



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

*Office of Environmental Analysis*

August 5, 2022

Re: Docket No. FD 36500, Canadian Pacific Railway Limited, et al.—Control of—Kansas City Southern, et al.; **Issuance of Draft Environmental Impact Statement and Notice of Public Comment Period and Meetings**

Dear Reader:

The Surface Transportation Board's (Board) Office of Environmental Analysis (OEA) is pleased to provide you with the Draft Environmental Impact Statement (Draft EIS) for the Proposed Acquisition of Kansas City Southern Railway (KCS) by Canadian Pacific Railway (CP).

CP and KCS (collectively, Applicants) submitted an application to the Board on October 29, 2021 seeking Board authority for CP to acquire KCS (Proposed Acquisition). If the Board authorizes the Proposed Acquisition, CP and KCS would combine into a single rail system to be known as Canadian Pacific Kansas City (CPKC). The Proposed Acquisition would be an “end-to-end” merger because the existing CP and KCS systems do not overlap. The combined CPKC network would include approximately 21,400 miles of track in total, including approximately 6,900 miles in the U.S., and would extend from Canada, through the U.S., and into Mexico. The Applicants expect that the Proposed Acquisition would create new operational efficiencies and would divert freight from other railroads and from trucks. As a result, rail traffic would increase on some rail lines in the combined CPKC rail network. To support this expected increase in rail traffic, the Applicants plan to make capital improvements within the existing rail right-of-way, which would include adding new passing sidings, extending existing sidings, adding a section of double track, and adding facility working track at a total of 25 locations along the combined CPKC network.

OEA has prepared this Draft EIS pursuant to the National Environmental Policy Act (NEPA) and related laws, including Section 106 of the National Historic Preservation Act. This Draft EIS analyzes the potential environmental impacts of the Proposed Acquisition, including impacts associated with increased rail traffic and the 25 planned capital improvements. OEA also considered the No-Action Alternative, which would occur if the Board were to deny authority for CP to acquire KCS. Under the No-Action Alternative, OEA anticipates that rail traffic would only increase on the CP and KCS networks as a result of general economic growth and that the Applicants would not add the planned capital improvements.

***WHERE TO FIND THE DRAFT EIS***

The Draft EIS is available for viewing and downloading on the Board’s website at [www.stb.gov](http://www.stb.gov) and on the Board-sponsored project website at [www.CP-KCSMergerEIS.com](http://www.CP-KCSMergerEIS.com). For more information, please visit the project website or call OEA’s toll-free number at 1-888-319-2337.

***HOW TO COMMENT ON THE DRAFT EIS***

OEA invites public comment on all aspects of the Draft EIS. OEA is providing a 45-day comment period, which will begin on August 12, 2022 and end on September 26, 2022. During the comment period, members of the public may mail written comments or submit electronic comments through the environmental comment form on the Board’s website at <https://www.stb.gov/proceedings-actions/e-filing/environmental-comments/>. OEA is also holding three online public meetings and four in-person public meetings during the comment period at which members of the public can provide oral comments on the Draft EIS. For more information on how to submit comments and participate in the public meetings, please see ***Section S.4, Draft EIS on page S-15*** in the Summary section of this document.

***WHAT HAPPENS AFTER THE COMMENT PERIOD CLOSSES***

Following the close of the comment period, OEA will prepare a Final EIS. The Final EIS will respond to the comments on the Draft EIS, present OEA’s final conclusions regarding the potential environmental impacts of the Proposed Acquisition, and set forth OEA’s final recommendations to the Board, including recommended environmental mitigation measures. After the Final EIS is published, the Board will issue its final decision on whether to authorize the Proposed Acquisition. In making its final decision, the Board will consider the entire record, including the record on the transportation merits, the Draft EIS, Final EIS, and all public and agency comments received. If the Board decides to authorize the Proposed Acquisition, the Board may impose conditions on the Applicants as part of that decision, including environmental mitigation conditions.

OEA appreciates the efforts of all interested parties who have participated in this environmental review. We look forward to receiving your comments.

Sincerely,



Danielle Gosselin  
Director  
Office of Environmental Analysis