

## **Follow-Up Questions from Community Meeting on June 23, 2020**

1. Will there be fuel stored on site? If yes, will these be above-ground or below-ground tanks and how much fuel will be stored?

*Gasoline and diesel will be available on site for the use of facility vehicles. It will be stored above ground in double walled self-contained tanks with over fill and leak protection as well as containment.*

2. Which auto manufacturer(s) is CN contracting with for the New Richmond autoport? How long will it take for a trucker to locate, load/unload, and leave the facility?

*At this time, due to the proprietary information involved, CN is not in a position to disclose the individual shippers it has entered into an agreement with for use of the Autoport. The updated traffic impact study forecasted about 100 trucks today for the joint facility.*

3. Will truck drivers for the autoport or intermodal operations be CN employees? Or will CN contract with a third-party for these services? Are these reflected in the estimated number of jobs created?

*This facility will be new economic anchor for the community, driving opportunities for new job creation and transportation solutions to link Richmond's current and future business developments to markets around the world. The 20-22 estimated jobs are based on employees working at the facility and does not include the truck drivers who will service the facility. Generally, speaking the truck drivers are contracted by the shippers themselves, however, this does not mean at some point in the future some of the drivers may be from a CN subsidiary.*

4. Why would the New Richmond facility's gate hours be 24/7 if it's not expected to be as busy as the Chippewa Falls facility, which has more limited gate hours listed online?

*The facility itself will be operational 24/7, this does not necessarily mean the gate hours will also be 24/7. As we have stated in the past, we expect the majority of activities will occur between 5:00 AM and 9:00 PM. It is reasonable to expect activities to lessen after 5:00 PM Monday through Friday and during the weekends. Furthermore, the auto business tends to be busier in the spring to early summer and intermodal during the lead up to the holiday season.*

5. What type of buildings will be constructed on site, and what features will they include? (E.g. offices, restrooms, cold storage, etc.) Can you show where they will be located on the site plan? Will CN need to obtain a building permit and be subject to an inspection by a local building inspector, or is the railroad exempt?

*CN will have an employee only facility (about 20' by 60') on site and it will be near the employee entrance. The exact location was mentioned during the community conversation on June 23. In addition, there will be a guardhouse (about 15' by 15') at the main entrance.*

6. CN previously indicated in meetings with the Town of Richmond that berms surrounding the facility could not be larger due to space limitations of the facility. How was space made to accommodate another operation (intermodal) on the site?

*The intermodal operation are placed within the existing autoport footprint. It is accurate that space does limit the size of berms in some areas. Nevertheless, the introduction of intermodal has largely left the berms at the same heights as previously mentioned.*

7. How will the project impact property values?

*Many factors go into determining the property value. CN cannot accurately forecast future property values based on one element in the surrounding area.*

8. CN has previously said that CN rail workers earned over \$100K per year. The facility in New Richmond has been advertised as creating high-paying jobs. However, CN has since said that most of these jobs would be below \$20 per hour. With the Federal Minimum Wage being raised to \$15 per hour, how does CN contend that this facility is providing “high paying” jobs?

*The facility will provide a wide range of jobs and they will provide competitive salary and benefits across a wide range of skill sets.*

9. Is it possible that CN will convert the entire facility into an intermodal operation if there isn't enough space available for both intermodal and the autoport facility? The automobiles could likely be stored on the north side of CTH A.

*CN invests in projects to meet the current and future needs of our customers, helping them safely and reliably deliver their products. Our service solutions will follow market demands.*

10. Will CN agree not to store hazardous materials like anhydrous ammonia, propane, crude oil, etc. in New Richmond?

*CN has very strict rules that are governed by federal guidelines on the type of materials that can be carried in an intermodal container.*

11. CN has stated that their intermodal operations are congested and unable to handle current demands, which is the main reason for adding the facility in New Richmond. What percentage of intermodal relief does CN foresee by adding this facility, especially when the facility is shared with autoport operations?

*The development of intermodal at the New Richmond facility resulted from the market demand for increased intermodal service in the Twin Cities region.*

12. How much demand would there need to be at the facility to justify increasing the number of trains per day?

*Our current plan is based on current customer needs. If the market demands call for it, CN will add train service to meet our common carrier obligation.*

13. Are there any plans at this time to add sidings in the area? Based on recent market trends, is it reasonable to expect that sidings will be added within the next 5-10 years?

*CN is continuously evaluating opportunities to enhance its capacity which adding items such sidings may involve. At this time, CN is intends to add twin sidings off of its mainline track and in the vicinity of the scrap yard. We have finalized the land purchase with the appropriate landowners to do so.*

14. Is there space on the current site for future expansion if CN entered into additional contracts with auto manufacturers, and/or if the intermodal facility has greater than forecasted volumes? Or would CN need to acquire additional property and/or utilize the property located on the north side of CTH A? In other words, does the current site plan allow enough space for future expansion and growth for both the short and long-term?

*The size of the facility is adequate to meet current demand and potential future demand. However, it is always CN's intent to grow our business and create the best value for customers. There are no immediate plans for developing the land north of CTH A. CN renewed the contract with the existing farmer to allow the current farming operations to continue.*

15. Will CN commit to having the outdoor lighting comply with International Dark-Sky Association standards for reducing glare and light pollution?

*CN has designed the lighting to have the least impact on neighbors while also ensuring it is adequate for the safety of our employees, truck drivers and the operations of the facility. We have lowered the lighting stands from our traditional 100' level for an autoport to 80' as a component of our ongoing community conversations with the Town and City.*

16. There has been concern expressed about the potential noise from the facility. Does CN have any decibel readings from its other intermodal or autoport facilities so that residents can have a more accurate understanding of how loud the noise might be?

*There are no Federal Railroad Administration standards for noise levels at a railroad facility nor agreed upon standards to measure noise emissions. To minimize the noise impact CN has redesigned the facility to put the key rail operational areas at the far northwest corner of the facility as possible, the farthest away from residents.*

17. Will WCL/CN pay local property taxes for the site? At the last public meeting in the fall, you mentioned that the property may be designated as a terminal, so the property taxes would be paid to the local municipality rather than the State.

*Wisconsin statute may allow property tax revenue to be returned to a locality under certain circumstances. CN continues to work with the Wisconsin Department of Revenue and Department of Transportation to explore what is possible, consistent with Wisconsin statute.*

18. How is snow removal handled? Is there a location (on the site plan) where snow will be stored, or will the snow be loaded and removed off-site?

*By on-site contractors managed by CN facilities.*

19. If a local business was interested in utilizing the intermodal component of the facility, how would they go about contracting with Canadian National? How is the shipping cost determined? Will there be outreach opportunities available for businesses to learn more?

*Inquiries on using intermodal can be navigated through the intermodal component of our website: <https://www.cn.ca/en/our-services/intermodal/>. CN will also continue to work with local, regional and state economic development entities to market the facility. Interested shippers can always contact those entities as well to being a dialogue.*

20. Beyond creating some job opportunities and putting a berm around the site, what actions is Canadian National taking to show its commitment to the New Richmond community?

*CN strives to be a good neighbor while ensuring we run a safe and efficient railroad for our customers, shareholders and the communities we operate in and through. From the beginning of making, our intention known to first develop an autoport and then with the addition of the intermodal component CN has went to great lengths to engage residents and stakeholders in the region. Just as we have all had to adjust to tremendous changes in the world in the last year so to CN has had from time to time change elements of the project to meet our customer's evolving needs and integrate new customers who want to take advantage of CN's reputation as a best-performing transportation and logistics companies. During the process of site development CN has participated in more than six public meetings, and had a continuous dialogue with local residents, as well as community and state leaders. We have been responsive and transparent at every step. In addition, we have made multiple changes to the facility, based off of community feedback, to include:*

- Increased berm height from an original propose of 6' and brought them around the majority of the facility.*
- Reduced the original spacing between trees of 50' (as originally asked for by the Town) to 25'.*
- The original lighting design was to have 100' light stands, a mitigated solution was found at 80'.*
- The original footprint of the facility was rotated and ponds moved to reduce noise levels for local residences.*
- CN has asked the Town of Richmond to reroute 105th Street, at CN's expense, to the east side of the facility. The recommended alignment will improve the intersection and thus increase the safety of drivers entering and exiting County A/BUS 64. It will also eliminate the need for an at grade rail crossing and reduce the need for the train to sound its horn.*

*CN remains committed to staying in a dialogue with the Town and City to listen and address any concerns as best we are able while also maintaining our commitment to running the safest and most efficient railroad in North America.*