



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

February 28, 2020

Mark Welch
Fulton Hickman County Economic Development Partnership
Room 101
Nelson Tripp Place
Fulton, KY 42041

**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. Welch:

Pursuant to 49 U.S.C. § 10502, the Kenn Tenn Regional Rail Partners, Inc. (KTRRP or Applicant) intends to file a petition with the Surface Transportation Board (Board) for authority to construct and operate an 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.

The purpose of this letter is to advise you of the proposed rail line project, request information from your agency on the resources under your jurisdiction that could be affected by the proposed project, and identify permits and approvals that could be required of the Applicant. This information will help determine what type of NEPA document should be prepared.

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 existing but abandoned former 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 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 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 any resources of concern to your agency may be affected by the proposed project and welcome any additional issues or concerns that you consider appropriate. 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:

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

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

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,

A handwritten signature in blue ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with a large initial "V" and "R".

Victoria Rutson
Director
Office of Environmental Analysis

Map Attachment



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

February 28, 2020

Judge-Executive Jim Martin
Fulton County Local Government
2216 Myron Cory Dr., Suite 1
Hickman, Kentucky 42050

**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 Judge Martin:

Pursuant to 49 U.S.C. § 10502, the Kenn Tenn Regional Rail Partners, Inc. (KTRRP or Applicant) intends to file a petition with the Surface Transportation Board (Board) for authority to construct and operate an 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.

The purpose of this letter is to advise you of the proposed rail line project, request information from your agency on the resources under your jurisdiction that could be affected by the proposed project, and identify permits and approvals that could be required of the Applicant. This information will help determine what type of NEPA document should be prepared.

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 existing but abandoned former 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 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 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 any resources of concern to your agency may be affected by the proposed project and welcome any additional issues or concerns that you consider appropriate. 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:

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

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

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,

A handwritten signature in blue ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with a large initial "V" and a stylized "R".

Victoria Rutson
Director
Office of Environmental Analysis

Map Attachment



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

February 28, 2020

Mayor David Heath Carlton
City of Hickman
1812 South 7th Street
Hickman, Kentucky 42050

**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 Mayor Carlton:

Pursuant to 49 U.S.C. § 10502, the Kenn Tenn Regional Rail Partners, Inc. (KTRRP or Applicant) intends to file a petition with the Surface Transportation Board (Board) for authority to construct and operate an 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.

The purpose of this letter is to advise you of the proposed rail line project, request information from your agency on the resources under your jurisdiction that could be affected by the proposed project, and identify permits and approvals that could be required of the Applicant. This information will help determine what type of NEPA document should be prepared.

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 existing but abandoned former 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 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 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 any resources of concern to your agency may be affected by the proposed project and welcome any additional issues or concerns that you consider appropriate. 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:

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

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

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,

A handwritten signature in blue ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with a large initial "V" and "R".

Victoria Rutson
Director
Office of Environmental Analysis

Map Attachment



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

February 28, 2020

Shannon McLeary
Kentucky Energy and Environment Cabinet
Division of Water
130 Eagle Nest Drive
Paducah, KY 42003

**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. McLeary:

Pursuant to 49 U.S.C. § 10502, the Kenn Tenn Regional Rail Partners, Inc. (KTRRP or Applicant) intends to file a petition with the Surface Transportation Board (Board) for authority to construct and operate an 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.

The purpose of this letter is to advise you of the proposed rail line project, request information from your agency on the resources under your jurisdiction that could be affected by the proposed project, and identify permits and approvals that could be required of the Applicant. This information will help determine what type of NEPA document should be prepared.

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 existing but abandoned former 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 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 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 any resources of concern to your agency may be affected by the proposed project and welcome any additional issues or concerns that you consider appropriate. 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:

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

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

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,

A handwritten signature in blue ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with a large initial "V" and a stylized "R".

Victoria Rutson
Director
Office of Environmental Analysis

Map Attachment



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

February 28, 2020

Doug Dawson
Environmental Section Chief
Kentucky Department of Fish & Wildlife Resources
#1 Sportsman Lane
Frankfort, KY 40601

**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. Dawson:

Pursuant to 49 U.S.C. § 10502, the Kenn Tenn Regional Rail Partners, Inc. (KTRRP or Applicant) intends to file a petition with the Surface Transportation Board (Board) for authority to construct and operate an 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.

The purpose of this letter is to advise you of the proposed rail line project, request information from your agency on the resources under your jurisdiction that could be affected by the proposed project, and identify permits and approvals that could be required of the Applicant. This information will help determine what type of NEPA document should be prepared.

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 existing but abandoned former 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 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 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 any resources of concern to your agency may be affected by the proposed project and welcome any additional issues or concerns that you consider appropriate. 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:

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

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

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,

A handwritten signature in blue ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with a large initial "V" and "R".

Victoria Rutson
Director
Office of Environmental Analysis

Map Attachment



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

February 28, 2020

Craig Potts
State Historic Preservation Officer
Kentucky Heritage Council
The Barstow House
410 High Street
Frankfurt, KY 40601

**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. Potts:

Pursuant to 49 U.S.C. § 10502, the Kenn Tenn Regional Rail Partners, Inc. (KTRRP or Applicant) intends to file a petition with the Surface Transportation Board (Board) for authority to construct and operate an 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.

The purpose of this letter is to advise you of the proposed rail line project, request information from your agency on the resources under your jurisdiction that could be affected by the proposed project, and identify permits and approvals that could be required of the Applicant. This information will help determine what type of NEPA document should be prepared.

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 existing but abandoned former 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 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 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 any resources of concern to your agency may be affected by the proposed project and welcome any additional issues or concerns that you consider appropriate. 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

Kyle Poat
Chief District Engineer, District 1
Kentucky Transportation Cabinet
5501 KY Dam Road,
Paducah, Kentucky 42003

**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. Poat:

Pursuant to 49 U.S.C. § 10502, the Kenn Tenn Regional Rail Partners, Inc. (KTRRP or Applicant) intends to file a petition with the Surface Transportation Board (Board) for authority to construct and operate an 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.

The purpose of this letter is to advise you of the proposed rail line project, request information from your agency on the resources under your jurisdiction that could be affected by the proposed project, and identify permits and approvals that could be required of the Applicant. This information will help determine what type of NEPA document should be prepared.

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 existing but abandoned former 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 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 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 any resources of concern to your agency may be affected by the proposed project and welcome any additional issues or concerns that you consider appropriate. 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:

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

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

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,

A handwritten signature in blue ink, appearing to read "Victoria Rutson".

Victoria Rutson
Director
Office of Environmental Analysis

Map Attachment



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

February 28, 2020

Jeremy R. Edgeworth
Freight, Rail and Waterways Coordinator
Kentucky Transportation Cabinet
Division of Planning
200 Mero Street, 5th Floor West
Frankfort, Kentucky 40622

**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. Edgeworth:

Pursuant to 49 U.S.C. § 10502, the Kenn Tenn Regional Rail Partners, Inc. (KTRRP or Applicant) intends to file a petition with the Surface Transportation Board (Board) for authority to construct and operate an 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.

The purpose of this letter is to advise you of the proposed rail line project, request information from your agency on the resources under your jurisdiction that could be affected by the proposed project, and identify permits and approvals that could be required of the Applicant. This information will help determine what type of NEPA document should be prepared.

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 existing but abandoned former 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 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 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 any resources of concern to your agency may be affected by the proposed project and welcome any additional issues or concerns that you consider appropriate. 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

John Bucy
Executive Director
Northwest Tennessee Development District
Northwest Tennessee Human Resource Agency
P.O. Box 963
124 Weldon Drive
Martin, Tennessee 38237-0963

**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. Bucy:

Pursuant to 49 U.S.C. § 10502, the Kenn Tenn Regional Rail Partners, Inc. (KTRRP or Applicant) intends to file a petition with the Surface Transportation Board (Board) for authority to construct and operate an 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.

The purpose of this letter is to advise you of the proposed rail line project, request information from your agency on the resources under your jurisdiction that could be affected by the proposed project, and identify permits and approvals that could be required of the Applicant. This information will help determine what type of NEPA document should be prepared.

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 existing but abandoned former 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 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 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 any resources of concern to your agency may be affected by the proposed project and welcome any additional issues or concerns that you consider appropriate. 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

County Mayor Benny McGuire
Obion County
2 Bill Burnett Circle
Union City, Tennessee 38261

**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 Mayor McGuire:

Pursuant to 49 U.S.C. § 10502, the Kenn Tenn Regional Rail Partners, Inc. (KTRRP or Applicant) intends to file a petition with the Surface Transportation Board (Board) for authority to construct and operate an 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.

The purpose of this letter is to advise you of the proposed rail line project, request information from your agency on the resources under your jurisdiction that could be affected by the proposed project, and identify permits and approvals that could be required of the Applicant. This information will help determine what type of NEPA document should be prepared.

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 existing but abandoned former 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 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 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 any resources of concern to your agency may be affected by the proposed project and welcome any additional issues or concerns that you consider appropriate. 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:

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

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

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,

A handwritten signature in blue ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with a large initial "V" and "R".

Victoria Rutson
Director
Office of Environmental Analysis

Map Attachment



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

February 28, 2020

Conner Franklin
Tennessee Department of Environment and Conservation
Division of Water Resources
1625 Hollywood Drive
Jackson TN 38305

**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. Franklin:

Pursuant to 49 U.S.C. § 10502, the Kenn Tenn Regional Rail Partners, Inc. (KTRRP or Applicant) intends to file a petition with the Surface Transportation Board (Board) for authority to construct and operate an 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.

The purpose of this letter is to advise you of the proposed rail line project, request information from your agency on the resources under your jurisdiction that could be affected by the proposed project, and identify permits and approvals that could be required of the Applicant. This information will help determine what type of NEPA document should be prepared.

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 existing but abandoned former 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 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 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 any resources of concern to your agency may be affected by the proposed project and welcome any additional issues or concerns that you consider appropriate. 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:

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

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

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,

A handwritten signature in blue ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with a large initial "V" and "R".

Victoria Rutson
Director
Office of Environmental Analysis

Map Attachment



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

February 28, 2020

Jason Baker, Director/Assistant Chief Engineer, Region 4
Tennessee Department of Transportation
300 Benchmark Place
Jackson, Tennessee 38301

**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. Baker:

Pursuant to 49 U.S.C. § 10502, the Kenn Tenn Regional Rail Partners, Inc. (KTRRP or Applicant) intends to file a petition with the Surface Transportation Board (Board) for authority to construct and operate an 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.

The purpose of this letter is to advise you of the proposed rail line project, request information from your agency on the resources under your jurisdiction that could be affected by the proposed project, and identify permits and approvals that could be required of the Applicant. This information will help determine what type of NEPA document should be prepared.

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 existing but abandoned former 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 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 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 any resources of concern to your agency may be affected by the proposed project and welcome any additional issues or concerns that you consider appropriate. 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:

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

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

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,

A handwritten signature in blue ink, appearing to read "Victoria Rutson".

Victoria Rutson
Director
Office of Environmental Analysis

Map Attachment



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

February 28, 2020

Dan Pallme
Assistant Chief of Environment & Planning Bureau Freight and Logistics
Tennessee Department of Transportation
James K. Polk Building, Suite 1200
505 Deaderick Street
Nashville, TN 37243

**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. Pallme:

Pursuant to 49 U.S.C. § 10502, the Kenn Tenn Regional Rail Partners, Inc. (KTRRP or Applicant) intends to file a petition with the Surface Transportation Board (Board) for authority to construct and operate an 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.

The purpose of this letter is to advise you of the proposed rail line project, request information from your agency on the resources under your jurisdiction that could be affected by the proposed project, and identify permits and approvals that could be required of the Applicant. This information will help determine what type of NEPA document should be prepared.

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 existing but abandoned former 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 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 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 any resources of concern to your agency may be affected by the proposed project and welcome any additional issues or concerns that you consider appropriate. 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

E. Patrick McIntyre, Jr.
State Historic Preservation Officer
Tennessee Historical Commission
2941 Lebanon Road
Nashville, Tennessee 37214

**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. McIntyre:

Pursuant to 49 U.S.C. § 10502, the Kenn Tenn Regional Rail Partners, Inc. (KTRRP or Applicant) intends to file a petition with the Surface Transportation Board (Board) for authority to construct and operate an 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.

The purpose of this letter is to advise you of the proposed rail line project, request information from your agency on the resources under your jurisdiction that could be affected by the proposed project, and identify permits and approvals that could be required of the Applicant. This information will help determine what type of NEPA document should be prepared.

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 existing but abandoned former 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 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 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 any resources of concern to your agency may be affected by the proposed project and welcome any additional issues or concerns that you consider appropriate. 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:

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

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

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,

A handwritten signature in blue ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with a large initial "V" and a stylized "R".

Victoria Rutson
Director
Office of Environmental Analysis

Map Attachment



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

February 28, 2020

Lisa Holmes
Tennessee Wildlife Resources Agency
200 Lowell Thomas Drive
Jackson, Tennessee 38301

**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. Holmes:

Pursuant to 49 U.S.C. § 10502, the Kenn Tenn Regional Rail Partners, Inc. (KTRRP or Applicant) intends to file a petition with the Surface Transportation Board (Board) for authority to construct and operate an 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.

The purpose of this letter is to advise you of the proposed rail line project, request information from your agency on the resources under your jurisdiction that could be affected by the proposed project, and identify permits and approvals that could be required of the Applicant. This information will help determine what type of NEPA document should be prepared.

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 existing but abandoned former 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 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 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 any resources of concern to your agency may be affected by the proposed project and welcome any additional issues or concerns that you consider appropriate. 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:

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

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

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,

A handwritten signature in blue ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with a large initial "V" and a stylized "R".

Victoria Rutson
Director
Office of Environmental Analysis

Map Attachment



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

February 28, 2020

Mayor Terry Hailey
City of Union City
P.O. Box 9
Union City, Tennessee 38281

**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 Mayor Hailey:

Pursuant to 49 U.S.C. § 10502, the Kenn Tenn Regional Rail Partners, Inc. (KTRRP or Applicant) intends to file a petition with the Surface Transportation Board (Board) for authority to construct and operate an 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.

The purpose of this letter is to advise you of the proposed rail line project, request information from your agency on the resources under your jurisdiction that could be affected by the proposed project, and identify permits and approvals that could be required of the Applicant. This information will help determine what type of NEPA document should be prepared.

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 existing but abandoned former 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 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 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 any resources of concern to your agency may be affected by the proposed project and welcome any additional issues or concerns that you consider appropriate. 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:

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

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

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,

A handwritten signature in blue ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with a large initial "V" and "R".

Victoria Rutson
Director
Office of Environmental Analysis

Map Attachment



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

February 28, 2020

Mitch Elcan
Department of the Army
Memphis District Corps of Engineers
167 North Main Street B-202
Memphis, Tennessee 38103-1894

**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 Elcan:

Pursuant to 49 U.S.C. § 10502, the Kenn Tenn Regional Rail Partners, Inc. (KTRRP or Applicant) intends to file a petition with the Surface Transportation Board (Board) for authority to construct and operate an 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.

The purpose of this letter is to advise you of the proposed rail line project, request information from your agency on the resources under your jurisdiction that could be affected by the proposed project, and identify permits and approvals that could be required of the Applicant. This information will help determine what type of NEPA document should be prepared.

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 existing but abandoned former 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 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 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 any resources of concern to your agency may be affected by the proposed project and welcome any additional issues or concerns that you consider appropriate. 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:

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

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

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,

A handwritten signature in blue ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with a large initial "V" and a stylized "R".

Victoria Rutson
Director
Office of Environmental Analysis

Map Attachment



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

February 28, 2020

Wendy Fiala
District Conservationist
United States Department of Agriculture
Natural Resources Conservation Service
1000 Commonwealth Drive
Mayfield Kentucky 42066

**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. Fiala:

Pursuant to 49 U.S.C. § 10502, the Kenn Tenn Regional Rail Partners, Inc. (KTRRP or Applicant) intends to file a petition with the Surface Transportation Board (Board) for authority to construct and operate an 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.

The purpose of this letter is to advise you of the proposed rail line project, request information from your agency on the resources under your jurisdiction that could be affected by the proposed project, and identify permits and approvals that could be required of the Applicant. This information will help determine what type of NEPA document should be prepared.

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 existing but abandoned former 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 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 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 any resources of concern to your agency may be affected by the proposed project and welcome any additional issues or concerns that you consider appropriate. 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

Morgan Morrisett
District Conservationist
United States Department of Agriculture
Natural Resources Conservation Service
1216-B Stad Av.
Union City, Tennessee 38261

**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. Morrisett:

Pursuant to 49 U.S.C. § 10502, the Kenn Tenn Regional Rail Partners, Inc. (KTRRP or Applicant) intends to file a petition with the Surface Transportation Board (Board) for authority to construct and operate an 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.

The purpose of this letter is to advise you of the proposed rail line project, request information from your agency on the resources under your jurisdiction that could be affected by the proposed project, and identify permits and approvals that could be required of the Applicant. This information will help determine what type of NEPA document should be prepared.

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 existing but abandoned former 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 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 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 any resources of concern to your agency may be affected by the proposed project and welcome any additional issues or concerns that you consider appropriate. 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

Heinz Mueller
United States Environmental Protection Agency, Region 4
61 Forsyth Street
Atlanta, Georgia 30303

**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. Mueller:

Pursuant to 49 U.S.C. § 10502, the Kenn Tenn Regional Rail Partners, Inc. (KTRRP or Applicant) intends to file a petition with the Surface Transportation Board (Board) for authority to construct and operate an 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.

The purpose of this letter is to advise you of the proposed rail line project, request information from your agency on the resources under your jurisdiction that could be affected by the proposed project, and identify permits and approvals that could be required of the Applicant. This information will help determine what type of NEPA document should be prepared.

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 existing but abandoned former 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 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 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 any resources of concern to your agency may be affected by the proposed project and welcome any additional issues or concerns that you consider appropriate. 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:

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

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

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,

A handwritten signature in blue ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with a large initial "V" and a stylized "R".

Victoria Rutson
Director
Office of Environmental Analysis

Map Attachment



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

February 28, 2020

Virgil Lee Andrews, Jr.
Field Supervisor
United States Fish and Wildlife Service
330 West Broadway
Suite 265
Lexington, Kentucky 40601

**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. Andrews:

Pursuant to 49 U.S.C. § 10502, the Kenn Tenn Regional Rail Partners, Inc. (KTRRP or Applicant) intends to file a petition with the Surface Transportation Board (Board) for authority to construct and operate an 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.

The purpose of this letter is to advise you of the proposed rail line project, request information from your agency on the resources under your jurisdiction that could be affected by the proposed project, and identify permits and approvals that could be required of the Applicant. This information will help determine what type of NEPA document should be prepared.

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 existing but abandoned former 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 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 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 any resources of concern to your agency may be affected by the proposed project and welcome any additional issues or concerns that you consider appropriate. 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

Lee Andrews
Field Supervisor
United States Fish and Wildlife Service
446 Neal Street
Cookeville, Tennessee 38501

**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. Andrews:

Pursuant to 49 U.S.C. § 10502, the Kenn Tenn Regional Rail Partners, Inc. (KTRRP or Applicant) intends to file a petition with the Surface Transportation Board (Board) for authority to construct and operate an 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.

The purpose of this letter is to advise you of the proposed rail line project, request information from your agency on the resources under your jurisdiction that could be affected by the proposed project, and identify permits and approvals that could be required of the Applicant. This information will help determine what type of NEPA document should be prepared.

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 existing but abandoned former 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 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 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 any resources of concern to your agency may be affected by the proposed project and welcome any additional issues or concerns that you consider appropriate. 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:

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

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

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,

A handwritten signature in blue ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with a large initial "V" and a stylized "R".

Victoria Rutson
Director
Office of Environmental Analysis

Map Attachment



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

February 28, 2020

Mayor Wade Carrington
City of Woodland Mills
PO Box 153
Woodland Mills, Tennessee 38271

**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 Mayor Carrington:

Pursuant to 49 U.S.C. § 10502, the Kenn Tenn Regional Rail Partners, Inc. (KTRRP or Applicant) intends to file a petition with the Surface Transportation Board (Board) for authority to construct and operate an 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.

The purpose of this letter is to advise you of the proposed rail line project, request information from your agency on the resources under your jurisdiction that could be affected by the proposed project, and identify permits and approvals that could be required of the Applicant. This information will help determine what type of NEPA document should be prepared.

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 existing but abandoned former 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 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 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 any resources of concern to your agency may be affected by the proposed project and welcome any additional issues or concerns that you consider appropriate. 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:

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

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

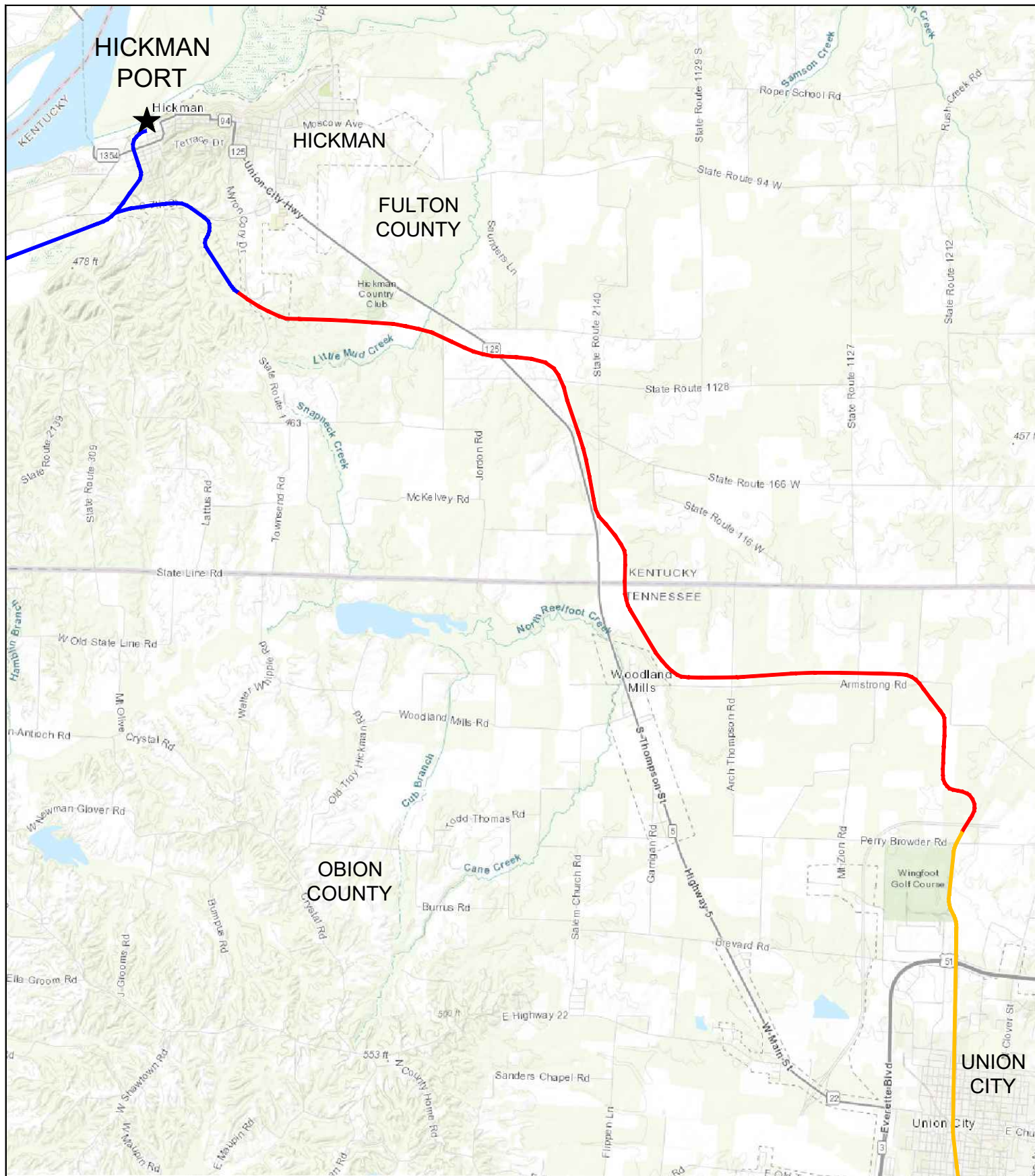
We look forward to your participation in the environmental review process. If you have any questions, please feel free to contact Diana Wood by telephone at 202-245-0302 or by email at Diana.Wood@stb.gov. Thank you for your help.

Sincerely,

A handwritten signature in blue ink, appearing to read "Victoria Rutson".

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