



July 14th, 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 #1

Dear Ms. Gosselin,

This letter is in response to your letter dated June 24th, 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 #1, and the answers below correspond to the sixteen (16) questions listed in your request.

Proposed Action

1. The Terminal Railroad referenced in the MRT Project Purpose and Need Statement is the Kansas City Terminal Railroad (KCTR). It is a rail hub serving five Class 1 railways as trains travel through the Kansas City railroad network. KCTR has existing tracks adjacent to the MRT site. New tracks within the site would connect with the KCTR tracks to gain access to Class 1 railways.

There are various locations on the site being considered for placement of rail and will be finalized after discussing with the P3 partner/operator for the project. The "Rail In" noted on Figure 2 is depicting the previous rail access used by the steel mill. This tunnel connected tracks on the site to the KCTR tracks south-west of I-435.

The track beds on the site used by the steel mill are still visible from the aerial imagery as noted. The location of these tracks are a possibility for the new MRT project but do not appear to be the ideal location for the new operations. As noted above, the final rail location and orientation will be confirmed by the P3 partner/operator.

2. To be determined by the P3 partner/operator. Typical construction and work periods are anticipated.
3. Due to existing environmental concerns, the proposed rail would be constructed above existing grade elevations. The new rail would be supported by conventional on-grade ballast and sub-ballast. The ballast layers would be installed in 8" lifts and properly

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compacted. On top of the ballast would be wood or concrete ties and steel rails. The rail bed will conform to AREMA standards – estimated as 10'-12' in width.

4. The final configuration of rail and road access will be finalized with the P3 partner/operator therefore we cannot confirm whether road crossings will be required at this time. However, none are anticipated.
5. The final configuration of rail and road access will be finalized with the P3 partner/operator. There are no known major utilities to be crossed but we anticipate an elevated crossing of rail tracks.
6. We anticipate low speeds within the site due to loading/switching/operations and estimate 5 mph train speeds.
7. Train lengths will vary based on freight volume. Maximum anticipated train length is one mile. The type of train cars will vary based on the type of freight being handled.
8. Once on the MRT site, we do not anticipate separate railroad right of way.
9. The final configuration and decision to any permanent facilities likely to be constructed in connection with the proposed rail line will be designed and finalized by the P3 partner/operator.
10. Rail is an integral part of the MRT intermodal facility, and in the absence of the proposed rail line terminal will likely be financially unfeasible and not developed.

Transportation/Traffic

11. The construction schedule will be determined by our P3 partner/operator, and we anticipate a typical construction and work periods for the construction/buildout of the facility.
12. According to a market study completed for MRT in April, of this year, by KPMG, we anticipate approximately 200 trucks per day.
13. TranSystems is actively investigating a traffic and alignment study for roadway access. Results can be provided upon completion of the study.

Cultural and Historic Resources

14. Port KC has not commissioned any cultural resources survey reports, but our team has corresponded with the Missouri State Historic Preservation Office (SHPO) regarding MRT specifically to date, and we are in possession of a number of documents (including 6 reports relating to the site going back approximately 4 decades which were pulled as a matter of due diligence. We will provide this information to the OEA.

Geology and Soils

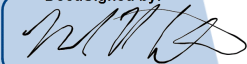
15. There have been extensive geotechnical and environmental investigations performed on the site, and we will provide the documents to the OEA.

Socioeconomics and Environmental Justice

16. The final construction schedule and operational programming of MRT will be determined by the P3 partner/operator and the overall amount of freight throughput. It is expected the site will encourage industrial growth throughout the greater Kansas City region as intermodal connectivity is improved by the development of the site.

We will 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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