



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

February 28, 2020

Kirk Perry
Historic Preservation Executive Officer
Chickasaw Nation
P.O. Box 1548
Ada, OK 74821

**RE: STB Docket No. FD 36328, Ken Tenn Regional Rail Partners, Inc.–
Construction and Operation Exemption–In Obion County, Tenn. and Fulton
County, Ky; Request for information and comments on proposed rail line
construction and operation project**

Dear Mr. Perry:

I am writing to let you know about a proposal to construct and operate a new rail line (described below) that may be filed with the Surface Transportation Board (Board) and to request your preliminary thoughts on possible effects that the new rail line may have on environmental and historic resources of importance to the Chickasaw Nation.

The Kenn Tenn Regional Rail Partners, Inc. (KTRRP or Applicant) intends to file a petition with the Board for authority to construct and operate approximately 11.4 miles of common carrier rail line in Obion County, Tennessee and Fulton County, Kentucky (the Proposed Line). As part of its licensing process, the Board's Office of Environmental Analysis (OEA) will conduct an environmental review of the Proposed Line in compliance with the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA), and the Board's environmental rules at 49 C.F.R. § 1105. OEA will evaluate the potential environmental impacts of the Proposed Line, which includes KTRRP's Proposed Route (see attached map) as well as any other reasonable and feasible alternatives that may be identified during project planning.

Our research indicates that the Chickasaw Nation may have historical ties to properties of traditional, religious, and cultural significance within the project area. Any information you provide will assist OEA in evaluating the potential effects the proposed project may have on such properties in a yet-to-be determined area of potential effects.

Description of the Proposed Project

As background, KTRRP is a non-profit corporation created by the Fulton County Industrial Development Authority of Kentucky and the Industrial Development Board of the City of Union City, Tennessee and will manage the project. Approximately 1.32 miles of KTRRP's Proposed Route would be built over an existing but abandoned rail right-of-way once owned by the Louisville and Nashville Railroad. The right-of-way runs in a north/south direction, closely paralleling the eastern edge of KY State Highway 125 in Fulton County, KY. The remaining segments of KTRRP's Proposed Route would be constructed over new right-of-way to the north and south of the abandoned segment. KTRRP anticipates that rail traffic would consist of one daily roundtrip train and that commodities would include agricultural and industrial materials and products.

As a related but separate project, KTRRP also intends to rehabilitate another segment of deteriorated but existing track currently operated by the Tennken Railroad and the Indiana Business Railroad, Inc. doing business as the Union City Terminal Railroad.¹ The Tennken Railroad will connect to a soon-to-be constructed line that was authorized by the Board in 2016. When constructed by Northwest Tennessee Regional Port Authority (NWTRPA), the Board-authorized line will serve the Port of Cates Landing on the Mississippi River. Ultimately, the KTRRP Line would join the Tennken Railroad with the Union City Terminal Railroad to create a 46.1-mile loop that would connect with the Canadian National Railroad's Illinois Central Railroad subsidiary at both Dyersburg and Rives, TN.

KTRRP's new rail line project is intended to bring cost effective rail service to the area; support regional economic development; and improve transportation, safety and energy consumption by alleviating highway travel of large commercial trucks on roadways, particularly TN State Highway 5/KY State Highway 125.

This letter begins the process by which OEA will assess the potential environmental and cultural effects that may be associated with the proposed rail line construction and operation. We appreciate your assistance in preliminarily identifying whether properties of traditional, religious, and cultural significance may be affected by the proposed project. We welcome any additional issues or concerns that you may have and will provide you with more information as the environmental review moves forward. Please respond by March 31, 2020 so that we may be able to schedule surveys and conduct necessary follow-up activities.

Please send your written comments to Diana Wood, OEA's Project Manager for the environmental analysis, by email at Diana.Wood@stb.gov, or by mail to OEA's third-party consultant at:

¹ This is a separate action that does not require Board approval.

Kent Evetts
Project Manager
CSR Engineering, Inc.
1116 Main Street
Pleasant View, TN 37146

We look forward to your participation in the environmental review process. If you have any questions, please feel free to contact Diana Wood by telephone at 202-245-0302 or by email at Diana.Wood@stb.gov. Thank you for your help.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Map Attachment



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

February 28, 2020

Linda Langley
Tribal Historic Preservation Officer
Coushatta Tribe of Louisiana
P.O. Box 10
Elton, LA 70532

**RE: STB Docket No. FD 36328, Ken Tenn Regional Rail Partners, Inc.–
Construction and Operation Exemption–In Obion County, Tenn. and Fulton
County, Ky; Request for information and comments on proposed rail line
construction and operation project**

Dear Ms. Langley:

I am writing to let you know about a proposal to construct and operate a new rail line (described below) that may be filed with the Surface Transportation Board (Board) and to request your preliminary thoughts on possible effects that the new rail line may have on environmental and historic resources of importance to the Coushatta Tribe.

The Kenn Tenn Regional Rail Partners, Inc. (KTRRP or Applicant) intends to file a petition with the Board for authority to construct and operate approximately 11.4 miles of common carrier rail line in Obion County, Tennessee and Fulton County, Kentucky (the Proposed Line). As part of its licensing process, the Board's Office of Environmental Analysis (OEA) will conduct an environmental review of the Proposed Line in compliance with the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA), and the Board's environmental rules at 49 C.F.R. § 1105. OEA will evaluate the potential environmental impacts of the Proposed Line, which includes KTRRP's Proposed Route (see attached map) as well as any other reasonable and feasible alternatives that may be identified during project planning.

Our research indicates that the Coushatta Tribe may have historical ties to properties of traditional, religious, and cultural significance within the project area. Any information you provide will assist OEA in evaluating the potential effects the proposed project may have on such properties in a yet-to-be determined area of potential effects.

Description of the Proposed Project

As background, KTRRP is a non-profit corporation created by the Fulton County Industrial Development Authority of Kentucky and the Industrial Development Board of the City of Union City, Tennessee and will manage the project. Approximately 1.32 miles of KTRRP's Proposed Route would be built over an existing but abandoned rail right-of-way once owned by the Louisville and Nashville Railroad. The right-of-way runs in a north/south direction, closely paralleling the eastern edge of KY State Highway 125 in Fulton County, KY. The remaining segments of KTRRP's Proposed Route would be constructed over new right-of-way to the north and south of the abandoned segment. KTRRP anticipates that rail traffic would consist of one daily roundtrip train and that commodities would include agricultural and industrial materials and products.

As a related but separate project, KTRRP also intends to rehabilitate another segment of deteriorated but existing track currently operated by the Tennken Railroad and the Indiana Business Railroad, Inc. doing business as the Union City Terminal Railroad.¹ The Tennken Railroad will connect to a soon-to-be constructed line that was authorized by the Board in 2016. When constructed by Northwest Tennessee Regional Port Authority (NWTRPA), the Board-authorized line will serve the Port of Cates Landing on the Mississippi River. Ultimately, the KTRRP Line would join the Tennken Railroad with the Union City Terminal Railroad to create a 46.1-mile loop that would connect with the Canadian National Railroad's Illinois Central Railroad subsidiary at both Dyersburg and Rives, TN.

KTRRP's new rail line project is intended to bring cost effective rail service to the area; support regional economic development; and improve transportation, safety and energy consumption by alleviating highway travel of large commercial trucks on roadways, particularly TN State Highway 5/KY State Highway 125.

This letter begins the process by which OEA will assess the potential environmental and cultural effects that may be associated with the proposed rail line construction and operation. We appreciate your assistance in preliminarily identifying whether properties of traditional, religious, and cultural significance may be affected by the proposed project. We welcome any additional issues or concerns that you may have and will provide you with more information as the environmental review moves forward. Please respond by March 31, 2020 so that we may be able to schedule surveys and conduct necessary follow-up activities.

Please send your written comments to Diana Wood, OEA's Project Manager for the environmental analysis, by email at Diana.Wood@stb.gov, or by mail to OEA's third-party consultant at:

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Pleasant View, TN 37146

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Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Map Attachment



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

February 28, 2020

Kimberly Penrod
Director of Cultural Resources and Section 106
Delaware Nation, Oklahoma
P.O. Box 825
Anadarko, OK 74056

**RE: STB Docket No. FD 36328, Ken Tenn Regional Rail Partners, Inc.–
Construction and Operation Exemption–In Obion County, Tenn. and Fulton
County, Ky; Request for information and comments on proposed rail line
construction and operation project**

Dear Ms. Penrod:

I am writing to let you know about a proposal to construct and operate a new rail line (described below) that may be filed with the Surface Transportation Board (Board) and to request your preliminary thoughts on possible effects that the new rail line may have on environmental and historic resources of importance to the Delaware Nation.

The Kenn Tenn Regional Rail Partners, Inc. (KTRRP or Applicant) intends to file a petition with the Board for authority to construct and operate approximately 11.4 miles of common carrier rail line in Obion County, Tennessee and Fulton County, Kentucky (the Proposed Line). As part of its licensing process, the Board's Office of Environmental Analysis (OEA) will conduct an environmental review of the Proposed Line in compliance with the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA), and the Board's environmental rules at 49 C.F.R. § 1105. OEA will evaluate the potential environmental impacts of the Proposed Line, which includes KTRRP's Proposed Route (see attached map) as well as any other reasonable and feasible alternatives that may be identified during project planning.

Our research indicates that the Delaware Nation may have historical ties to properties of traditional, religious, and cultural significance within the project area. Any information you provide will assist OEA in evaluating the potential effects the proposed project may have on such properties in a yet-to-be determined area of potential effects.

Description of the Proposed Project

As background, KTRRP is a non-profit corporation created by the Fulton County Industrial Development Authority of Kentucky and the Industrial Development Board of the City of Union City, Tennessee and will manage the project. Approximately 1.32 miles of KTRRP's Proposed Route would be built over an existing but abandoned rail right-of-way once owned by the Louisville and Nashville Railroad. The right-of-way runs in a north/south direction, closely paralleling the eastern edge of KY State Highway 125 in Fulton County, KY. The remaining segments of KTRRP's Proposed Route would be constructed over new right-of-way to the north and south of the abandoned segment. KTRRP anticipates that rail traffic would consist of one daily roundtrip train and that commodities would include agricultural and industrial materials and products.

As a related but separate project, KTRRP also intends to rehabilitate another segment of deteriorated but existing track currently operated by the Tennken Railroad and the Indiana Business Railroad, Inc. doing business as the Union City Terminal Railroad.¹ The Tennken Railroad will connect to a soon-to-be constructed line that was authorized by the Board in 2016. When constructed by Northwest Tennessee Regional Port Authority (NWTRPA), the Board-authorized line will serve the Port of Cates Landing on the Mississippi River. Ultimately, the KTRRP Line would join the Tennken Railroad with the Union City Terminal Railroad to create a 46.1-mile loop that would connect with the Canadian National Railroad's Illinois Central Railroad subsidiary at both Dyersburg and Rives, TN.

KTRRP's new rail line project is intended to bring cost effective rail service to the area; support regional economic development; and improve transportation, safety and energy consumption by alleviating highway travel of large commercial trucks on roadways, particularly TN State Highway 5/KY State Highway 125.

This letter begins the process by which OEA will assess the potential environmental and cultural effects that may be associated with the proposed rail line construction and operation. We appreciate your assistance in preliminarily identifying whether properties of traditional, religious, and cultural significance may be affected by the proposed project. We welcome any additional issues or concerns that you may have and will provide you with more information as the environmental review moves forward. Please respond by March 31, 2020 so that we may be able to schedule surveys and conduct necessary follow-up activities.

Please send your written comments to Diana Wood, OEA's Project Manager for the environmental analysis, by email at Diana.Wood@stb.gov, or by mail to OEA's third-party consultant at:

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Project Manager
CSR Engineering, Inc.
1116 Main Street
Pleasant View, TN 37146

We look forward to your participation in the environmental review process. If you have any questions, please feel free to contact Diana Wood by telephone at 202-245-0302 or by email at Diana.Wood@stb.gov. Thank you for your help.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Map Attachment



***SURFACE TRANSPORTATION BOARD
Washington, DC 20423***

Office of Environmental Analysis

February 28, 2020

Andrea Hunter, Ph.D.
Tribal Historic Preservation Officer
Osage Nation
627 Grandview Avenue
Pawhuska, OK 74056

**RE: STB Docket No. FD 36328, Ken Tenn Regional Rail Partners, Inc.–
Construction and Operation Exemption–In Obion County, Tenn. and Fulton
County, Ky; Request for information and comments on proposed rail line
construction and operation project**

Dear Dr. Hunter:

I am writing to let you know about a proposal to construct and operate a new rail line (described below) that may be filed with the Surface Transportation Board (Board) and to request your preliminary thoughts on possible effects that the new rail line may have on environmental and historic resources of importance to the Osage Tribe.

The Kenn Tenn Regional Rail Partners, Inc. (KTRRP or Applicant) intends to file a petition with the Board for authority to construct and operate approximately 11.4 miles of common carrier rail line in Obion County, Tennessee and Fulton County, Kentucky (the Proposed Line). As part of its licensing process, the Board's Office of Environmental Analysis (OEA) will conduct an environmental review of the Proposed Line in compliance with the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA), and the Board's environmental rules at 49 C.F.R. § 1105. OEA will evaluate the potential environmental impacts of the Proposed Line, which includes KTRRP's Proposed Route (see attached map) as well as any other reasonable and feasible alternatives that may be identified during project planning.

Our research indicates that the Osage Nation may have historical ties to properties of traditional, religious, and cultural significance within the project area. Any information you provide will assist OEA in evaluating the potential effects the proposed project may have on such properties in a yet-to-be determined area of potential effects.

Description of the Proposed Project

As background, KTRRP is a non-profit corporation created by the Fulton County Industrial Development Authority of Kentucky and the Industrial Development Board of the City of Union City, Tennessee and will manage the project. Approximately 1.32 miles of KTRRP's Proposed Route would be built over an existing but abandoned rail right-of-way once owned by the Louisville and Nashville Railroad. The right-of-way runs in a north/south direction, closely paralleling the eastern edge of KY State Highway 125 in Fulton County, KY. The remaining segments of KTRRP's Proposed Route would be constructed over new right-of-way to the north and south of the abandoned segment. KTRRP anticipates that rail traffic would consist of one daily roundtrip train and that commodities would include agricultural and industrial materials and products.

As a related but separate project, KTRRP also intends to rehabilitate another segment of deteriorated but existing track currently operated by the Tennken Railroad and the Indiana Business Railroad, Inc. doing business as the Union City Terminal Railroad.¹ The Tennken Railroad will connect to a soon-to-be constructed line that was authorized by the Board in 2016. When constructed by Northwest Tennessee Regional Port Authority (NWTRPA), the Board-authorized line will serve the Port of Cates Landing on the Mississippi River. Ultimately, the KTRRP Line would join the Tennken Railroad with the Union City Terminal Railroad to create a 46.1-mile loop that would connect with the Canadian National Railroad's Illinois Central Railroad subsidiary at both Dyersburg and Rives, TN.

KTRRP's new rail line project is intended to bring cost effective rail service to the area; support regional economic development; and improve transportation, safety and energy consumption by alleviating highway travel of large commercial trucks on roadways, particularly TN State Highway 5/KY State Highway 125.

This letter begins the process by which OEA will assess the potential environmental and cultural effects that may be associated with the proposed rail line construction and operation. We appreciate your assistance in preliminarily identifying whether properties of traditional, religious, and cultural significance may be affected by the proposed project. We welcome any additional issues or concerns that you may have and will provide you with more information as the environmental review moves forward. Please respond by March 31, 2020 so that we may be able to schedule surveys and conduct necessary follow-up activities.

Please send your written comments to Diana Wood, OEA's Project Manager for the environmental analysis, by email at Diana.Wood@stb.gov, or by mail to OEA's third-party consultant at:

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Kent Evetts
Project Manager
CSR Engineering, Inc.
1116 Main Street
Pleasant View, TN 37146

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Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Map Attachment



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

February 28, 2020

Everett Bandy
Tribal Historic Preservation Officer
Quapaw Tribe
P.O. Box 765
Quapaw, OK 74363-0765

**RE: STB Docket No. FD 36328, Ken Tenn Regional Rail Partners, Inc.–
Construction and Operation Exemption–In Obion County, Tenn. and Fulton
County, Ky; Request for information and comments on proposed rail line
construction and operation project**

Dear Mr. Bandy:

I am writing to let you know about a proposal to construct and operate a new rail line (described below) that may be filed with the Surface Transportation Board (Board) and to request your preliminary thoughts on possible effects that the new rail line may have on environmental and historic resources of importance to the Quapaw Tribe.

The Kenn Tenn Regional Rail Partners, Inc. (KTRRP or Applicant) intends to file a petition with the Board for authority to construct and operate approximately 11.4 miles of common carrier rail line in Obion County, Tennessee and Fulton County, Kentucky (the Proposed Line). As part of its licensing process, the Board's Office of Environmental Analysis (OEA) will conduct an environmental review of the Proposed Line in compliance with the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA), and the Board's environmental rules at 49 C.F.R. § 1105. OEA will evaluate the potential environmental impacts of the Proposed Line, which includes KTRRP's Proposed Route (see attached map) as well as any other reasonable and feasible alternatives that may be identified during project planning.

Our research indicates that the Quapaw Tribe may have historical ties to properties of traditional, religious, and cultural significance within the project area. Any information you provide will assist OEA in evaluating the potential effects the proposed project may have on such properties in a yet-to-be determined area of potential effects.

Description of the Proposed Project

As background, KTRRP is a non-profit corporation created by the Fulton County Industrial Development Authority of Kentucky and the Industrial Development Board of the City of Union City, Tennessee and will manage the project. Approximately 1.32 miles of KTRRP's Proposed Route would be built over an existing but abandoned rail right-of-way once owned by the Louisville and Nashville Railroad. The right-of-way runs in a north/south direction, closely paralleling the eastern edge of KY State Highway 125 in Fulton County, KY. The remaining segments of KTRRP's Proposed Route would be constructed over new right-of-way to the north and south of the abandoned segment. KTRRP anticipates that rail traffic would consist of one daily roundtrip train and that commodities would include agricultural and industrial materials and products.

As a related but separate project, KTRRP also intends to rehabilitate another segment of deteriorated but existing track currently operated by the Tennken Railroad and the Indiana Business Railroad, Inc. doing business as the Union City Terminal Railroad.¹ The Tennken Railroad will connect to a soon-to-be constructed line that was authorized by the Board in 2016. When constructed by Northwest Tennessee Regional Port Authority (NWTRPA), the Board-authorized line will serve the Port of Cates Landing on the Mississippi River. Ultimately, the KTRRP Line would join the Tennken Railroad with the Union City Terminal Railroad to create a 46.1-mile loop that would connect with the Canadian National Railroad's Illinois Central Railroad subsidiary at both Dyersburg and Rives, TN.

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Please send your written comments to Diana Wood, OEA's Project Manager for the environmental analysis, by email at Diana.Wood@stb.gov, or by mail to OEA's third-party consultant at:

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Kent Evetts
Project Manager
CSR Engineering, Inc.
1116 Main Street
Pleasant View, TN 37146

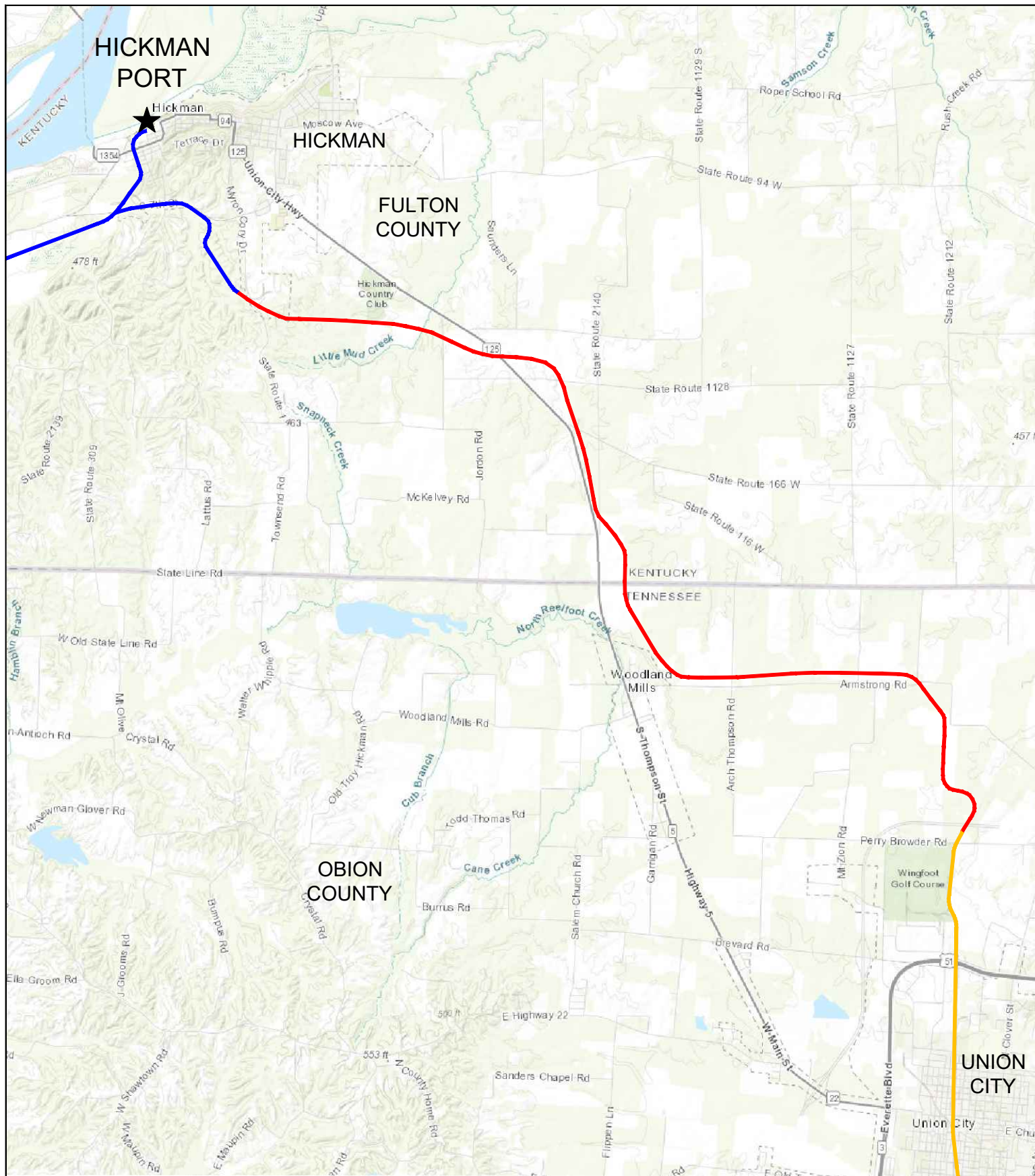
We look forward to your participation in the environmental review process. If you have any questions, please feel free to contact Diana Wood by telephone at 202-245-0302 or by email at Diana.Wood@stb.gov. Thank you for your help.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Map Attachment



PREFERRED ROUTE
 TENNKEN RAILROAD
 UNION CITY TERMINAL RAILROAD

PREFERRED ROUTE MAP

KTRRP
 KEN TENN REGIONAL RAIL PARTNERS
 PROPOSED RAIL LINE
 THROUGH
 FULTON COUNTY, KENTUCKY & OBION COUNTY, TENNESSEE