

April 14, 2025

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 December 15, 2024 and March 14, 2025

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 eighth quarterly environmental mitigation measures report. You will see that the report covers mitigation for the impacts studied in the EIS during the quarter starting December 15, 2024 and ending March 14, 2025.

You will notice some differences in a few parts of this quarter's report. For example, the discussion related to mitigation measure 14 now describes reports to CPKC's Public Safety Communications Center across its entire network. This is because CPKC is continuing to integrate its legacy systems and, for operational reasons, information is no longer being parsed at a subdivision level. This change relates only to data organization. CPKC is continuing to comply with all mitigation measures, as the report shows.

As always, we are happy to answer any questions you may have, so please do not hesitate to reach out.

Danielle Gosselin
April 14, 2025
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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 8

This report includes compliance activities completed between December 15, 2024 and March 14, 2025 (Quarter 4, Year 2 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 Violations from the FRA related to operational safety of employees: • Notice of Violation – January 13, 2025 – Laredo Yard (Texas). Personal injury protection defect. Sanitation compartment light assembly missing and electric wiring exposed. • Notice of Violation – March 4, 2025 – Knoche Yard (Missouri) Failure to apply all hand brakes on all locomotives in lead consist of unattended train. • Notice of Violation – March 12, 2025 – Louisiana Sugar Refining (Louisiana). Failure to apply a sufficient number of hand brakes.
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</i>	This is CPKC’s eighth quarterly compliance report, covering the period of December 15, 2024 to March 14, 2025.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
		<i>submit copies 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).
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 complied with all applicable FRA and PHMSA regulations, except that CPKC received three Notice of Violations from the FRA related to the transportation of hazardous materials: • Notice of Violation – March 5, 2025 – Harvey Yard (North Dakota). Tank car class 2.1 sitting in the yard for over 48 hours. • Notice of Violation – March 5, 2025 – Harvey Yard (North Dakota). Tank car class 9 sitting in the yard for over 48 hours. • Notice of Violation – March 5, 2025 – Harvey Yard (North Dakota). Tank car class 9 sitting in the yard for over 48 hours.
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 36 TRANSCAER and other training events during the reporting period, engaging with over 900 first responders and other participants.

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9	Freight and Passenger Rail Safety	<i>VM-Rail-04. 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>	Complete.
10	Freight and Passenger Rail Safety	<i>VM-Rail-05. 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>	Complete.
11	Freight and Passenger Rail Safety	<i>VM-Rail-06. 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>	• Detroit to Windsor – 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. ○ CPKC received news that it was awarded \$4,553,250 from Michigan DOT's (MDOT) Rail Enhancement Grant program for the CPKC Detroit Rail Tunnel towards \$7,000,000 of anticipated maintenance improvements to prevent out-of-service flooding events, such as the one that occurred in June 2021. While not needed for the Amtrak service, the grant and maintenance work is part of CPKC's long term partnership with MDOT to ensure reliable service for Amtrak and all of our customers. • Twin Cities-Milwaukee-Chicago corridor –Amtrak has started the new Borealis service on May 22, 2024 to great success. CPKC has been engaged with stakeholders on the new infrastructure projects required for the added service. The new infrastructure projects are still in the design phase. • Hiawatha service – CPKC has been working with stakeholders from Amtrak and Wis-Dot on the agreed upon infrastructure projects around the Milwaukee area. Design work continues to progress on these projects. Wis-Dot is still working to secure the funding for the infrastructure projects around the Milwaukee area. Once these projects are completed Amtrak will be allowed to add an eighth-round trip. • New Orleans-Baton Rouge: CPKC representatives continue to participate in regular calls with Amtrak and LADOTD to discuss projects needed to initiate service. • I-20: CPKC representatives remain engaged on its commitments to studying I-20 service having participated in their Corridor ID review this quarter.

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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 the Illinois Commerce Commission, Illinois DOT, Missouri DOT, Iowa DOT, Louisiana DOT and the FRA, in conjunction with communities both seeking to secure grade separation funding or crossing improvements as well as those who have secured funding to assist in implementation.
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 412 reports to its Public Safety Communications Center (PSCC) / Community Connect regarding trains occupying/blocking crossing along the entire CPKC US network (this includes reports from the public as well as reports from CPKC's Operations team). To be as complete as possible, CPKC also queried the FRA's Blocked Crossing Database. That database showed 94 reports of blocked crossings. Because the FRA database is independent of reports to CPKC's PSCC, these 94 blocked crossings may involve some of the same incidents reported to the PSCC.
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 undertook mechanical vegetation management at 45 crossings 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 period.

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17	Grade Crossing Safety and Delay	VM-Grade Crossing-05. 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.	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. 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.	During the reporting period, the CPKC Public Safety Communications Center provided notice on 388 occasions to local Emergency Services Dispatching Centers 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. 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.	CPKC remains engaged with appropriate state Departments of Transportation and the Illinois Commerce Commission and regularly meets with the ICC, Illinois DOT, Iowa DOT, and Missouri DOT.
20	Noise and Vibration	VM-Noise-01. 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.	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.
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, no construction activities occurred between the hours of 2100 and 0700.
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.

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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 FRA regulations and did not receive any fines or notices of a recommended violation from the FRA related to the maintenance of rail and rail beds.
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.	Complete.
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; 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.	a) During the reporting period, CPKC complied with all applicable FRA regulations, except that CPKC received three Notice of Violations from the FRA related to the maintenance of rail car wheels: • Notice of Violation – January 16, 2025 – Max Yard (North Dakota). Wheel Flange 13/16” or less at 3/8” above the tread. • Notice of Violation – February 11, 2025 – Bensenville Yard (Illinois). Wheel Flange Thickness 7/8” or less at 3/8” above the tread. • Notice of Violation – February 26, 2025 – East Savanna Yard (Illinois). Wheel Flange Thickness 7/8” or less at 3/8” above the tread. b) CPKC did not undertake any rail grinding during the reporting period. 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 removed 22 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	CPKC remains engaged with communities inquiring about quiet zones and is working with a number of communities in reviewing and applying for quiet zones.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
		<i>community to establish Quiet Zones in accordance with FRA’s final rule on the “Use of Locomotive Horns at Highway-Rail Grade Crossings.”</i>	
28	Air Quality and Climate Change	VM-Air-01. <i>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.</i>	Complete.
29	Air Quality and Climate Change	VM-Air-02. <i>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.</i>	CPKC has completed a project to update climate scenario analysis for the expanded CPKC network in alignment with the recommendations of the TCFD and leading disclosure practices. Project outcomes provide valuable insights to inform CPKC’s climate strategy and future public disclosure practices. The results of scenario analysis are under review by CPKC’s management and Board Risk and Sustainability Committee. Key findings will be disclosed in updates to CPKC’s response to CDP’s Climate Change Questionnaire and a revised TCFD-aligned climate index.
30	Air Quality and Climate Change	VM-Air-03. <i>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.</i>	Complete.
31	Air Quality and Climate Change	VM-Air-04. <i>The Applicants will comply with U.S. Environmental Protection Agency (EPA) emissions standards for diesel-electric railroad locomotives when purchasing and rebuilding locomotives.</i>	CPKC took delivery of no locomotives during the reporting period.
32	Air Quality and Climate Change	VM-Air-05. <i>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.</i>	Complete.
33	Air Quality and Climate Change	VM-Air-06. <i>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.</i>	To prevent fugitive dust emissions, the construction contractors have monitored dusting conditions and applied dust control measures, such as site watering, as required.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
34	Air Quality and Climate Change	VM-Air-07. <i>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.</i>	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. <i>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.</i>	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. <i>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:</i> • <i>Training procedures to familiarize construction personnel with the identification and appropriate treatment of historic properties;</i> • <i>Monitoring of construction activities by a qualified professional archaeologist;</i> • <i>Provisions for monitoring and coordination for work within tribal reservation boundaries;</i> • <i>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</i> • <i>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.</i> <i>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.</i>	Complete.

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37	Cultural Resources	MM-Cultural-02. <i>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.</i>	CPKC continues to abide by the commitment to design and engineer the 25 planned capital improvements 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. <i>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.</i>	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. <i>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 hazardous materials during construction activities and contain such discharges if they occur.</i>	Prior to the start of construction, CPKC's contractors have developed site specific spill prevention, control and response plans.
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 were no reportable spills at the Capital Siding Improvement Projects during the reporting period.
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 inspected daily by each site's respective environmental monitor.

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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>	Complete.
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
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</i>	CPKC continues to implement methods to promote No Net Loss of sensitive habitats on the Capital Improvement Projects.

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		<i>prairie, old growth forest) when constructing the Capital Improvement Projects.</i>	
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 continued the clearing of vegetation for the 2025 Capital Improvement Projects in the reporting period to ensure compliance with the Migratory Bird Treaty Act.
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 continued tree removal for the 2025 Capital Improvement Projects in the reporting period to avoid tree removal during the Indiana bat and northern long-eared bat active season.
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.

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52	Biological Resources	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.	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. 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.	All temporary lighting used during the quarter was downfacing with full cutoff lenses and aimed away from suitable bat habitat.
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.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
58	Biological Resources	VM-Biological-12. <i>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.</i>	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 herbicide drift or overspray during the reporting period.
59	Biological Resources	VM-Biological-13. <i>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.</i>	CPKC continues to work within proximity of the eagle nest at the Dawn Siding Capital Improvement Project in compliance with the USFWS permit (MBPER10200860) issued to CPKC. No eagle nests have been observed at the other Capital Improvement Project sites.
60	Biological Resources	MM-Biological-01. <i>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.</i>	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. <i>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.</i>	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. <i>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.</i>	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. <i>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.</i>	Complete.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
64	Water Resources	VM-Water-01. <i>The Applicants commit to remaining compliant with 33 C.F.R. Part 117 Drawbridge Operation Regulations.</i>	During the reporting period, CPKC complied with all applicable US Coast Guard regulations and did not receive any Notices of Violation or accompanying fines from the USCG related to the operation of drawbridges.
65	Water Resources	VM-Water-02. <i>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.</i>	As applicable, CPKC has requested Clean Water Act Water Quality Certification from the respective jurisdictions for the Capital Improvement Projects under construction.
66	Water Resources	VM-Water-03. <i>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.</i>	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.
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.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
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 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>	The contractors are completing daily equipment inspections at each of the Capital Improvement Projects under construction.
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</i>	CPKC has ensured NPDES permit coverage is in place prior to the start of construction on all Capital Improvement Projects which meet the requirements for a NPDES permit.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
		<i>at each of the capital improvements that meet the requirements for a NPDES.</i>	
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>	On January 24, 2025, CPKC Tribal Relations met with Chief and Council, and staff of the United Keetoowah Band of Cherokees in Tahlequah, Okla. The parties have agreed to work on a communications protocol. On February 13, 2025, CPKC Police Service established contact with the UKB Cherokee Lighthouse (police service). Rail safety training for UKB Lighthouse members will start in April.
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 this reporting period, CPKC Police Officers and other CPKC Employees completed 34 Operation Lifesaver and other rail safety presentations across the US portion of the network.
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 continues to engage with Houston communities and has a Houston-based representative. On March 4, CPKC attended the Gulf Coast Rail District Meeting. In terms of addressing concerns on blocked crossings and seeking solutions, on January 17, CPKC met with Houston’s State Senator Carol Alvarado’s Chief of Staff and on January 31, CPKC attended an East End Railroad Stakeholder meeting. Additionally, CPKC continues to regularly attend Houston Area Rail Transformation (THE HART) working group meetings, the latest being on February 28.
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”</i>	CPKC has communicated the different ways to reach CPKC to Houston area community leaders. CPKC received no calls to the Community Connect line

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
		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.	from the Houston area. CPKC continues to have regular engagement with stakeholders in the Houston area.
86	Community Agreements and Coordination	VM-Community-03. 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 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: • Subject to necessary FRA approvals and practicability, funding efforts towards the creation and implementation of quiet zones, including the costs of installation. • 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. • 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. • 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. 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.	On March 10, CPKC organized and attended the diagnostic review for the City of Elgin Quiet Zone proposal.

Measure Number	Mitigation Category	Voluntary/Mitigation Measure	Compliance Activity
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 work with each community to comply with the terms of the agreements reached and remain engaged and focused on ensuring an open dialogue. The Quiet Zone application for the Village of Hampshire has been submitted to the Federal Railroad Administration is currently under review.
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>	CPKC did not reach any additional agreements with communities in this quarter.
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>	Mr. Kyle Morgan has been appointed as CPKC's Community Liaison for the Houston Area. Mr. Morgan is based in Houston and has been actively engaging with area stakeholders and attending meetings on behalf of CPKC. His contact information has been provided to the Houston Mayor's office and Harris County officials.
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, CPKC continued construction on the new siding at Turkey River.

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.

Bellevue, IA – New Siding

As CPKC reported in Quarterly Compliance Report 6, the new Bellevue Siding is complete. Construction on the new Smith Ferry access road is pending final agreement with Army Corps of Engineers as the property owner. The final Environmental Monitoring and Archaeological Monitoring reports previously submitted, will be amended after completion of the new Smith Ferry access road.

Monroe, IL – New Siding

As CPKC reported in Quarterly Compliance Report 7, Monroe siding is complete.

Deer Creek, IA – Siding Extension

As CPKC reported in Quarterly Compliance Report 5, the Deer Creek siding is complete.

Camanche, IA – Siding Extension

As CPKC reported in Quarterly Compliance Report 6, the Camanche siding is complete.

Letts, IA – Siding Extension

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

Washington, IA – New Siding

As CPKC reported in Quarterly Compliance Report 5, the Washington siding is complete.

Ottumwa, IA – Siding Extension

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

Moravia, IA – New Siding

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

Newtown, MO – Siding Extension

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

Laredo, MO – Siding Extension

As CPKC reported in the Quarterly Compliance Report 3, the Laredo Siding Extension is complete.

Dawn, MO – New Siding

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

Blue Valley, MO – New Double Track

In this reporting period, CPKC continued construction on the Blue Valley double track.

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.

Grandview, MO – New Facility Working Tracks

In this reporting period, CPKC continued work on switch reconfiguration and signal system upgrades.

No new embankment construction or ground disturbance occurred during the reporting period.

Asbury, MO – Siding Extension

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

Goodman, MO – New Siding

In this reporting period, CPKC progressed 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 did not undertake any work on the proposed Gentry Siding Extension.

Baron, OK – New Siding

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

Cave Springs, AR – Siding Extension

In this reporting period, CPKC did not undertake any work on the proposed Cave Springs Siding Extension.

Spiro, OK – Siding Extension

As CPKC reported in the Quarterly Compliance Report 5, the Spiro Siding Extension is complete.

Heavener, OK – Siding Extension

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

Mena, AR – New Siding

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

Mansfield, LA – Siding Extension

As CPKC reported in Quarterly Compliance Report 3, the Mansfield Siding Extension is complete.

Loring, LA – Siding Extension

In this reporting period, CPKC continued construction on the Loring Siding Extension.

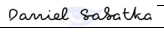
CPKC has an environmental monitor on site full time during civil construction activities. No non-compliances with the construction related mitigation measures were observed during the reporting period.

No ground disturbing activities occurred during the reporting period.

Singer, LA – Siding Extension

As CPKC reported in Quarterly Compliance Report 7, the Singer Siding Extension is complete.

Capital Improvement Project Pre-Construction Checklist

Project Name: Moravia		Subdivision: Kansas City		Mileage: 328.03 - 330.21
Project Team		Signatures		
CP Engineering Representative:	Daniel Sabatka	    		
CP Environmental Representative:	Reed Junco			
Engineering Consultant:	AECOM - Ryan Raske			
Environmental Consultant:	Pinnacle Engineering - Jeff Melby			
Contractor:	Veit - Keith Maciejewski			
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 impedance 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.	JVH	
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.	JEM	
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.	JVH	
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.	JEM	
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 should be provided to the contractor and environmental monitor.	JEM	
VM-Water-02	Water Quality Certification has been obtained.	IDNR 401 certification automatically granted for work approved by USACE under a Nationwide Permit (NWP).	JEM	
VM-Water-03	Clean Water Act Sec. 404 Approval has been obtained.	Clean Water Act 404 approval obtained from USACE (7.8.24) authorizing work under NWP 14 contingent on purchase by CPKC of compensatory wetland mitigation credits. The credits have been purchased.	JEM	
VM-Water-05	A site specific SWPPP has been developed.	A site specific SWPPP has been developed and will be on site prior to construction.	RPR	
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 construction.	RPR	
VM-Water-07	Wetland compensation has been arranged for.	CPKC has purchased the compensatory wetland mitigation credits as required by USACE for the project.	JEM	
MM-Water-03	A NPDES permit has been obtained for stormwater discharges.	A NPDES permit has been obtained. Coverage under IADNR general permit No. 2 for Construction	RPR	
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	Equipment will be delivered to the site in working order and with the proper pollution control systems from the manufacturer.	KMM	
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	All onsite personnel have the ability to implement Veit's stop work policy if an unsafe situation or items are encountered. Undocumented Hazardous materials found onsite will follow this stop work policy.	KMM	
VM-Haz. Mat.-01	Site specific material management plan developed in alignment with overarching State plan	Materials onsite will follow State and Federal guideline, along with manufactures SDS requirements for proper storage	KMM	
VM-Haz. Mat.-02	Site specific Spill Prevention, Control and Response Plan developed in alignment with overarching State plan.	Spill containment and double containment fuel barrel will be in compliance with the State plan. Spill kits will also be available onsite for an unexpected equipment fuel or hydraulic spill. Designated Concrete washout will also be established.	KMM	