project permits at all times. All earth moving activities were performed during daylight hours. Cutovers were performed at night.

VM-Air-05. *The Applicants will develop an anti-idling policy for use in potentially affected communities on the combined network. The policy will capture both idling of construction equipment used on the Capital Improvement Projects as well as ongoing operations.*

The Anti-Idling procedure was discussed during the initial and weekly briefings held by the EM. These briefings occurred during Safety/JSA meetings, and all new subcontractors were also briefed as they joined the project and began their work. The Anti-Idling procedure was adhered to throughout the duration of the Laredo capital improvement project.

The two photos below provide examples of some of the equipment that had to follow this policy during the project's duration.



VM-Air-06. To minimize fugitive dust emissions created during the construction of the Capital Improvement Projects, the Applicants will implement appropriate fugitive dust suppression controls, such as spraying water or other approved measures.

Fugitive dust suppression controls were put in place at various points throughout the project when it was determined that the work would potentially create significant dusting. The primary method of dust suppression was the use of dust control water trucks, which were needed periodically on the ROW and roadways throughout the duration of the Laredo capital improvement project. See below photos of these trucks in use on site.



VM-Air-08. Where vegetation clearing has taken place during the construction of the Capital Improvement Projects, the Applicants will begin revegetation as soon as practicable to minimize impacts of wind erosion and fugitive dust. Where immediate revegetation is not practicable, the Applicants will implement alternative stabilization measures such as matting, mulching, or hydroseeding.

The project was able to ensure that all stabilization measures needed throughout the project were able to be utilized within the 14-day window. This included the reutilization of soil and hydroseeding and/or mulching. At the end of the project, the EM returned to the site to ensure that revegetation had been maintained and was successful in its attempt to restabilize the land post-construction.

The photos below show some of the areas where revegetation measures were implemented along the construction site.

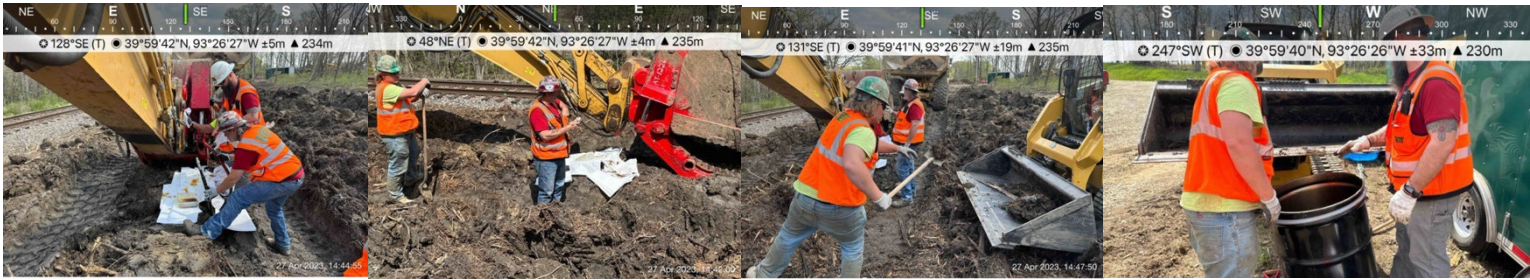


VM-Haz. Material Sites-01. *The Applicants will require its construction contractor(s) to implement measures to protect workers’ health and safety and the environment in the event that undocumented hazardous materials are encountered during construction of the Capital Improvement Projects. The Applicants will document all activities associated with the previously undocumented contamination and will notify the appropriate state agencies according to applicable regulations. The Applicants will use disposal methods which comply with applicable solid and hazardous waste regulations.*

No hazardous materials were discovered within the project limits throughout the duration of the Laredo capital improvement project. All parties on site were frequently briefed on the importance of strict adherence to the measures outlined in the Health & Safety and Materials Management Plans if hazardous materials were identified.

VM-Haz. Material Sites-03. *In the event of a spill over the applicable reportable quantity during the construction of a Capital Improvement Project, the Applicants will comply with its site-specific spill prevention, control and response plan and applicable federal and state regulations pertaining to spill containment, appropriate clean-up, and notifications.*

On 4/27/23 a small spill was reported on site. Operator shut off equipment immediately, went into storage on his equipment for diapers, foreman brought secondary containment pad to place under bucket of backhoe. Less than 1/2 cup was dispersed. All waste was put in 55-gallon drum and stored by trailer on site. Spill report from this incident is attached as Appendix A.



VM-Haz. Material Sites-04. During the construction of the Capital Improvement Projects, the Applicants will ensure that gasoline, diesel fuel, oil, lubricants, and other petroleum products are handled and stored to reduce the risk of spills contaminating soils or surface waters. If a petroleum spill occurs as a result of construction, and exceeds specific quantities or enters a waterbody, the Applicants (or its agents) will be responsible for promptly cleaning up the spill and notifying responsible agencies in accordance with federal and state.

Petroleum products used during the Laredo capital improvement project were all handled properly either with a secondary containment method or storage within an enclosed job trailer. Each piece of equipment used on the project was also equipped with its own spill kit to manage containment immediately in the case of a spill. The photos below show these containment measures.



VM-Haz. Material Sites-05. The Applicants will require contractors to dispose of waste generated on the Capital Improvement Projects in accordance with all applicable federal, state, and local regulations.

In accordance with the Materials Management Plan, all waste products requiring disposal throughout the Laredo capital improvement project were placed in dumpsters and hauled to the state permitted Rapid Removal Solid Waste Transfer Station in Trenton, Missouri, which is certified for construction waste. The photos below show the filling of the dumpsters in preparation for disposal.



VM-Biological-02. *Where practicable, the Applicants will clear vegetation in preparation for the Capital Improvement Projects before or after the breeding bird nesting season, specific to each project location, to avoid inadvertent removal of active nests (nesting adults, young, or eggs) and to ensure compliance with the Migratory Bird Treaty Act. If clearing is required during a respective location's nesting season, the Applicants will consult with OEA and the local office of the U.S. Fish and Wildlife Service (USFWS) on appropriate nest survey methods for that area.*

Tree clearing at Laredo was completed before April 01, 2023. No eagles nests or other active bird nests were identified on the project site during tree clearing or construction, and no more trees were cleared than were necessary for construction. The photos below show the ROW after the completion of tree clearing but before construction began.



VM-Biological-03. *The Applicants will not conduct construction related tree removal for the Capital Improvement Projects during the active season for the Indiana bat and the northern long-eared bat (April 1 to October 31).*

Similarly to bird nesting concerns, all tree clearing activities occurred prior to active bat species season, and no active bats were observed within the project limits during tree clearing and construction. Tree clearing was limited specifically to areas needed for construction.

VM-Biological-04. *During the construction of the Capital Improvement Projects, the Applicants will take steps to reduce the unnecessary removal of bat habitat outside of active bat season by limiting tree removal to only the*

areas necessary to safely construct and operate the new siding or second track, marking the limits of tree clearing through the use of flagging or fencing, and ensuring that construction contractors understand clearing limits and how they are marked in the field.

After tree clearing was complete, areas where trees had been cleared were marked with flagged survey limits so contractors could easily identify any areas within ROW where bat species could potentially be present. No bat habitat or nesting was identified throughout the Laredo capital improvement project.



VM-Biological-05. *If construction of the Capital Improvement Projects would require removal or alteration of bridges, culverts, or other structures that provide suitable habitat for the northern long-eared bat or the Indiana bat during the active season for those species (April 1 to October 31), the Applicants will first conduct an inspection for the presence of, or evidence of use by, bats. The inspection will be completed by a qualified biologist. If the inspection finds bats or evidence of bats, then the Applicants will not commence work on the structure until coordinating with OEA and USFWS to determine appropriate follow-up or mitigating actions. The inspection must be completed during the same year that the work takes place.*

The EM completed daily inspections of all four culverts at MP 407.30, MP 407.05, MP 407.65 and MP 407.03 prior. At no time did the EM find evidence of bats or bat use. Gabriella Miller, biologist for HDR, completed a final bat inspection with a report on 6/9/2023 on all culverts, with no identifying bats or nests present. Please see Appendix B for the Bat Inspection report.



VM-Biological-06. *Where practicable, the Applicants will conduct any culvert or bridge removal as part of the Capital Improvement Projects outside of the roosting period of bat species, specific to each project location. Where practicable, if bridge or culvert removal is required during the bat roosting period where the individual Capital Improvement Project is located, the Applicants will consult with OEA and the local USFWS office on appropriate methods to determine if bats are using the bridge or culvert as a roost.*

Daily monitoring of bat species was completed by the EM, followed by a complete inspection by Gabriella Miller, biologist for HDR. No bat species was present before or during the installation process of culverts.

VM-Biological-07. During construction of the Capital Improvement Projects, the Applicants will direct any temporary lighting away from suitable habitat for the northern long-eared bat or the Indiana bat during the active season for those species (April 1 to October 31). The Applicants will use downward-facing, full cut-off lens lights for any temporary lighting used during the construction of the Capital Improvement Projects.

Temporary lighting was provided for cutover work during nighttime hours. All temporary lighting was faced downward, away from any potential bat habitat.

VM-Biological-09. During construction of the Capital Improvement Projects, temporary barricades, fencing, and/or flagging will be used in sensitive habitats to contain construction related impacts to the area within the construction ROW. To the extent possible, staging areas will be located in previously disturbed sites and not in sensitive habitat areas.

No wetlands were identified on site with the exception of a “dry creek bed crossing” where a former culvert existed. This was identified by blue and white flagging, and all construction staging was done within the existing ROW.

VM-Biological-10. The Applicants will limit ground disturbance to only the areas necessary for the construction of the Capital Improvement.

Ground disturbance within the duration of the Laredo capital improvement project was limited to the necessary construction efforts to complete the Laredo siding extension between MP 379.2 - MP 381.7. Ground disturbance began on 4/18/2023 and was completed on 9/06/2023.

VM-Biological-11. The Applicants will use construction methods and seed mixes that minimize introduction and spread of noxious weeds on the Capital Improvement Projects. Noxious weed control will include combinations of mechanical and herbicide spray methods.

Seed mixes used within the Laredo capital improvement project for the minimization of the introduction and spread of noxious weeds were verified by the EM prior to use. The seed tag shown in the photos below as provided by the seeding contractor specifies No Noxious Weed Found and the MoDOT Seeding Type Requirements in Section 805.2.1 of Missouri Standard Specifications for Highway Construction. No herbicide spray methods were used on the project.



Weekly and post rain event SWPPP inspections were completed throughout the construction phase of the project and will continue through 70% post construction revegetation.



VM-Water-06. *For Capital Improvement Project locations which will involve construction activities in proximity to surface water, prior to the start of construction the Applicants will develop a site-specific water quality monitoring plan and implement this monitoring plan throughout construction.*

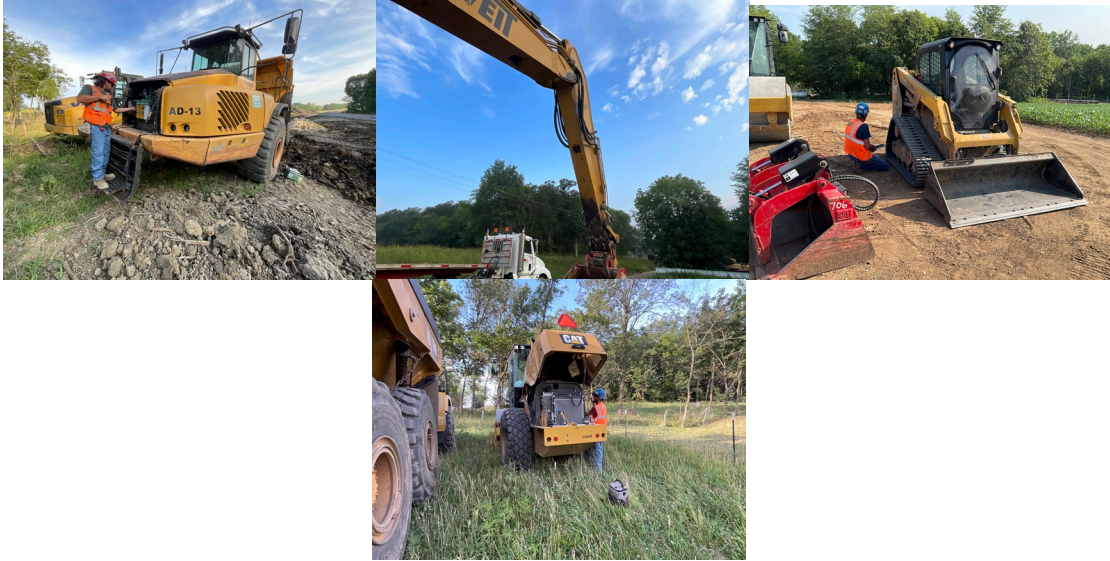
A site-specific WQMP was developed prior to construction of the Laredo capital improvement project. The EM evaluated potential surface water and stormwater quality impacts due to project construction activities throughout the project. Routine sampling and analysis of instream surface water and site stormwater sources during project construction activities was not deemed necessary at the Laredo capital improvement project to ensure adherence to the WQMP.

VM-Water-10. *As applicable to each of the individual Capital Improvement Projects, the Applicants will comply with applicable in-water work windows and timing restrictions for the protection of fish species.*

No fish-bearing water bodies were identified within the Laredo capital improvement project location, so in-water work windows and timing restrictions were not applicable.

VM-Water-11. *During the construction of Capital Improvement Projects, the Applicants will require all contractors to conduct daily inspections of all equipment for any fuel, lube oil, hydraulic or antifreeze leaks. If leaks are found, the Applicants will require the contractor to immediately remove the equipment from service and repair or replace it.*

Daily equipment inspections were conducted by all contractors on the Laredo capital improvement project, followed by daily inspection reports. Any leaks identified by EM were immediately brought to the contractors attention and equipment was placed out of service as needed.



VM-Water-13. During the construction of the Capital Improvement Projects, the Applicants will take reasonable steps to ensure contractors use fill material appropriate for the project area.

Suitable fill materials used within the Laredo capital improvement project consisted of primary reused Native soils, Clean Fill and ballast material previously approved by project engineers and contractors and from state licensed local sources.



LAREDO SIDING EXTENSION
CPKC Final Environmental Monitoring Report
APPENDIX A

SPILL REPORT FORM				
<i>For each oil spill, complete this form and maintain a copy in Appendix I.</i>				
Name (First, Middle I, Last)/Position or Title/Phone Number of Individual Reporting Spill: Albert V Young Environmental Monitor 814-410-9802				
Substance Spilled: Hydraulic fluid	Quantity Spilled (Do Not Speculate): ½ cup		Location: East 60St. Laredo, Mo 375-564V crossing Sta#483+00 on rail	
Date/Time Of Spill: 4/27/23 14:44:55	Time Spill Discovered (If Different):		Date/Time Spill Was Contained: 4/27/23 14:49:00	
Total oil storage capacity of tank(s) or impoundment(s) from which material was discharged: backhoe	Injuries? Yes No X	PPE Available? Yes X No	PPE Used? Yes X No	
Supervisor Notified? Yes X No				
Cause Of Spill (if known) – Include any equipment damages and approximate cost of damage.				
Cause of spill was a hole in hydraulic line of backhoe bucket. No damages or cost.				
Description(s) of how each oil discharge was detected:				
Operator saw hydraulic oil spewing from line when bucket was not operating correctly.				
Containment/Clean-Up Actions Taken – Include amounts and disposition of wastes generated by the cleanup. List materials used such as absorbent pads and containment drums. Describe effectiveness of containment.				
Operator shut off equipment immediately, went into storage on his equipment for diapers, foreman brought secondary containment pad to place under bucket of backhoe. Less than ½ cup was dispersed. All waste was put in 55-gallon drum and stored by trailer on site.				
Water Or Soil Impacted By Spill. If applicable, describe extent (e.g., amount of oil reaching storm drains, ditches, ponds, and area/amount of soil saturated with oil.)				
The spill did not effect any waterbodies or wetlands, no resources on project site.				
Effectiveness of monitoring equipment:				
Positive response by operator finding leak quickly and shut off equipment to control flow of hydraulic fluid. No monitoring equipment.				
Corrective/Preventative Action(s). List procedures, repairs, or other preventative measure that will minimize the potential for this type of spill to happen again.				
Daily inspection of equipment to notice wear and tear on lines and possible areas for leaks. The use of secondary containment and having disposable pads and rags on all equipment.				

Complete and deliver this report immediately to the facility [title].

SPILL REPORT FORM (Continued)

(COMPLETE ONLY IF REQUIRED)

REFER TO TABLE 5.2 IN SECTION 5.0 OF THIS PLAN, WHICH DESCRIBES THE VARIOUS SCENARIOS THAT REQUIRE EXTERNAL REPORTING OF RELEASES. REFER TO THE TABLE BEFORE COMPLETING THE REMAINDER OF THIS FORM.

Notifier's Name: _____

NRC/Case No. _____

800-424-8802

☐ Yes

☐ No

Date: _____

Time: _____

Name: _____

MDNR

573-634-2436

☐ Yes

☐ No

Date: _____

Time: _____

Name: _____

[name] LEPC

[phone number]

☐ Yes

☐ No

Date: _____

Time: _____

Name: _____

U.S. EPA Region 7

(913) 281-0991

☐ Yes

☐ No

Date: _____

Time: _____

Name: _____

Other Agency

☐ Yes

☐ No

Date: _____

Time: _____

Name: _____

No. of employees in facility: _____

No. evacuated: _____

Material Name: _____

CAS No: _____

RQ: _____

General Public notified? ☐ Yes ☐ No

How: _____

C. Enforcement Action(s): _____

D. Reporting Official:

Name of Reporting Official: _____

Organization: _____

Signature: _____

Date: _____

Agency Notification Standard Report

Information contained in this report, and any supporting documentation, must be submitted to the U.S. EPA Region 7 RA and the MDNR within 60 days of the qualifying discharge incident.

Facility:	[name of project] Laredo Siding Kansas City Subdivision [street address] East 60 th Street [city, state zip] Laredo,MO
Owner/operator:	Canadian Pacific Kansas City 7550 Ogden Dale Road S.E. Calgary, AB T2C 4X9, Canada
Name of Person Filing Report:	Albert Young
Location of Discharge:	375-564V Private Crossing
Maximum storage capacity:	[x] gallons [total gallons of oil stored onsite from Appendix B]
Normal Daily Throughput:	[x] gallons
Nature of qualifying incident(s): ☐ Discharge to navigable waters or adjoining shorelines exceeding 1,000 gallons ☐ Second discharge exceeding 42 gallons within a 12-month period.	
Description of facility (attach maps, flow diagrams, and topographical maps): [copy and paste facility description from Section 2.1.2].	

Agency Notification Standard Report (cont'd)

Cause of the discharge(s), including a failure analysis of the system and subsystems in which the failure occurred: Cause of discharge was leaking hydraulic line from backhoe bucket.

Corrective actions and countermeasures taken, including a description of equipment repairs and replacements: Line was replaced on backhoe that caused the leak.

Additional preventive measures taken or contemplated to minimize possibility of recurrence:

Daily inspection of equipment

Other pertinent information: Spill was cleaned up and placed in 55-gallon Hazmat drum on site.

LAREDO SIDING EXTENSION
CPKC Final Environmental Monitoring Report
APPENDIX B



CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment	06-09-23 2:59 PM	CPKC Project Name	Laredo	Bridge Milepost	407.03	County	Grundy
Structure Name (if exists)	C-1	Structure Coordinates (latitude and longitude)	40°0'1"N 93°26'29"W	Structure Height (approximate)	36"	Structure Length	27'
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material Beam Material End/Back Wall Material			
☐ Cast-in-place ☐ Pre-stressed Girder				☐ Metal ☐ None ☐ Concrete ☐ Concrete ☐ Concrete ☐ Timber ☐ Timber ☐ Steel ☐ Stone/Masonry ☐ Open grid ☐ Timber ☐ Other: ☐ Other:			
☐ Flat Slab/Box ☐ Steel I-beam				☐ Culvert Material ☐ Yes ☒ No ☐ Truss ☐ Covered ☐ Unknown ☐ Parallel Box Beam ☐ Other: Notes:			
Culvert Type				Other Structure			
☐ Box ☒ Pipe/Round ☐ Other:				☒ Metal ☐ Concrete ☐ Plastic ☐ Stone/Masonry ☐ Other:			
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
☐ Bare ground ☒ Open vegetation ☐ Rip-rap ☐ Closed vegetation ☐ Flowing water ☐ Railroad ☐ Standing water ☐ Road/trail - Type: ☐ Seasonal water ☐ Other:				☐ Agricultural ☐ Grassland ☐ Commercial ☒ Ranching ☐ Residential-urban ☐ Riparian/wetland ☐ Residential-rural ☐ Mixed use ☐ Woodland/forested ☐ Other:			
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box. Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
☒ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas		☐ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor N/A ☐ Staining ☐ Photos			
☐ Concrete surfaces (open roosting on concrete)		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor N/A ☐ Staining ☐ Photos			
☐ Spaces between concrete end walls and the bridge deck		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor N/A ☐ Staining ☐ Photos			
☐ Crack between concrete railings on top of the bridge deck 		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor N/A ☐ Staining ☐ Photos			
☐ Vertical surfaces on concrete I-beams		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor N/A ☐ Staining ☐ Photos			
☐ Spaces between walls, ceiling joists		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor N/A ☐ Staining ☐ Photos			
☐ Weep holes, scupper drains, and inlets/pipes		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor N/A ☐ Staining ☐ Photos			
☐ All guiderails		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor N/A ☐ Staining ☐ Photos			
☐ All expansion joints		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor N/A ☐ Staining ☐ Photos			
Name: Gabriella Parker				Signature:			

NW N NE
00 330 0 30 60
10°N (T) 40°0'1"N, 93°26'29"W ±9ft ▲ 730ft



SE S SW
120 150 180 210 240
168°S (T) 40°0'2"N, 93°26'29"W ±13ft ▲ 753ft



Gabriella Parker

09 Jun 2023, 14:59:59

NW N NE
0 330 0 30 60
13°N (T) 40°0'1"N, 93°26'29"W ±9ft ▲ 738ft



SE S SW
120 150 180 210 240
182°S (T) 40°0'2"N, 93°26'29"W ±13ft ▲ 749ft



Gabriella Parker

09 Jun 2023, 15:00:04



CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment	06-09-23	CPKC Project Name	Laredo	Bridge Milepost	407.65	County	Grundy
Structure Name (if exists)	Ex Culvert	Structure Coordinates (latitude and longitude)	39°59'31"N 93°26'18"W	Structure Height (approximate)	36"	Structure Length	70'
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material Beam Material End/Back Wall Material			
☐ Cast-in-place  ☐ Pre-stressed Girder 				☐ Metal ☐ None ☐ Concrete ☐ Concrete ☐ Concrete ☐ Timber ☐ Timber ☐ Steel ☐ Stone/Masonry ☐ Open grid ☐ Timber ☐ Other: ☐ Other:			
☐ Flat Slab/Box  ☐ Steel I-beam 				☐ Culvert Material ☐ Yes ☒ No ☐ Unknown			
☐ Truss  ☐ Covered 				Creosote Evidence ☐ Yes ☒ No			
☐ Parallel Box Beam  ☐ Other:				Notes:			
Culvert Type		Other Structure					
☐ Box ☒ Pipe/Round ☐ Other:		☐ Other:					
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
☐ Bare ground ☒ Open vegetation ☒ Rip-rap ☐ Closed vegetation ☐ Flowing water ☒ Railroad ☐ Standing water ☐ Road/trail - Type: ☐ Seasonal water ☐ Other:				☐ Agricultural ☐ Grassland ☐ Commercial ☒ Ranching ☐ Residential-urban ☐ Riparian/wetland ☒ Residential-rural ☐ Mixed use ☐ Woodland/forested ☐ Other:			
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box.							
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
☒ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas		☐ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ Photos ☐ Staining			
☐ Concrete surfaces (open roosting on concrete)		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ Photos ☐ Staining			
☐ Spaces between concrete end walls and the bridge deck		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ Photos ☐ Staining			
☐ Crack between concrete railings on top of the bridge deck 		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ Photos ☐ Staining			
☐ Vertical surfaces on concrete I-beams		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ Photos ☐ Staining			
☐ Spaces between walls, ceiling joists		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ Photos ☐ Staining			
☐ Weep holes, scupper drains, and inlets/pipes		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ Photos ☐ Staining			
☐ All guiderails		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ Photos ☐ Staining			
☐ All expansion joints		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Audible ☐ Species ☐ Guano ☐ Odor ☐ Photos ☐ Staining			
Name: Gabriella Parker				Signature: 			



55°NE (T) 39°59'31"N, 93°26'18"W ±42ft ▲ 788ft



241°SW (T) 39°59'31"N, 93°26'18"W ±9ft ▲ 775ft



Gabriella Parker

09 Jun 2023, 15:26:42



53°NE (T) 39°59'31"N, 93°26'19"W ±13ft ▲ 765ft



254°W (T) 39°59'31"N, 93°26'18"W ±13ft ▲ 764ft



Gabriella Parker

09 Jun 2023, 15:27:31



CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment	06-09-23 2:54 PM	CPKC Project Name	Laredo	Bridge Milepost	407.05	County	Grundy
Structure Name (if exists)	Ex Culvert CMP/CIP	Structure Coordinates (latitude and longitude)	40°0'0"N 93°26'29"W	Structure Height (approximate)	48"	Structure Length	90'
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material	Beam Material	End/Back Wall Material	
☐ Cast-in-place				☐ Metal	☐ None	☐ Concrete	
☐ Flat Slab/Box				☐ Concrete	☐ Concrete	☐ Timber	
☐ Truss				☐ Timber	☐ Steel	☐ Stone/Masonry	
☐ Parallel Box Beam				☐ Open grid	☐ Timber	☐ Other:	
☐ Pre-stressed Girder				☐ Other:	☐ Other:	Creosote Evidence	
☐ Steel I-beam				Culvert Material		☐ Yes ☒ No	
☐ Covered				☒ Metal		☐ Unknown	
☐ Other:				☐ Concrete		Notes:	
Culvert Type				☐ Plastic			
☐ Box				☐ Stone/Masonry			
☒ Pipe/Round				☐ Other:			
☐ Other:							
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
☒ Bare ground				☐ Agricultural			
☐ Rip-rap				☐ Commercial			
☐ Flowing water				☐ Residential-urban			
☒ Standing water				☒ Residential-rural			
☐ Seasonal water				☐ Woodland/forested			
☐ Open vegetation				☐ Grassland			
☐ Closed vegetation				☒ Ranching			
☒ Railroad				☐ Riparian/wetland			
☐ Road/trail - Type:				☐ Mixed use			
☐ Other:				☐ Other:			
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box.							
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
☒ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas		☐ Not present		☒ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
						N/A	
☐ Concrete surfaces (open roosting on concrete)		☒ Not present		☒ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
						N/A	
☐ Spaces between concrete end walls and the bridge deck		☒ Not present		☒ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
						N/A	
☐ Crack between concrete railings on top of the bridge deck 		☒ Not present		☒ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
						N/A	
☐ Vertical surfaces on concrete I-beams		☒ Not present		☒ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
						N/A	
☐ Spaces between walls, ceiling joists		☒ Not present		☒ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
						N/A	
☐ Weep holes, scupper drains, and inlets/pipes		☒ Not present		☒ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
						N/A	
☐ All guiderails		☒ Not present		☒ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
						N/A	
☐ All expansion joints		☒ Not present		☒ Visual - live # 0 dead # 0		☐ Audible ☐ Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
						N/A	
Name: Gabriella Parker				Signature:			

NE E SE
30 60 90 120 150
81°E (T) 40°0'0"N, 93°26'29"W ±9ft ▲ 738ft



NE E SE
30 60 90 120 150
87°E (T) 40°0'0"N, 93°26'29"W ±13ft ▲ 744ft



SW W NW
210 240 270 300 330
267°W (T) 40°0'0"N, 93°26'29"W ±10341ft ▲ 775ft



W NW N
240 270 300 330 0
308°NW (T) 39°59'59"N, 93°26'28"W ±9ft ▲ 746ft



Gabriella Parker

09 Jun 2023, 14:57:47

Gabriella Parker

09 Jun 2023, 14:57:52



CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 06-09-23 2:43 PM		CPKC Project Name Laredo		Bridge Milepost 407.3		County Grundy	
Structure Name (if exists) Ex Stone Box Culvert		Structure Coordinates 39°59'47"N (latitude and longitude) 93°26'30"W		Structure Height (approximate) 8.5'		Structure Length 70'	
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material		Beam Material	
☐ Cast-in-place  ☐ Pre-stressed Girder 				☐ Metal ☐ Concrete ☐ Timber ☐ Open grid ☐ Other:		☐ None ☐ Concrete ☐ Steel ☐ Timber ☐ Other:	
☐ Flat Slab/Box  ☐ Steel I-beam 						☐ Concrete ☐ Timber ☐ Stone/Masonry ☐ Other:	
☐ Truss  ☐ Covered 						Creosote Evidence ☐ Yes ☒ No	
☐ Parallel Box Beam  ☐ Other:				Culvert Material ☐ Metal ☐ Concrete ☐ Plastic ☒ Stone/Masonry ☐ Other:		☐ Unknown Notes:	
Culvert Type		Other Structure					
☒ Box ☐ Pipe/Round ☐ Other:		☐					
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
☐ Bare ground ☐ Rip-rap ☐ Flowing water ☒ Standing water ☐ Seasonal water				☒ Open vegetation ☐ Closed vegetation ☒ Railroad ☐ Road/trail - Type: ☐ Other:			
☐ Agricultural ☐ Commercial ☐ Residential-urban ☒ Residential-rural ☐ Woodland/forested				☐ Grassland ☒ Ranching ☒ Riparian/wetland ☐ Mixed use ☐ Other:			
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box.							
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
☒ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas		☐ Not present		☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Concrete surfaces (open roosting on concrete)		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Spaces between concrete end walls and the bridge deck		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Crack between concrete railings on top of the bridge deck 		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Vertical surfaces on concrete I-beams		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Spaces between walls, ceiling joists		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Weep holes, scupper drains, and inlets/pipes		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ All guiderails		☐ Not present		☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ All expansion joints		☒ Not present		☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
Name: Gabriella Parker				Signature: 			



☉ 64°NE (T) ● 39°59'47"N, 93°26'30"W ±13ft ▲ 756ft



Gabriella Parker

09 Jun 2023, 14:43:42



☉ 219°SW (T) ● 39°59'47"N, 93°26'28"W ±36ft ▲ 758ft



Gabriella Parker

09 Jun 2023, 14:45:18



MANSFIELD SIDING EXTENSION

CPKC Final Environmental Monitoring Report



MANSFIELD SIDING EXTENSION

CPKC Final Environmental Monitoring Report

This is the final Environmental Monitoring Report for the **Mansfield Siding Extension project** (commonly referred to as “Mansfield”) located in DeSoto Parish, LA (Beaumont Subdivision from MP 586 to MP 591.5). This project is part of the Canadian Pacific – Kansas City Southern railroad merger approved by the Surface Transportation Board on March 15, 2023. The extended siding is required to manage the impacts of increased traffic by creating additional passing capacity and maintain system fluidity post-merger. All capital improvement projects approved as part of the merger are subject to a series of mitigation measures as is outlined in the Final Environmental Impact Statement (and included as Approval Conditions in the Board’ Final Decision), and this is the final report showing Mansfield’s compliance with those measures.

Construction on Mansfield started on April 24, 2023, and the extension was placed into service on November 8, 2023. All construction activities which were part of this project were in compliance with the Board’s construction-related Conditions.

Compliance with Mitigation Measures

MM-General-03. *To minimize the potential for impacts on biological resources, water resources, hazardous materials release sites, and cultural resources, the Applicants shall, to the greatest extent possible, confine construction activities related to the planned capital improvements to the area within the existing ROW.*

The Right of Way (ROW) limits are marked by wooden stakes with orange tape on the top of them. The temporary erosion control silt fence was installed approximately 3ft behind the surveyed wooden stakes, due to construction activities extending to the edge of ROW. The temporary erosion control silt fence was maintained through the completion of the project to contain all sediment and construction debris within the limits of the project site. Wooden stakes with orange ribbon were also placed along the ROW for offset to the centerline of new siding for construction purposes. These were used during the construction sequence allowing the contractor to measure from the surveyed stakes to the centerline of the new siding.



VM-Noise-02. *While building the Capital Improvement Projects, the Applicants will work with their construction contractors to minimize, where practicable, construction-related noise disturbances between the hours of 2100 and 0700 local time. All equipment and noise on the project site did not start until 0730 and ended before 1700, all noise on the project today was within acceptable limits.*

The Environmental Monitor (EM) held weekly briefings with crew members regarding equipment noise throughout the duration of the Mansfield capital improvement project. All work was performed between the hours of 0700 and 2100 through the completion of the construction activities. The noise was kept within acceptable limits of the project permits at all times.

VM-Air-05. *The Applicants will develop an anti-idling policy for use in potentially affected communities on the combined network. The policy will capture both the idling of construction equipment used on the Capital Improvement Projects as well as ongoing operations.*

The anti-idling policy was discussed daily during the safety briefing completed at the project site. Contractors CW&W and Hollingsworth agreed not to leave any equipment idling while not in use. These briefings occurred during Safety/JSA meetings each day, and all new subcontractors were also briefed as they joined the project and began their work. The anti-Idling procedure was adhered to throughout the duration of the Mansfield capital improvement project.

The three photos below provide examples of some of the equipment that had to follow this policy during the project's duration. An equipment list used each day during the construction sequence was included within the daily environmental monitoring report prepared by the staff of Headwaters.



VM-Air-06. *To minimize fugitive dust emissions created during the construction of the Capital Improvement Projects, the Applicants will implement appropriate fugitive dust suppression controls, such as spraying water or other approved measures.*

Dust suppression controls were put in place at various points throughout the project when it was determined that the work would potentially create significant dusting. The primary method of dust suppression was the use of rock that has been brought into place over removed vegetation (exposed soils) at construction entrance(s) in addition to wooden mats that were placed at low spots along the ROW. Review of each construction entrance occurred as part of the daily environmental monitoring by the environmental inspectors on the project. Additional top dressing or improvements to the construction entrances were completed as recommended to maintain the site and prevent the transport of sediment off site. See below photos of these controls on site.



VM-Air-08. *Where vegetation clearing has taken place during the construction of the Capital Improvement Projects, the Applicants will begin revegetation as soon as practicable to minimize impacts of wind erosion and fugitive dust. Where immediate revegetation is not practicable, the Applicants will implement alternative stabilization measures such as matting, mulching, or hydroseeding.*

As part of the project completion, contractors were able to ensure that all site stabilization measures needed throughout the project were considered and completed within the 14-day window in accordance with the general permits completed for the project. The environmental inspectors supported the contractors with the use of temporary grassing as part of the construction sequence. As construction completed, permanent grassing was utilized to include the reutilization of topsoil and the hydroseeding and/or mulching covering final graded areas along the project ROW. At the end of the project, the EM returned to the site to ensure that revegetation had been maintained and was successful in its attempt to restore the ROW post-construction.

The photos below show some of the areas where revegetation measures were implemented along the construction site.



VM-Haz. Material Sites-01. *The Applicants will require its construction contractor(s) to implement measures to protect workers' health and safety and the environment in the event that undocumented hazardous materials are encountered during construction of the Capital Improvement Projects. The Applicants will document all activities associated with the previously undocumented contamination and will notify the appropriate state agencies according to applicable regulations. The Applicants will use disposal methods which comply with applicable solid and hazardous waste regulations.*

No hazardous materials were discovered within the project limits throughout the duration of the Mansfield capital improvement project. All parties on site were frequently briefed on the importance of strict adherence to the measures outlined in the Health & Safety and Materials Management Plans if hazardous materials were identified.

Jose Torres from Rail Pros discussed Rules of the Week and Day as they may relate to the daily activities on the project site. Recommendations were presented to the team daily as needed to maintain all aspects of the project site. An important part of the daily briefings were to remind all personnel on the project site to observe passing trains for problems and make them aware. During the briefings, it was discussed to use spotters, especially in cases of blind spots. In addition, discussions included inspecting First Aid Kits and Fire Extinguishers in vehicles and equipment.

VM-Haz. Material Sites-03. *In the event of a spill over the applicable reportable quantity during the construction of a Capital Improvement Project, the Applicants will comply with its site-specific spill prevention, control and response plan and applicable federal and state regulations pertaining to spill containment, appropriate clean-up, and notifications.*

During our safety briefings we discussed reporting any spills immediately and containing them with one of the available spill kits on site. No spills occurred during the construction period that met the threshold for a reportable spill. This was a key component of the daily environmental monitoring completed by the Headwaters environmental inspectors.



VM-Haz. Material Sites-04. *During the construction of the Capital Improvement Projects, the Applicants will ensure that gasoline, diesel fuel, oil, lubricants, and other petroleum products are handled and stored to reduce the risk of spills contaminating soils or surface waters. If a petroleum spill occurs as a result of construction, and exceeds specific quantities or enters a waterbody, the Applicants (or its agents) will be responsible for promptly cleaning up the spill and notifying responsible agencies in accordance with federal and state.*

During the regular morning safety briefings, it was discussed to place all liquids inside of a truck and not on the ground. All contractors present agreed to have all the above materials in the back of one truck on site. Nothing will be stored on the ground in accordance with the site management plan.

VM-Haz. Material Sites-05. *The Applicants will require contractors to dispose of waste generated on the Capital*

Improvement Projects in accordance with all applicable federal, state, and local regulations.

During the daily safety briefings, we discussed removing all waste generated from the project site. No waste was observed on the project site during the duration of the project. Each contractor kept up with their equipment, waste, and materials as part of their daily routine.

VM-Biological-02. *Where practicable, the Applicants will clear vegetation in preparation for the Capital Improvement Projects before or after the breeding bird nesting season, specific to each project location, to avoid inadvertent removal of active nests (nesting adults, young, or eggs) and to ensure compliance with the Migratory Bird Treaty Act. If clearing is required during a respective location's nesting season, the Applicant will consult with OEA and the local office of the U.S. Fish and Wildlife Service (USFWS) on appropriate nest survey methods for that area.*

Tree clearing at Mansfield was completed before March 10, 2023. The individual occurrences of eagles, nest, or roosting trees were observed on or near the project site during the extent of the project construction activities. As part of the initial site clearing, no more trees were cleared than were necessary for the planned construction activities. The photos below show the ROW after the completion of tree clearing but before construction had begun.



VM-Biological-03. *The Applicants will not conduct construction related tree removal for the Capital Improvement Projects during the active season for the Indiana bat and the northern long-eared bat (April 1 to October 31).*

Similarly, to bird nesting concerns, all tree clearing activities occurred prior to active bat species season, and no active bats were observed within the project limits during tree clearing and construction activities. Tree trimming operations were conducted outside of the above dates. Adverse impacts to individual species or habitat is not anticipated. The EM completed a bridge/structure bat assessment (survey) prior to construction activities associated with culverts, bridges, potential roosting areas with negative results. Please see Appendix A for the Bat Inspection report.

VM-Biological-04. During the construction of the Capital Improvement Projects, the Applicants will take steps to reduce the unnecessary removal of bat habitat outside of active bat season by limiting tree removal to only the areas necessary to safely construct and operate the new siding or second track, marking the limits of tree clearing through the use of flagging or fencing, and ensuring that construction contractors understand clearing limits and how they are marked in the field.

After tree clearing was complete, the limits of the project were clearly marked out to keep the contractor within the limits of the project with wooden stakes with orange tape on top of stakes. Silt fencing has also been installed along the perimeter of the project in accordance with the sediment and erosion control management plan.



VM-Biological-05. If construction of the Capital Improvement Projects would require removal or alteration of bridges, culverts, or other structures that provide suitable habitat for the northern long-eared bat or the Indiana bat during the active season for those species (April 1 to October 31), the Applicants will first conduct an inspection for the presence of, or evidence of use by, bats. A qualified biologist will complete the inspection. If the inspection finds bats or evidence of bats, then the Applicants will not commence work on the structure until coordinating with OEA and USFWS to determine appropriate follow-up or mitigative actions. The inspection must be completed during the same year that the work takes place.

The EM completed an inspection of the two culverts at MP 589.10 and Station 31170+00 prior to the culvert installation that occurred on 6/15/2023. At no time did the EM find evidence of bat use or nests present. Please see Appendix A for the Bat Inspection report.

VM-Biological-06. *Where practicable, the Applicants will conduct any culvert or bridge removal as part of the Capital Improvement Projects outside of the roosting period of bat species, specific to each project location. Where practicable, if bridge or culvert removal is required during the bat roosting period where the individual Capital Improvement Project is located, the Applicants will consult with OEA and the local USFWS office on appropriate methods to determine if bats are using the bridge or culvert as a roost.*

After an inspection that determined no bat species were present, the culvert extension at MP 589.10 and culvert installation at Station 31170+00 was completed between 6-20-23 thru 6-23-23 at the southern culvert and 6-23-23 thru 6-28-23 at the northern culvert on the project site, during the bat roosting period. The EM completed daily monitoring of bat species. No bat species was present before or during the installation process.

VM-Biological-07. *During construction of the Capital Improvement Projects, the Applicants will direct any temporary lighting away from suitable habitat for the northern long-eared bat or the Indiana bat during the active season for those species (April 1 to October 31). The Applicants will use downward-facing, full cut-off lens lights for any temporary lighting used during the construction of the Capital Improvement Projects.*

Because work was not done at night, temporary lighting with a full cut-off lens was not used during the removal and installation of any component of the project.

VM-Biological-09. *During construction of the Capital Improvement Projects, temporary barricades, fencing, and/or flagging will be used in sensitive habitats to contain construction related impacts to the area within the construction ROW. To the extent possible, staging areas will be located in previously disturbed sites and not in sensitive habitat areas.*

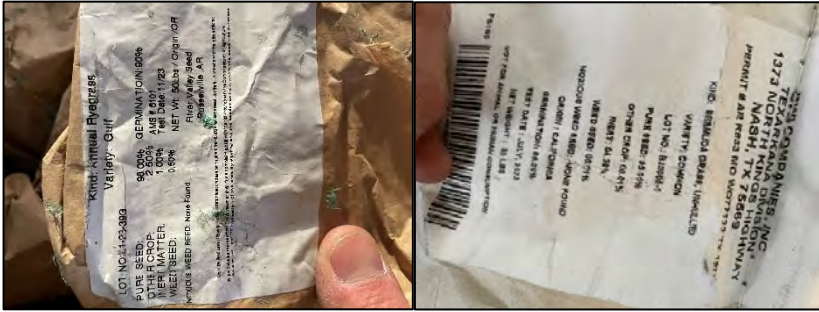
Orange flagging was used to identify project ROW boundaries. Construction staging occurred within the ROW but outside of areas identified as sensitive habitat areas. No barricades or fencing was used due to nonbeing present within construction areas.

VM-Biological-10. *The Applicants will limit ground disturbance to only the areas necessary for the construction of the Capital Improvement.*

Ground disturbance within the duration of the Mansfield capital improvement project was limited to the necessary construction efforts to complete the Mansfield siding extension between MP 586-MP 591.5. Ground disturbance began on 4/24/2023 and was completed on 12/5/2023.

VM-Biological-11. *The Applicants will use construction methods and seed mixes that minimize introduction and spread of noxious weeds on the Capital Improvement Projects. Noxious weed control will include combinations of mechanical and herbicide spray methods.*

Seed mixes used within the Mansfield capital improvement project for the minimization of the introduction and spread of noxious weeds were verified by the EM prior to use. The seed tag shown in the photos below as provided by the seeding contractor specifies No Noxious Weed Found . No herbicide spray methods were used on this project.

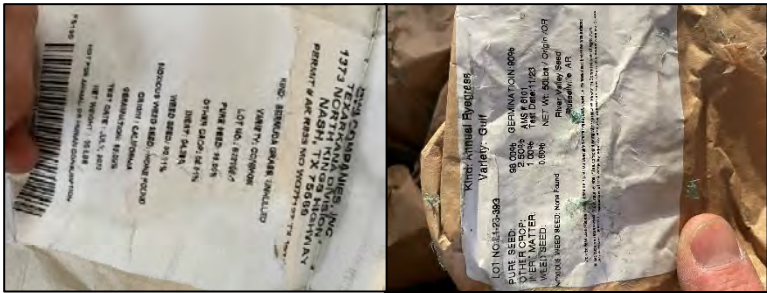


VM-Biological-13. As applicable to each of the individual Capital Improvement Projects, the Applicants will protect bald and golden eagles by adhering to the Bald and Golden Eagle Protection Act. In addition, the Applicants will follow the USFWS National Bald Eagle Management Guidelines, as applicable.

The EM observed that no bald or golden eagles or nests were identified within the limits of the project, thus adhering to the Bald and Golden Eagle Protection Act as required.

MM-Biological-01. For capital improvements related to the Proposed Acquisition, the Applicants shall not knowingly include any federally- or state-listed invasive weed species in seed mixes for revegetating disturbed areas within the rail ROW.

Seed mixes used for revegetative efforts on the Mansfield capital improvement project were verified according to seed tags. See below photos for various seed mix types used on the project for revegetation.



VM-Water-04. As applicable to each of the individual Capital Improvement Projects, the Applicants will require its construction contractor(s) to follow all water quality control conditions identified in all permits including the Water Quality Certification from the respective jurisdiction and Section 404 Permits issued by USACE.

During construction of the Mansfield capital improvement project, the contractor followed all water quality conditions to minimize impact to water quality per the Water Quality Monitoring plan (WQMP). A site- specific Stormwater Pollution Prevention Plan (SWPPP) for the project was also implemented, which incorporated best management practices and site-specific measures to control erosion and reduce the amount of sediment and pollutants that could enter surface waters, groundwater, and wetlands. Minimal impacts to wetlands and creek areas were considered, including the placement of fill material or conveyance structures to complete the planned project.

VM-Water-05. Prior to initiating construction at a Capital Improvement Project location, the Applicants will

develop a site-specific Stormwater Pollution Prevention Plan which will incorporate Best Management Practices as well as site specific measures to control erosion and reduce the amount of sediment and pollutants entering surface waters, ground waters, and waters of the U.S.

The contractor followed Pre/Post construction measures using the site-specific SWPPP developed for the Mansfield capital improvement project. These measures included the installation of erosion control devices prior to and during the construction sequence, which prevented the sediment or pollutant discharges from the project. See below photos for some examples of where this was used within the project.



The contractor followed Best Management Practices by utilizing secondary containment while refueling, designated equipment cleaning areas, utilizing spill prevention measures, minimizing sediment on public roadways, and utilizing good waste management practices.

Weekly and post rain event SWPPP inspections were completed throughout the construction phase of the project and will continue through 70% post construction revegetation.

VM-Water-06. *For Capital Improvement Project locations which will involve construction activities in proximity to surface water, prior to the start of construction the Applicants will develop a site-specific water quality monitoring plan and implement this monitoring plan throughout construction.*

A site-specific WQMP was developed prior to construction of the Mansfield capital improvement project. The EM evaluated potential surface water and stormwater quality impacts due to project construction activities throughout the project. Routine sampling and analysis of instream surface water and site stormwater sources during project construction activities was conducted monthly at the Mansfield capital improvement project to ensure adherence to the WQMP.

VM-Water-10. *As applicable to each of the individual Capital Improvement Projects, the Applicants will comply with applicable in-water work windows and timing restrictions for the protection of fish species.*

No fish-bearing water bodies were identified within the Mansfield capital improvement project location, so in-water work windows and timing restrictions were not applicable.

VM-Water-11. *During the construction of Capital Improvement Projects, the Applicants will require all contractors to conduct daily inspections of all equipment for any fuel, lube oil, hydraulic or antifreeze leaks. If leaks are found, the Applicants will require the contractor to immediately remove the equipment from service and repair or replace it.*

Daily equipment inspections were conducted by all contractors on the Mansfield capital improvement project, followed by daily inspection reports. Any leaks identified by EM were immediately brought to the contractor's attention and equipment was placed out of service as needed.

VM-Water-13. During the construction of the Capital Improvement Projects, the Applicants will take reasonable steps to ensure contractors use fill material appropriate for the project area.

Suitable fill materials used within the Mansfield capital improvement project consisted of primary reused native soils, clean fill, and ballast material previously approved by project engineers and contractors and from state licensed local sources.

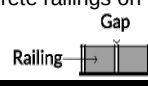
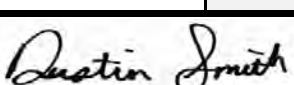


MANSFIELD SIDING EXTENSION
CPKC Final Environmental Monitoring Report

APPENDIX A



CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 6/15/23 0800		CPKC Project Name Mansfield Siding Extension		Bridge Milepost 31170+00		County Desoto Parish	
Structure Name (if exists)		Structure Coordinates 32.04934 N 93.69509 W (latitude and longitude)		Structure Height (approximate)		Structure Length	
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material		Beam Material	
☐ Cast-in-place  ☐ Pre-stressed Girder 				☐ Metal ☐ Concrete ☐ Timber ☐ Open grid ☐ Other:		☐ None ☐ Concrete ☐ Steel ☐ Timber ☐ Other:	
☐ Flat Slab/Box  ☐ Steel I-beam 						☐ Concrete ☐ Timber ☐ Stone/Masonry ☐ Other:	
☐ Truss  ☐ Covered 						Creosote Evidence ☐ Yes ☐ No	
☐ Parallel Box Beam  ☐ Other:				Culvert Material ☒ Metal ☐ Concrete ☐ Plastic ☐ Stone/Masonry ☐ Other:		☐ Yes ☐ No ☐ Unknown Notes:	
Culvert Type		Other Structure					
☐ Box ☐ Pipe/Round ☐ Other:		☐ Other:					
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
☐ Bare ground ☐ Rip-rap ☐ Flowing water ☒ Standing water ☐ Seasonal water				☐ Open vegetation ☐ Closed vegetation ☐ Railroad ☐ Road/trail - Type: ☐ Other:			
☐ Agricultural ☐ Commercial ☐ Residential-urban ☐ Residential-rural ☒ Woodland/forested				☐ Grassland ☐ Ranching ☐ Riparian/wetland ☐ Mixed use ☐ Other:			
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box.							
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
☒ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas		☐ Not present		☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☒ Photos ☐ Species			
☐ Concrete surfaces (open roosting on concrete)		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Spaces between concrete end walls and the bridge deck		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Crack between concrete railings on top of the bridge deck 		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Vertical surfaces on concrete I-beams		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Spaces between walls, ceiling joists		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Weep holes, scupper drains, and inlets/pipes		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ All guiderails		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ All expansion joints		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
Name: Dustin Smith				Signature 			

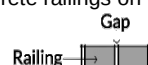
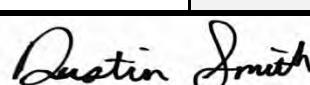








CPKC OEA Compliance Program Bridge/Structure Bat Assessment Form

Date & Time of Assessment 6/15/23 0800		CPKC Project Name Mansfield Siding Extension		Bridge Milepost 31170+00		County Desoto Parish	
Structure Name (if exists)		Structure Coordinates 32.04934 N 93.69509 W (latitude and longitude)		Structure Height (approximate)		Structure Length	
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material		Beam Material	
☐ Cast-in-place  ☐ Pre-stressed Girder 				☐ Metal ☐ Concrete ☐ Timber ☐ Open grid ☐ Other:		☐ None ☐ Concrete ☐ Steel ☐ Timber ☐ Other:	
☐ Flat Slab/Box  ☐ Steel I-beam 						☐ Concrete ☐ Timber ☐ Stone/Masonry ☐ Other:	
☐ Truss  ☐ Covered 						Creosote Evidence ☐ Yes ☐ No	
☐ Parallel Box Beam  ☐ Other:				Culvert Material ☒ Metal ☐ Concrete ☐ Plastic ☐ Stone/Masonry ☐ Other:		☐ Yes ☐ No ☐ Unknown Notes:	
Culvert Type		Other Structure					
☐ Box ☐ Pipe/Round ☐ Other:		☐ Box ☐ Pipe/Round ☐ Other:					
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
☐ Bare ground ☐ Rip-rap ☐ Flowing water ☒ Standing water ☐ Seasonal water				☐ Open vegetation ☐ Closed vegetation ☐ Railroad ☐ Road/trail - Type: ☐ Other:			
☐ Agricultural ☐ Commercial ☐ Residential-urban ☐ Residential-rural ☒ Woodland/forested				☐ Grassland ☐ Ranching ☐ Riparian/wetland ☐ Mixed use ☐ Other:			
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box.							
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
☒ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas		☐ Not present		☒ Visual - live # 0 dead # 0 ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☒ Photos ☐ Species			
☐ Concrete surfaces (open roosting on concrete)		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Spaces between concrete end walls and the bridge deck		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Crack between concrete railings on top of the bridge deck 		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Vertical surfaces on concrete I-beams		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Spaces between walls, ceiling joists		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ Weep holes, scupper drains, and inlets/pipes		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ All guiderails		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
☐ All expansion joints		☒ Not present		☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species			
Name: Dustin Smith				Signature: 			







Appendix C

Archaeological Monitoring Reports



ENVIRONMENTAL CONSULTANTS

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TECHNICAL MEMORANDUM

To: Michael Keller
HDR Inc.
michael.keller@hdrinc.com

From: Jolene Schleicher, Project Manager; Matthew Hull, Principal Investigator, SWCA
Environmental Consultants

Date: November 3, 2023

Re: **HDR Rail Monitoring Summary Report, November 2023, Laredo, Missouri / SWCA
Project No. 77801**

PROJECT DESCRIPTION

SWCA Environmental Consultants (SWCA) was contracted by HDR, Inc. (HDR) to monitor for cultural resources during the construction of capital improvements along the Canadian Pacific and Kansas City Southern rail right-of-way. These capital improvements consist of extending 13 existing sidings and adding 10 new passing sidings adding one new section of facility working track and one new section of double track (project). The project is taking place in various locations. This summary report for the Laredo, Missouri, project area (project area), as required by HDR, documents the completed cultural resources monitoring activities undertaken by SWCA at this location between April 18 and August 3, 2023.

SWCA personnel who monitored construction at the Laredo, Missouri, project area and the construction monitoring dates are summarized in Table 1.

Table 1. Cultural Resource Monitor and Dates of Monitoring at the Laredo, Missouri, Project Area

SWCA Cultural Resource Monitor	Dates of Construction Monitoring
Sam Peterson	April 18–22, 24–29; May 1–6, 8–13, 15–20, 23–25, and 31; June 1–3, 5–10, 12–17, 19–24, and 26–29; July 6–8, 10–15, 17–20, and 24–28; August 1–3, 2023 (completed)

MONITORING METHODS

SWCA monitoring methods consisted of the visual inspection of ground-disturbing activities, such as bulldozing and scraping, associated with construction. The archaeologist observed soil removal and digging activities (Figures 1–12) and monitored for the presence of cultural resources, such as bone, individual artifacts, artifact concentrations, and features. The archaeologist also inspected the surrounding area and soil stockpiles (see Figure 1) for the presence of cultural resources.

MONITORING SUMMARY

The type of construction activities monitored and the results of monitoring at the Laredo, Missouri, project area between April 18 and August 3, 2023, are presented in Table 2. At the beginning of ground disturbance, SWCA's archaeologist presented a training to construction personnel, providing background to why archaeology monitoring is being conducted, what the archaeologist is looking for, and what steps are to be taken if cultural resources are identified during construction.

Table 2. Laredo, Missouri, Project Area Construction Activities and Results

Construction Activities Monitored	Results
Topsoil removal; cut and fill grading; stump removal; drilling for foundations; preparation for installation of culvert; culvert delivery; culvert welding; culvert installation; horizontal ground drilling for foundations.	No features or cultural resources were identified during the monitoring.

Results

No features or significant cultural materials were identified during cultural resources monitoring at the Laredo, Missouri, project location. No known cultural resources have been impacted by construction.

CONCLUSIONS

Between April 18 and August 3, 2023, SWCA conducted cultural resource monitoring and tasks associated with the Laredo, Missouri, project area during construction on the project, which commenced on April 18, 2023, and completed on August 3, 2023. No features or cultural materials were identified during cultural resources monitoring, and no known cultural resources were impacted by construction at the Laredo, Missouri, project area.



Figure 1. Bulldozer stockpiling topsoil on the right-of-way; view facing north. (Photograph by S. Peterson 5/3/23.)



Figure 2. Topsoil removal continues toward the south end of the right-of-way; view facing south. (Photograph by S. Peterson 5/4/23.)



Figure 3. Foundation crew drilling holes to set H-beams for the foundation walls; view facing north. (Photograph by S. Peterson 5/13/23.)



Figure 4. Construction staging area on top of the hill; view facing south. (Photograph by S. Peterson 6/7/23.)



Figure 5. Solar panels being set along the corridor; view facing northeast. (Photograph by S. Peterson 6/15/23.)



Figure 6. Trenching along the corridor; view facing east. (Photograph by S. Peterson 6/19/23.)



Figure 7. Crew placing the northern portion of the retaining wall north of the rail crossing; view facing north. (Photograph by S. Peterson 6/22/23.)



Figure 8. Topsoil removal along the corridor; view facing southeast. (Photograph by S. Peterson 7/06/23.)



Figure 9. Foundation crew working on the southern portion of the retaining wall; view facing southeast. (Photograph by S. Peterson 7/14/23.)



Figure 10. Iowa Trenchless finishing activities at the first culvert site; view facing northwest. (Photograph by S. Peterson 7/20/23.)



Figure 11. Close-up of the trenching pit and the culvert; view facing northeast. (Photograph by S. Peterson 7/25/23.)



Figure 12. Iowa Trenchless hauling pipe to the bore pit; view facing east. (Photograph by S. Peterson 8/2/23.)



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TECHNICAL MEMORANDUM

To: Michael Keller
HDR, Inc.
michael.keller@hdrinc.com

From: Jolene Schleicher, Project Manager; Matthew Hull, Principal Investigator

Date: December 21, 2023

Re: **HDR Rail Monitoring Summary Report, December 2023, Mansfield, Louisiana / SWCA Project No. 77801**

PROJECT DESCRIPTION

SWCA Environmental Consultants (SWCA) was contracted by HDR, Inc. (HDR) to monitor for cultural resources during the construction of capital improvements along the Canadian Pacific and Kansas City Southern rail right-of-way (ROW). These capital improvements consist of extending 13 existing sidings, adding 10 new passing sidings, adding one new section of facility working track, and adding one new section of double track (project). The project is taking place in various locations. This summary report for the Mansfield, Louisiana, project area (project area), as required by HDR, documents the completed cultural resources monitoring activities undertaken by SWCA at this location between April 24 and August 5, 2023.

SWCA personnel who monitored construction at the Mansfield, Louisiana, project area and the construction monitoring dates are summarized in Table 1.

Table 1. Cultural Resource Monitor and Dates of Monitoring at the Mansfield, Louisiana, Project Area

SWCA Cultural Resource Monitor	Dates of Construction Monitoring
Heather MacIsaac	April 24–29; May 1–5 and 8–13, 2023
Rachel Jensen	May 15–20, 2023
Abigail Riggle	May 22–27, 2023
Dylan Holubar	May 30–31; and June 1–3, 5–10, and 13, 2023
Autumn McGaha	June 14–17, 19–24, 26–30; and July 1, 2023
Katie Atwood	July 5–8, 19–24, 26–30; and July 5–10, 2023
Rachel Jensen	July 11–15, 2023
Hanna Moore	July 17–22, 24–31, and August 1–5, 2023 (completed)

MONITORING METHODS

SWCA monitoring methods consisted of the visual inspection of ground-disturbing activities, such as bulldozing and scraping, associated with construction. The archaeologist observed soil removal, digging, and drilling activities (Figures 2–11) and monitored for the presence of cultural resources, such as bone, individual artifacts, artifact concentrations, and features. The archaeologist also inspected the surrounding area and soil stockpiles for the presence of cultural resources.

MONITORING SUMMARY

The type of construction activities monitored and the results of monitoring at the Mansfield, Louisiana, project area between April 24 and August 5, 2023, are presented in Table 2. At the beginning of ground disturbance, SWCA’s archaeologist presented a training to construction personnel, providing background as to why archaeology monitoring is being conducted, what the archaeologist is looking for, and what steps are to be taken if cultural resources are identified during construction.

Table 2. Mansfield, Louisiana, Project Area Construction Activities and Results

Construction Activities Monitored	Results
Topsoil removal; gravel hauling and smoothing; excavation; cut-and-fill grading; plastic, erosion-resistant, Geo gridded-mesh laid and buried; tree clearing; stump removal; drilling; culvert installation	A single isolated dark brown ceramic insulator was found in a push pile near Station 31156+00 during monitoring on May 5, 2023.

Results

In May of 2023, a single isolated dark brown ceramic insulator was found in a push pile near station 31156+00 during monitoring (see Figure 1). The ceramic insulator was identified as historic but was determined to be a regionally well-represented artifact type, and there were no surrounding artifacts to add to the context of its discovery. No known cultural resources have been impacted by construction.

CONCLUSIONS

Between April 24 and August 5, 2023, SWCA conducted cultural resources monitoring and tasks associated with the Mansfield, Louisiana, project area during construction on the project, which commenced on April 24, 2023, and was completed on August 5, 2023. A single isolated dark brown ceramic insulator was identified during cultural resources monitoring, no known cultural resources were impacted by construction at the Mansfield, Louisiana project area.

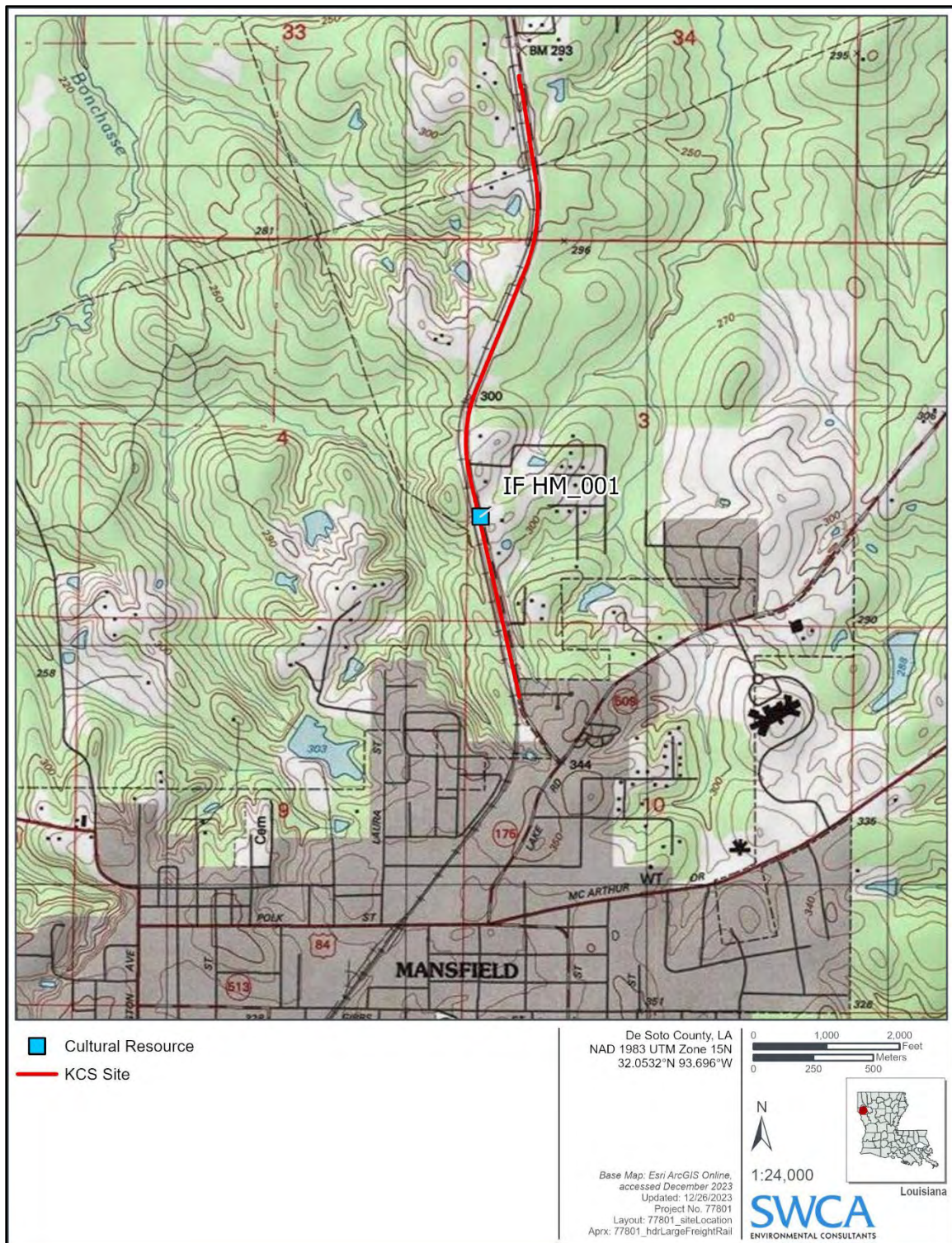


Figure 11. Location of resource along project area.



Figure 1. Initial topsoil clearance by a bulldozer; view facing southwest. (Photograph by H. MacIsaac April 24, 2023.)



Figure 2. Initial stump removal by an excavator; view facing southwest. (Photograph by H. MacIsaac April 24, 2023.)



Figure 3. Tree removal by excavator; view facing southwest. (Photograph by H. MacIsaac April 29, 2023.)



Figure 4. Historic ceramic insulator found during monitoring; view facing south. (Photograph by H. MacIsaac May 5, 2023.)



Figure 5. Excavator digging a trench; view facing east. (Photograph by R. Jenson May 18, 2023.)



Figure 6. Excavator digging a culvert installation trench; view facing east. (Photograph by R. Jenson May 18, 2023.)



Figure 7. Flooded ROW being drained by a bulldozer; view facing west. (Photograph by D. Holubar June 6, 2023.)



Figure 8. Cut-and-fill grading using fill from the borrow pit; view facing southwest. (Photograph by D. Holubar June 13, 2023.)



Figure 9. Continued excavation of borrow pit; view facing southeast. (Photograph by H. Moore July 28, 2023.)



Figure 10. Continued excavation of borrow pit; view facing southeast. (Photograph by H. Moore August 3, 2023.)