



September 27, 2021

Danielle Gosselin
Acting Director
Office of Environmental Analysis
Surface Transportation Board
Washington, DC 20423

Re: Docket No. FD 36406, Port Authority of Kansas City—Construction and Operation Exemption—in Jackson and Clay Counties, Mo.; Information Request #2

Dear Ms. Gosselin,

This letter is in response to your letter dated September 21, 2021 in which the Surface Transportation Board's Office of Environmental Analysis (OEA) requested information related to the above listed docket number and the related environmental review of the referenced proceeding on behalf of the Port Authority of Kansas City, Missouri (Port KC). This letter is our official response to your Information Request #2, and the answers below correspond to the eight (8) questions listed in your request.

1. The assumptions stated (6 a.m. to 8 p.m. Monday through Saturday) are reasonable. The stated construction duration of 6-12 months is also a reasonable assumption for the proposed rail line.
2. The estimated construction footprint for the rail is 100' wide, centered on the track centerline.
3. It is likely that the construction could be contained within the 100' width stated in Item 2. To be conservative, a 50' width just north of the 100' construction footprint could be allowed for any staging.
4. The operational width for the rail is 50' centered on each track.
5. We agree that the stated construction equipment of bulldozers, front-end loaders, and dump trucks for construction of rail and cranes for the construction of bridges would be appropriate assumptions for this construction.
6. We anticipate only one bridge on the site, as stated, for the rail. A bridge over the Blue River is being considered for vehicle access.
7. We agree with the stated assumption that aggregate, ballast and sub-ballast will be sourced locally.

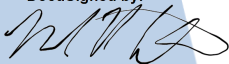
Port KC

110 Berkley Plaza, Kansas City, Missouri 64120
816.559.3750 | www.portkc.com

8. Fill can be sourced locally from several locations. The P3 partner can contact local sources about cost, transportation, and material type once the project is close to construction. Of note, additionally fill material may also be required to address surface contamination on the project site as part of a remedial strategy which would involve capping contaminated soil, or consolidating and capping contaminated soil. Imported fill materials used for this purpose will be tested to ensure the materials are free of contamination and geotechnically suitable for the intended use.

We will continue to work with our vendors and partners to deliver all the material discussed above to Messrs. Assenza and Bartlett. Thank you for your correspondence, and we look forward to working with you as we move MRT through the process. Should you have any further questions, please do not hesitate to contact me at mcoulter@portkc.com or at 816-559-3731.

Sincerely,

DocuSigned by:

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Mark R. Coulter
Vice President, General Counsel

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

September 21, 2021

Mark R. Coulter
Port Authority of Kansas City, General Counsel
110 Berkley Plaza
Kansas City, MO 64120

Re: Docket No. FD 36406, Port Authority of Kansas City—Construction and
Operation Exemption—in Jackson and Clay Counties, Mo.; Information Request
#2

Dear Mr. Coulter:

Consistent with 40 C.F.R. § 1506.5(b), the Surface Transportation Board's Office of Environmental Analysis (OEA) requests the information listed below, which is necessary for the Environmental Assessment (EA) that will be prepared for the above-referenced proceeding. Please provide this information by October 5th to avoid delay in the environmental review process. If information is not currently available, OEA requests that Port KC provide a best estimate for purposes of the environmental analysis (OEA understands that certain project details would be determined by a P3 partner/operator at a later time). OEA will use its expertise and best professional judgment to fill any remaining data gaps for use in its environmental analysis.

Please provide responses to the following questions pertaining to the proposed action:

1. In response to Information Request #1 Port KC indicated that the P3 partner/operator would determine the construction timeframe and hours of construction per day for the proposed rail line. For purposes of the analysis, can OEA assume "typical construction and work periods" to mean daytime hours (6 a.m. to 8 p.m.), Monday through Saturday, over a period of 6 to 12 months? If Port KC anticipates a longer timeframe (range of months) for construction of the proposed rail line, please specify.
2. Port KC has previously stated that "once on the MRT site, separate railroad right of way is not anticipated for the proposed rail line." Please provide an estimated construction footprint reflecting the outer boundary of the construction limits for the proposed rail line (e.g., 100-feet; 50 feet on either side of the proposed rail centerline). The construction footprint would include the area that would be temporarily disturbed during construction and could include areas that would be reclaimed and revegetated following construction.
3. Does Port KC anticipate that all temporary staging areas would be located within the proposed rail line construction footprint, or would portions of the MRT site be used for

temporary material laydown, staging, and logistics areas? Additionally, please provide an estimate of the size of such areas outside of the construction footprint.

4. If it is anticipated that the proposed rail line construction footprint would be reduced to an operational footprint following construction, please specify the width of the proposed rail line right-of-way during operations (i.e. the area where the proposed rail line operations and maintenance would occur and would be permanently disturbed).

5. Confirm that Port KC anticipates that construction of the proposed rail line would involve a variety of construction equipment, including bulldozers, front-end loaders, and dump trucks for construction of the rail corridor at grade and that cranes may be needed to construct bridges over surface waters.

6. Confirm that Port KC is currently anticipating only one bridge crossing of a surface waterbody (the old Missouri River channel in the northern portion of the MRT site). If additional bridge crossings are anticipated, please identify locations and type of crossings (e.g., culverts or bridges).

7. Is it anticipated that the P3 partner/operator would obtain aggregate, ballast, and sub-ballast material from existing local quarries? If not, please describe the process by which the P3 partner/operator is anticipated to identify and obtain sources of these materials.

8. Is it anticipated that fill material would be required to construct portions of the proposed rail line? If so, please describe the anticipated process by which the P3 partner/operator would source this material.

Thank you for your assistance in this matter. We look forward to receiving this information from you at your earliest convenience, but no later than the date specified above. In addition to Adam Assenza of my staff, please provide a copy of your response to Alex Bartlett of ICF, our independent third-party contractor at alex.bartlett@icf.com. Please feel free to contact Adam Assenza at adam.assenza@stb.gov or 202-245-0301 if you have any questions.

Sincerely,



Danielle Gosselin
Acting Director
Office of Environmental Analysis