

**Lead Agency:** Surface Transportation Board (Board)

**Proposed Action:** Canadian Pacific Railway Limited, et al. (CP) Acquisition of Kansas City Southern et al. (KCS)

**Abstract:** CP and KCS (collectively, Applicants) are seeking authority from the Board 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 combined CPKC network would include approximately 20,350 miles of track in total, including approximately 8,600 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. The Board's Office of Environmental Analysis (OEA) prepared this Final Environmental Impact Statement (Final EIS) to analyze the environmental impacts of the Proposed Acquisition. 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. The Final EIS describes the potential direct, indirect, and cumulative environmental impacts of the Proposed Acquisition on freight and passenger safety, grade crossing safety and delay, truck to rail diversion, intermodal facility traffic, noise, air quality, climate change, energy, cultural resources, hazardous material release sites, biological resources, water resources, and Environmental Justice. The Final EIS also responds to all substantive comments received on the Draft EIS and sets forth environmental mitigation measures that the Applicants have voluntarily proposed, as well as OEA's additional recommended mitigation measures. If the Board decides to authorize the Proposed Acquisition, the Board could impose the Applicants' voluntary mitigation measures and OEA's additional recommended mitigation measures as conditions of that decision.