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November 13, 2026

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 36873 (sub-no. 45) – Union Pacific Corp. & Union Pacific R.R. – Control – Norfolk Southern Corp. & Norfolk Southern Ry. – CPKC Responsive Application (Wylie Intermodal Terminal)

Dear Ms. Gosselin:

Canadian Pacific Railway Company, d/b/a Canadian Pacific Kansas City, on behalf of itself and The Kansas City Southern Railway Company (collectively, CPKC), submits to the Surface Transportation Board's Office of Environmental Analysis this environmental information for CPKC's Wylie Terminal Responsive Application, which CPKC will file on November 18, 2026 in Docket No. FD 36873 (sub-no. 45).

Relief Sought

The relief CPKC seeks in the Wylie Terminal Responsive Application would be necessary only if the Board approves the underlying UP-NS merger—which CPKC urges the Board not to do. For reasons CPKC has explained and will continue to explain in its merits-docket filings, the UP-NS merger is not in the public interest and the Board should deny it. If the Board concludes otherwise, it should mitigate the merger's anticompetitive effects by imposing the conditions proposed in CPKC's Wylie Terminal Responsive Application.

NS has already served notice that it intends to acquire CPKC's Wylie Intermodal Terminal near Dallas, TX under an agreement related to CPKC's Meridian Speedway joint venture with NS. NS also seeks to force the sale of CPKC trackage outside the terminal. In the Wylie Terminal Responsive Application, CPKC will ask the Board, as a condition of any approval, to bar Applicants from exercising or retaining any option or other right to acquire or control the Wylie

Intermodal Terminal. That condition does not require a responsive application. If NS or UP nonetheless acquires any interest in the terminal or other ancillary CPKC property, CPKC will ask the Board to require Applicants to divest and reconvey it to CPKC. CPKC is filing the Wylie Terminal Responsive Application out of an abundance of caution, because CPKC's reacquisition of its own trackage could fall within the Board's licensing authority.

No Environmental Documentation Required

Today, CPKC owns and operates the Wylie Intermodal Terminal and the adjacent trackage. Two possible scenarios exist between now and any Board decision approving the UP-NS merger.

Scenario 1 – No acquisition before the Board acts. If NS does not acquire an interest in the Wylie Intermodal Terminal before the Board acts—which CPKC understands to be the more likely scenario—the relief requested in the Wylie Terminal Responsive Application would simply prevent a future change of ownership. In other words, CPKC's ownership and operations would continue unchanged.

Scenario 2 – Acquisition before consummation. If NS does acquire an interest before consummation of the proposed merger, the relief requested in the Wylie Terminal Responsive Application would require NS to reconvey the terminal to CPKC, thus restoring the status quo ante.

Under either scenario, the result from an environmental perspective is the same: no change in rail operations, no change in traffic volumes or train counts, no change in yard or terminal activity, and no construction or abandonment. There is therefore no potential for significant environmental effects.

No Extraordinary Circumstances

The Wylie Terminal Responsive Application presents no extraordinary circumstances that are likely to have reasonably foreseeable significant adverse effects on the environment. Under either scenario (no acquisition before the Board acts or acquisition before consummation), there will be no change in rail operations, traffic volumes, train counts, or yard or terminal activity. The requested relief simply formalizes and preserves CPKC's current ownership and operations, protecting competition in the corridor.

Operating Plan and Supporting Evidence

CPKC will file an operating plan and verified statement with the Wylie Terminal Responsive Application on November 18, 2026. Those materials, which are still being finalized, will provide additional support for the operational facts discussed in this letter, and CPKC incorporates them by reference. If the final Responsive Application is materially different from what is described in this letter, CPKC will supplement its submission to OEA.

* * *

For the reasons discussed above, the Wylie Terminal Responsive Application should not require environmental documentation under 49 C.F.R. § 1105.6(c).

As always, we are happy to provide any additional information OEA may need. Please contact me if you have any questions.

Sincerely,



Jay C. Johnson

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