

1 IN RE: PROPOSED ACQUISITION
2 OF THE KANSAS CITY SOUTHERN BY CANADIAN PACIFIC

3
4 DOCKET NO. FD 36500

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7 TRANSCRIPT FROM THE REMOTE PROCEEDINGS via
8 ZOOM taken before the Surface Transportation Board
9 by JEANINE WATKINS, CSR, on December 8, 2021, at
10 2:00 o'clock p.m. CST.

11
12 PRESENT:

13 MR. JOSHUA
14 WAYLAND, Environmental Protection Specialist with
15 the Surface Transportation Board's Office of
16 Environmental Analysis and Project Manager for the
17 Environmental Impact Statement
18 Surface Transportation Board, c/o of VHB
19 940 Main Campus Drive, Suite 500,
20 Raleigh, North Carolina 27606

21
22 MR. MATT HOGAN, Facilitator for the meeting.

23
24

1 (Meeting started at 2:00 o'clock p.m. CST.)

2 MR. HOGAN: Good afternoon, everybody.

3 Thanks for joining us for today's session. Welcome
4 to the public scoping meeting for the proposed
5 acquisition of Kansas City Southern by Canadian
6 Pacific. The document number for this proposed
7 merger is FD-36500.

8 My name is Matt Hogan, and I'm on the team
9 here at VHB helping run today's meeting.

10 Quickly go down the agenda. We're going to
11 have a quick introduction. We're going to review
12 some meeting logistics. We'll have a welcome
13 presentation, a project presentation video, and then
14 we're going to have a comments section where we can
15 solicit comments from the public.

16 A few things we would like to review
17 technology-wise. To hear the audio of this meeting
18 in Spanish, look at the bottom of your Zoom window
19 for the "Interpretation" button, click it, and you
20 can toggle between languages. We do have a live
21 interpreter. We also ask that during the comments
22 you try to speak a little more slowly than usual to
23 give our interpreters time to process and interpret
24 on the fly.

1 We're providing live closed captioning
2 today during the presentation as well. Look at the
3 same bottom of your Zoom ribbon, and you can toggle
4 that on and off with the "Live Transcript" button.

5 Once we reach the comments section after
6 the video, a few things to go over. First, we're
7 going to call in participants who are pre-registered
8 to comment. After we've made it through all of
9 them, if you didn't pre-register and would still
10 like to comment, you can toggle on the "Q and A" by
11 pressing that button on the bottom of your screen,
12 type in your name, and we'll add you to the queue
13 and call on you when it's your turn to speak. If
14 you're unable to use the "Q and A" tool or prefer to
15 speak on mike, you can also click the "Raise Hand"
16 button. We'll put you in the queue and allow you to
17 unmute when we reach your turn.

18 Each speaker will be given three minutes to
19 comment. We also ask that you try to keep your
20 comments civil and to the point. And this meeting
21 is being recorded.

22 And with that, it's my pleasure to hand
23 things over to Josh Wayland from STB.

24 MR. WAYLAND: Thank you, Matt.

1 Hello, everyone, and thank you for joining
2 us this afternoon for this public scoping meeting
3 for the proposed acquisition of Kansas City Southern
4 by Canadian Pacific.

5 My name, as I said, is Josh Wayland, and
6 I'm an environmental protection specialist with the
7 Surface Transportation Board's Office of
8 Environmental Analysis, and I am the project manager
9 for the Environmental Impact Statement for the
10 proposed merger of these two railroad companies,
11 Canadian Pacific and Kansas City Southern.

12 We are sorry that we're not able to be with
13 you in person for these public scoping meetings due
14 to the ongoing COVID-19 pandemic, but we're glad to
15 have the opportunity to meet with you in this online
16 format, and we are looking forward to hearing your
17 comments a little later in the meeting.

18 I see that at this time we have 34 people
19 on the line today, including our panelists as well
20 as folks who have called in by phone and joined the
21 online webinar.

22 I want to especially recognize Dave
23 Navecky, who is also of the Office of Environmental
24 Analysis. Thanks for attending, Dave. Thank you

1 also to the staff from VHB, our third-party
2 contractor. They are assisting us with the
3 preparation of the Environmental Impact Statement.

4 Welcome as well to any representatives of
5 other agencies and to any elected officials who
6 might have joined us today, and thank you for
7 attending.

8 Matt of VHB had just reviewed the process
9 says for commenting, and we'll review it again in a
10 little bit, but I just wanted to briefly remind
11 everyone that the main purpose of today's meeting is
12 to hear public comments, and we want to reserve as
13 much time as possible for people to be able to
14 comment.

15 We will not be holding a question and
16 answer session today or the other meetings during
17 the scoping process, and that is to help ensure that
18 everyone who wants to speak has the chance to do so.

19 If you do have questions about the proposed
20 acquisition or about the Surface Transportation
21 Board's environmental review process, I recommend
22 that you visit our board-sponsored project website.
23 It's at www.CP-KCSmergerEIS.com. We'll put the
24 website address on the screen in a little bit.

1 Through that website you will be able to
2 find all of the project information that is
3 available to date, including descriptions of the
4 proposed acquisition, a link to the notice of intent
5 that we issued to begin the scoping process, and
6 there is also an interactive map that shows how rail
7 traffic would change along the combined network if
8 the proposed merger is approved.

9 Before we move into the comment portion
10 shun of tonight's meeting and hear your comments, we
11 would like to play a presentation for you that will
12 provide you with a brief overview of the proposed
13 acquisition and of the Surface Transportation
14 Board's environmental review process.

15 This presentation will be available on the
16 project website that I mentioned earlier in case you
17 would like to watch it again later.

18 So with that, I would just like to welcome
19 everyone once again to this meeting. Thank you for
20 your participation and interest in this
21 environmental review process. And I will ask Matt
22 to please go ahead and start the presentation.

23 (Video was presented and is
24 transcribed as follows:)

1 Hello, and welcome to this public scoping
2 meeting for the proposed acquisition of Kansas City
3 Southern by Canadian Pacific. The docket number for
4 this proposed merger is FD 36500. This meeting is
5 being hosted by the Surface Transportation Board's
6 Office of Environmental Analysis, which is the lead
7 federal agency for the environmental review of the
8 proposed acquisition.

9 My name is Josh Wayland, and I am an
10 environmental protection specialist in the Office of
11 Environmental Analysis. In this presentation I will
12 provide a brief overview of the environmental review
13 process for the proposed merger of these two
14 railroad companies, Canadian Pacific and Kansas City
15 Southern.

16 Here are the topics I will be covering in
17 this presentation. First, I will briefly introduce
18 the Surface Transportation Board, the railroad
19 applicants, that's Canadian Pacific and Kansas City
20 Southern, and the applicant's proposed acquisition
21 of Kansas City Southern by Canadian Pacific.

22 Second, I will provide an overview of the
23 environmental review process.

24 Third, I will present some of the details

1 of the proposed acquisition.

2 Then I will cover the preliminary list of
3 impact topics that will be covered in the
4 Environmental Impact Statement, and finally I will
5 go over the options for commenting during the
6 scoping process and for staying engaged during the
7 rest of the environmental review process.

8 Let's begin with an overview of the federal
9 agency. As I mentioned, I work for the Surface
10 Transportation Board. The Surface Transportation
11 Board, also referred to as just the board or as STB,
12 is a federal bipartisan independent adjudicatory
13 board with broad economic regulatory oversight of
14 railroads including railroad rates and service as
15 well as abandonment, construction, and operation of
16 railroad lines.

17 The board is also the federal agency that
18 is responsible for reviewing and authorizing
19 proposed railroad mergers such as the proposed
20 acquisition of Kansas City Southern by Canadian
21 Pacific.

22 When considering whether or not to
23 authorize a proposed acquisition, the board
24 considers both the transportation merits of the

1 proposal and the potential environmental impacts of
2 the proposal.

3 The board's Office of Environmental
4 Analysis, or OEA, is the office at the board that is
5 responsible for conducting the environmental review.
6 And OEA does this under the National Environmental
7 Policy Act or NEPA and related environmental laws.

8 For the proposed acquisition of Kansas City
9 Southern by Canadian Pacific, OEA is preparing an
10 Environmental Impact Statement, or EIS, because the
11 transaction has the potential to result in
12 significant environmental impacts.

13 The proposed merger of Canadian Pacific and
14 Kansas City Southern is not a project that is being
15 proposed or sponsored by the federal government.
16 The applicants in this case are two Class 1
17 railroads that own and operate rail lines in the
18 United States: Canadian Pacific and Kansas City
19 Southern.

20 From here on out I will be referring to
21 Canadian Pacific as CP and Kansas City Southern as
22 KCS. The acronym CP refers to Canadian Pacific
23 Railway Limited, Canadian Pacific Railway Company,
24 and their US rail carrier subsidiaries, Soo Line

1 Railroad Company, Central Maine and Quebec Railway,
2 US Incorporated, Dakota, Minnesota, and Eastern
3 Railroad Corporation, and Delaware and Hudson
4 Railway Company Incorporated.

5 The term KCS refers to Kansas City Southern
6 and its US rail carrier subsidiaries, the Kansas
7 City Southern Railway Company, Gateway Eastern
8 Railway Company, and the Texas Mexican Railway
9 Company.

10 On October 29, 2021, CP and KCS jointly
11 filed an application seeking authority from the
12 board for CP to acquire KCS. If the Board
13 authorizes the proposed acquisition, the two
14 companies and their two railroad networks would
15 combine, and they would form one system known as
16 Canadian Pacific Kansas City.

17 The proposed acquisition would be an
18 end-to-end merger because the CP and KCS networks
19 currently do not overlap. The combined railroad
20 system would be the first to extend from Canada,
21 through the United States, and into Mexico.

22 The applicants, CP and KCS, state that the
23 combination would provide benefits to shippers by
24 creating a more efficient transportation system.

1 The statute setting forth the procedures
2 for the board's review of acquisitions and the
3 board's own regulations require that the board
4 complete its review of proposed acquisitions within
5 approximately 15 months after the application is
6 accepted, and OEA must complete the environmental
7 review process before the board issues its final
8 decision.

9 A proposed acquisition would result in a
10 number of changes, including changes in rail traffic
11 on portions of the combined rail network. Rail
12 traffic would increase on some rail line segments,
13 and it would decrease on others. Levels of activity
14 at certain rail yards and certain Intermodal
15 facilities could change as a result of the proposed
16 acquisition as well. And the applicants plan to
17 make a number of capital improvements in the rail
18 right-of-way to support the increased rail traffic
19 on some rail lines.

20 These capital improvements would include
21 adding new passing sidings, extending some existing
22 sidings, adding a double track, and adding facility
23 working track at a couple of locations in the rail
24 right-of-way.

1 According to the applicants, the purpose of
2 the proposed acquisition is to combine America's two
3 smallest but fastest growing Class 1 railroads, CP
4 and KCS, to build a more efficient and more
5 competitive rail network.

6 The applicants state that the proposed
7 acquisition would further the need for expanded and
8 more capable and efficient transportation
9 infrastructure while simultaneously advancing the
10 interests of current and future customers in more
11 reliable and economical rail transportation options
12 serving important north-south trade flows.

13 The applicants also state that the proposed
14 acquisition would generate environmental benefits by
15 reducing truck transportation on highways in North
16 America by more than 60,000 trucks annually. This
17 could result in less congestion, less maintenance,
18 and improved safety on those roads as well as less
19 noise pollution in the places where those trucks
20 would have driven, and lowered air emissions,
21 including lowered greenhouse gas emissions.

22 Now I will turn to the environmental review
23 process. As I've mentioned, before the board can
24 authorize the proposed acquisition, it must first

1 consider the impacts of the merger on the
2 environment. This is a requirement of the National
3 Environmental Policy Act, or NEPA.

4 NEPA is intended to assist the board as the
5 federal agency and the public in identifying and
6 assessing potential environmental consequences of a
7 proposed action such as this proposed acquisition of
8 KCS by CP.

9 OEA is preparing an Environmental Impact
10 Statement, or EIS, that will assess the potential
11 environmental impacts of the proposed acquisition.
12 And the EIS will also address related environmental
13 laws as appropriate, such as Section 106 of the
14 National Historic Preservation Act and Section 7 of
15 the Endangered Species Act.

16 This slide shows the generalized
17 Environmental Impact Statement or EIS process. OEA
18 initiated the process by issuing a Notice of Intent
19 to prepare an EIS on November 12, 2021. The
20 issuance of that Notice of Intent began the scoping
21 process which will continue until December 17, 2021.

22 During scoping we are requesting public
23 comments on the scope of the EIS including the
24 issues to be analyzed in the EIS.

1 At the end of the scoping process, OEA will
2 issue a final scope of study and will then prepare a
3 draft EIS. After the draft EIS is issued, there
4 will be a public comment period and additional
5 public meetings.

6 OEA will then prepare a final EIS that will
7 address the public and agency comments on the draft.
8 The board will then issue its final decision on the
9 proposed acquisition after considering the entire
10 record including the draft EIS, the final EIS, and
11 public and agency comments.

12 As shown on the previous slide, we are
13 currently in the scoping process for the
14 Environmental Impact Statement, or EIS. Scoping is
15 an open process that is intended to involve
16 interested agencies, other stakeholders and the
17 public in helping the lead agency to determine their
18 range of issues to be examined and assessed in the
19 EIS.

20 As part of this process, OEA is requesting
21 your comments on the scope of the EIS, including the
22 issues to be analyzed. OEA is also conducting
23 agency consultation during this time and requesting
24 comments from interested agencies about impacts from

1 the proposed acquisition on resources under their
2 jurisdiction.

3 Later in this presentation I will go over
4 the ways in which you can submit your written
5 scoping comments. Written comments must be sent by
6 the end of the scoping period on December 17, 2021.
7 Following the presentation there will be an
8 opportunity for you to deliver oral comments.
9 Whether delivered orally at a public scoping meeting
10 or submitted in writing, all scoping comments will
11 be considered equally, and all comments will be made
12 available to the public on the board's website at
13 www.STB.gov.

14 After the end of scoping, OEA will prepare
15 a draft EIS for the proposed acquisition. A draft
16 EIS will identify and analyze alternatives including
17 the no action alternative. A draft EIS will address
18 issues and concerns identified during scoping, and
19 it will focus on several types of potential
20 environmental impacts.

21 It will address impacts from increases in
22 rail traffic on rail lines where those increases
23 would exceed the board's thresholds for
24 environmental review. These could include air

1 quality impacts, noise impacts, and impacts on
2 traffic safety and delay at road crossings.

3 The draft EIS will also assess potential
4 impacts at rail yards where the board's thresholds
5 for environmental review would be met. And finally,
6 the draft EIS will assess potential impacts from
7 planned capital improvements within the rail
8 right-of-way including adding new passing sidings,
9 extending existing sidings, adding double track, and
10 adding facility working track.

11 OEA at this time anticipates issuing the
12 draft EIS in the spring of 2022, and the draft EIS
13 will then be made available for public and agency
14 review and comment for 45 days.

15 The draft EIS will assess potential
16 environmental impacts in locations where the board's
17 thresholds for environmental review would be met.
18 Those thresholds are contained in the board's
19 environmental regulations at 49 CFR 1107(e).

20 For rail lines, the threshold for
21 environmental review is an increase in rail traffic
22 of at least 100 percent measured in gross ton miles
23 annually or an increase of at least eight trains per
24 day.

1 For rail lines in areas that are in
2 non-attainment under the Clean Air Act there is an
3 additional threshold for the analysis of air quality
4 impacts, which is an increase in rail traffic of at
5 least 50 percent measured in gross ton miles
6 annually, or an increase of at least three trains
7 per day.

8 For rail yards, the threshold for
9 environmental review is an increase in rail yard
10 activity of at least 100 percent measured in car
11 load activity. And for rail cars in non-attainment
12 areas, the threshold for air quality analysis is an
13 increase in rail yard activity of at least 20
14 percent, also measured by car load activity.

15 For affected roadways the threshold for
16 environmental review is an increase in truck traffic
17 of more than 10 percent of the average daily traffic
18 or 50 vehicles per day.

19 After issuing the draft EIS and receiving
20 public and agency comments on the draft EIS during
21 the public comment period, OEA will prepare and
22 issue a final EIS that will address those comments.
23 The final EIS will also set forth OEA's final
24 recommendations to the board regarding the

1 environmental impacts of the proposed acquisition
2 including OEA's final recommended mitigation
3 measures.

4 This slide shows the anticipated schedule
5 for the EIS. As I mentioned earlier, OEA issued the
6 Notice of Intent to prepare an EIS on November 12,
7 2021. The public comment period for scoping will
8 last until December 17, 2001 (sic), and OEA is
9 holding six public meetings during scoping. At this
10 time OEA anticipates issuing a final scope of study
11 for the EIS in winter of 2022 and the draft EIS in
12 the spring of 2022.

13 We will hold a public comment period and
14 additional public meetings following the issuance of
15 the draft EIS in the spring. We anticipate issuing
16 the final EIS in the fall of 2022, and the Board
17 will make its final decision on the proposed
18 acquisition after the issuance of the final EIS.

19 I will now discuss some of the details of
20 the proposed acquisition. The map on this slide
21 shows the current CP and KCS rail networks. On this
22 map, the current CP network is shown in red. In the
23 US, CP connects to Buffalo and Albany, New York, and
24 Searsport, Maine. It also runs south into the

1 Midwest of the United States and connects with KCS
2 in Kansas City, Missouri.

3 The KCS network is shown here in orange.
4 It extends from Kansas City, Missouri, to the gulf
5 coast and into Mexico, operating across ten states
6 in the Midwest and Southeast. The two companies'
7 networks connect in Kansas City, Missouri.

8 The map on this slide shows the projected
9 increase in freight train traffic along the new
10 combined network with darker lines representing
11 larger increases in train traffic. The darkest
12 color represents the rail lines where the increase
13 would exceed the board's threshold for environmental
14 review of eight trains per day.

15 Rail lines that would exceed the board's
16 threshold clued the CP line extending westward from
17 Chicago, Illinois, to Sabula, Iowa; the CB line
18 extending southward from Sabula to Kansas City;
19 Missouri, and the KCS line extending southward from
20 Kansas City toward the Mexican border at Laredo,
21 Texas.

22 The largest increase in rail traffic would
23 occur on the CP rail line between Sabula, Iowa, and
24 Kansas City, Missouri. On that rail line the

1 projected increase in traffic could be approximately
2 14.4 additional trains per day on average.

3 The draft EIS will assess the potential
4 environmental impacts from this increased rail
5 traffic on those rail lines where thresholds for
6 environmental review would be met.

7 For more information about the potential
8 train traffic increases, please visit the
9 board-sponsored project website at
10 www.CP-KCSmergerEIS.com. There you can view an
11 interactive map showing the projected traffic
12 changes for every individual rail line segment in
13 the combined system.

14 The map on this slide shows the locations
15 of planned capital improvement projects along the
16 rail right-of-way. The applicants have identified
17 26 locations where capital improvements would be
18 made. Those projects would include adding 11 new
19 passing sidings, extending 13 existing passing
20 sidings, adding approximately four miles of double
21 track, and adding approximately five miles of
22 facility working track, all within the rail
23 right-of-way.

24 For more information regarding the planned

1 capital improvements, please visit the
2 board-sponsored project website; again, it's
3 www.CP-KCSmergerEIS.com, where you can view an
4 interactive map showing the locations of each
5 capital improvement project.

6 This slide lists the types of impacts that
7 OEA will assess in the draft EIS. The draft EIS
8 will analyze impacts related to freight rail
9 capacity and safety, passenger rail capacity and
10 safety, grade crossing safety and traffic delay,
11 traffic and roadway systems, air quality, noise,
12 biological resources, water resources, hazardous
13 waste sites, cultural resources, environmental
14 justice, and cumulative impacts.

15 At this time I would like to discuss how
16 you can submit your comments. As I mentioned
17 earlier, there will be an opportunity following this
18 presentation for interested individuals to deliver
19 comments orally.

20 If you prefer to submit written comments,
21 there are several ways in which you can do so. You
22 can submit written comments electronically through
23 the board-sponsored project website. Again, that's
24 www.CP-KCSmergerEIS.com, or through the board's

1 website at www.STB.gov.

2 We do encourage you to submit written
3 comments electronically through one of those
4 websites. However, if you would like to submit
5 written comments by mail, you can send them to the
6 address shown on this slide.

7 Please address mail comment to me, Joshua
8 Wayland, Surface Transportation Board, care of VHB,
9 940 Main Campus Drive, Suite 500, Raleigh, North
10 Carolina, Zip Code 27606, Attention: Environmental
11 filing Docket Number FD 36500. Please do be sure to
12 refer to Docket Number FD 36500 in any written
13 comments that you submit.

14 Please also note that any comments you
15 submit will be made public on the board's website,
16 and also note that the scoping comments for this
17 project must be sent no later than December 17th,
18 2021.

19 The board-sponsored project website at
20 www.CP-KCSmergerEIS.com includes project information
21 including project-related documents and an
22 interactive map. This slide shows the public
23 involvement page on the project website. From this
24 page you can submit your written scoping comments

1 directly into the comment box that's shown at the
2 right.

3 If you would like to upload an attachment
4 with your comments such as a letter, you can do so
5 through the board's website at www.STB.gov. This
6 slide shows the board's environmental comment form.
7 On this form there is an option to upload files such
8 as Microsoft Word documents or PDF files as part of
9 your scoping comments.

10 This slide shows how you can stay informed
11 and engaged throughout the remainder of the EIS
12 process. For updates about the environmental review
13 process, you can visit the board-sponsored project
14 website. One more time that's
15 www.CP-KCSmergerEIS.com.

16 To view board decisions, filings, or
17 environmental comments related to the proposed
18 acquisition, please visit the board's website at
19 www.STB.gov. To receive updates by email, sign up
20 for the project email list through the project
21 website.

22 There are also resources available in the
23 online meeting room that you used to enter this
24 online meeting. That meeting room will stay open

1 for the remainder of the scoping process so you can
2 come back to review the materials as often as you
3 like.

4 If you have questions about the
5 environmental review process, you can also email the
6 project email address at
7 contact@CP-KCSmergerEIS.com, or you can call the
8 information line at 888-319-2337. That's toll free,
9 888-319-2337.

10 This brings us to the end of the
11 presentation portion of today's public meeting. I
12 will now turn the meeting back over to the
13 facilitators to begin the public comment portion of
14 the meeting.

15 Thank you for your interest in the
16 environmental review process for this proposed
17 acquisition. We look forward to hearing your
18 comments.

19 (End of slide presentation.)

20 MR. HOGAN: Okay. Welcome back, and thanks
21 for watching the video. I'll pull up the slide once
22 again covering the logistics of how you can submit
23 your comments. And for those of you who may have
24 just dialed in, we're going to review some of the

1 meeting logistics as well.

2 We are utilizing live Spanish language
3 translation today. To hear the alternative audio
4 track in Spanish, look at the bottom of your zoom
5 screen and click the "interpretation" button, and
6 you can choose the audio track you're going to
7 listen to. We're using an automated closed
8 captioning service today. To toggle that on, look
9 for the "Closed Caption/Live Transcript" button at
10 the bottom of your screen and you can turn that on.

11 Just a reminder, today we are only
12 accepting comments. We are not going to be
13 answering any questions, but your comments are
14 welcome.

15 First we're going to call on participants
16 who pre-registered. Next, for folks who didn't
17 pre-register and would like to comment we're going
18 to ask you to toggle on the "Q and A" button and
19 type your name. We'll put you in queue and call on
20 when we reach your turn to speak. And if you're
21 unable to use the "Q and A" tool or prefer to speak
22 on mike you can click the "Raise Hand" button and
23 we'll do the same. We'll put you in order and call
24 you when it's your turn.

1 A reminder, each speaker will be given
2 three minutes to comment. We ask that you keep your
3 comments timely, relevant, and polite. And one more
4 reminder, this meeting is being recorded. And with
5 that, I'll pull up the attendee list here.

6 We do have one preregistered speaker that I
7 see on the list from before. We have Analise
8 Yulkawa. We also have a couple of phone numbers.
9 We want to make sure that these aren't affiliated
10 with any preregistered speakers. So if you are one
11 of the two phone callers, go ahead and dial *9.
12 That will raise your hand in Zoom. And then if we
13 see the raised hand we're going to ask you to unmute
14 just for a minute so we can get your names to put
15 you in the queue. We won't take your comment yet.

16 The phone number in 315 or the phone number
17 in 982, if you would like to comment today, go ahead
18 and dial *9 on your phone, and that way we'll know
19 to put you in the queue.

20 Okay. Having seen no raised hand, I
21 believe we are all set to get our first comment.
22 Pull up our timer here.

23 Okay. Analise Yulkawa, I'm going to allow
24 you to unmute and submit your comment. Go ahead,

1 whenever you're ready.

2 MS. YULKAWA: Hi. I apologize. I actually
3 registered for a question, but I do not have a
4 comment. So apologies for that.

5 MR. HOGAN: No need to apologize at all.

6 We do now have a raised hand from the phone
7 number ending in 656. And since we don't have any
8 other preregistered speakers, I'm going to click
9 "Allow you to talk." You may need to dial *6 to
10 unmute on your phone, but once that is ready, go
11 ahead and you'll have three minutes for your
12 comments. Obviously you can't see the timer on your
13 screen. If you're still going at two minutes and 30
14 seconds I'll give you a 30-second warning. If you
15 could please state your name and your location that
16 would be great.

17 Okay. Phone number ending in 656, go ahead
18 and unmute.

19 MR. MCKNIGHT: Hello.

20 MR. HOGAN: Hi. Go ahead.

21 MR. MCKNIGHT: Good afternoon. My name is
22 Jesse. I would like to point out all the negative
23 responses to the merger online. Nobody can't --
24 (inaudible). Do the right thing. Don't allow this.

1 Thank you for allowing me to speak.

2 MR. HOGAN: Thank you for the comment.

3 Next we have a raised hand from a speaker
4 showing as the Village of Elmwood Park. So if you
5 could give us your full name, I will go ahead and
6 allow you to unmute, and go ahead whenever you're
7 ready.

8 MR. SAVIANO: I'm Angelo Saviano. I'm
9 Village President of Elmwood Park, Illinois.

10 I'm here before you regarding Finance
11 Docket Number 36500 for the merger proposal of
12 Canadian Pacific and Kansas City Southern Railroads.

13 In November, 2005, there was a severe
14 accident involving multiple vehicles stuck in the
15 crossing and a Metra commuter train. Following this
16 accident, the National Transportation Safety Board
17 in Accident Report HWY 06 MH 007 made only one
18 recommendation to improve the safety features at
19 this grade crossing: Construct a grade separation.
20 Since that time accidents have unfortunately
21 continued over the years as we've worked to meet
22 this federal safety recommendation.

23 Canadian Pacific acknowledges in its
24 proposal that the merger is expected to result in

1 increased train lines and daily train operation.
2 This causes concern for our community and our whole
3 region.

4 The Village of Elmwood Park, Illinois,
5 currently has the sixth most dangerous at-grade
6 crossing out of 7,920 crossings in the state
7 according to the Federal Railroad Administration's
8 Web Accident Prediction System's 2020 report.

9 The Village of Elmwood Park has a 366-foot
10 grade crossing involving three Canadian Pacific rail
11 tracks across West Grand Avenue, a major regional
12 road. This corridor carries more than 25,000
13 vehicles per day, 128 trains per day, freight and
14 commuter, and is based in the central business
15 district of our village.

16 This grade crossing is the widest in the
17 State of Illinois due to an acute 10 degree angle at
18 which the four divided vehicle lanes of West Grand
19 Avenue intersect with three Canadian Pacific rail
20 tracks.

21 The village is committed to seeing this
22 grade separation safety improvement through. We are
23 actively working with federal and state partners to
24 secure the resources necessary to complete this.

1 To ensure safety for our region, we welcome
2 collaboration from other stakeholders who benefit
3 from this route.

4 Based on public filings the Canadian
5 Pacific has supplied to the Surface Transportation
6 Board, increased train lines and daily operations
7 are a very real likelihood. Until a grade
8 separation is completed at West Grand Avenue, we
9 have concerns for the safety of all who travel
10 through our village, our region, and throughout the
11 area.

12 I want to thank you for allowing us to make
13 this comment.

14 MR. HOGAN: Thank you very much.
15 Appreciate the comment. Thank you for your time.

16 Okay. Up next we have a raised hand from
17 the City of Davenport's Mayor Mike Matson.

18 Okay, Mr. Mayor. You may go ahead whenever
19 you're ready.

20 It looks like you're unmuted, but we can't
21 hear you. Okay. It looks like they are the phone
22 caller. All right. Give me just a moment here.

23 And Mr. Mayor, if you could just put the
24 last three digits of your phone number into the

1 "Q and A," please, to make sure we unmute the right
2 line. Great. Okay.

3 You can unmute now. Press *6.

4 MR. MATSON: Can you hear me now?

5 MR. HOGAN: Yes, we can. Go ahead.

6 MR. MATSON: Thank you very much for
7 allowing us to talk. I appreciate your time, and I
8 appreciate for you doing this for everything.

9 I just want to draw your attention to
10 Davenport, Iowa. We have a relationship with CP,
11 and we appreciate their conversation. But just so
12 you're aware, I would like to invite you or any
13 member of the board to come to Davenport and see our
14 concerns for yourself.

15 We have ten intersections that basically
16 run the length of our city along the Mississippi
17 River, many of them in our downtown. The railroad
18 is very close to the Mississippi itself and gets
19 very close to places like our Nahant Marsh, our
20 water treatment control facility, and other critical
21 infrastructure pieces that are in.

22 We now have a downtown that is a
23 neighborhood of thousands of people within close
24 walking distance of this railroad. So, the list

1 that you provided environmental concerns of noise,
2 of intersection crossings, etcetera, I think we
3 checked off pretty much every one of those that were
4 listed there.

5 So, I could go into detail for a long time
6 on our concerns about every one, but I would ask if
7 possible that someone comes from there to see it
8 yourself and see the concerns that we have.
9 Obviously, if there is an accident we have a rail
10 change yard. We have a switch yard right next to
11 many of our critical infrastructure facilities. We
12 currently have railroads that block intersections
13 now, and obviously the tripling of this will hugely
14 increase that.

15 So, again, I have many concerns. We have
16 many concerns with the increase because it's only
17 one track here. And on your map, the stuff on the
18 north, the stuff on the south, there is a conduit
19 point, and that's us in Davenport, Iowa.

20 So, if there is any way someone could walk
21 this with me and I can point this out and we can
22 show you. Again, ten intersections right next to
23 the river, next to critical infrastructure and the
24 concern of noise and environmental things, not to

1 mention if there would be accidents, etcetera, is a
2 huge concern for us. And we're just simply saying
3 that I think you need to see it for yourself.
4 Otherwise, we can provide an in-depth detailed
5 report to you.

6 I appreciate your time, I appreciate you
7 doing this, and I thank you for listening.

8 MR. HOGAN: All right. Thank you very
9 much, Mr. Mayor, for your comments and for your
10 time.

11 Just a reminder, we have a few other ways
12 you can submit comment. You can submit via the --
13 I'm sorry -- in the chat. Some information, the
14 project website, the board website, and a link to
15 our on line meeting room. We also put the contact
16 email and the phone number for the EIS information
17 line. So look for those in your chat. Couple of
18 other ways you can stay connected and stay informed
19 and submit any comments you may have.

20 And with that we've come to the end of our
21 preregistered commenters and any of our raised
22 hands. We're going to open the floor to anyone else
23 who might like to make a comment. Just a reminder,
24 you can put your name in the "Q and A" tool or can

1 you raise your hand and we can unmute you. And one
2 more reminder, we are unable to answer questions
3 today. This is only a comment session.

4 Once again, we're welcoming any comments
5 you may have. Enter your name into the "Q and A"
6 tool. Go ahead and click the "Raise Hand" button,
7 and we can unmute you and allow you to speak.

8 At this time if you've already submitted a
9 comment or spoken, feel free to raise your hand or
10 put your name in the "Q and A" tool, and we can
11 allow you to expand on your comments if you would
12 like.

13 Just in case we've had anybody sign on who
14 wasn't here before for the instructions, I'm
15 providing live Spanish language interpretation
16 today. You can click the "Interpretation" button at
17 the bottom of your screen to activate that audio
18 channel. We're using closed captions. You can
19 click the "Transcript" button at the bottom of your
20 screen to turn those on.

21 If you would like to make a comment, you
22 can enter your name in the "Q and A" box and we'll
23 call on you, or you can click the "Raise Hand"
24 button and we'll allow you to unmute and ask your

1 question.

2 And a reminder for those of you who may be
3 on the phone, you can dial *9 to raise your hand in
4 Zoom. We do have quite a few phone callers with us
5 today. Once again, *9 will raise your hand.

6 For anyone out there, we do welcome your
7 comments. Click the "Q and A" button and enter your
8 name. Click the "Raise Hand" button. Or if you're
9 on the phone, press *9 to raise your hand.

10 We had a raised hand from a phone caller,
11 but it looks like it went down. If you didn't want
12 to raise your hand again, that was an accident,
13 press *9.

14 We have a raised hand from phone number
15 ending in 365. I'm going to go ahead and allow you
16 to unmute by pressing *6. And just as a reminder,
17 you have three minutes for your comment. Go ahead
18 when you're ready.

19 UNIDENTIFIED SPEAKER: Hi. Yeah. I'm just
20 calling in to state my opposition to the Canadian
21 Pacific railroad merger. I've been doing a lot more
22 research about their safety records, and just some
23 of the tankers that they use. Apparently they've
24 got like really thin hulls, and apparently can, and

1 they are still letting them use these particular
2 tanker cars. Just going to worry about oil spills
3 happening on land in like small-town America. Yeah.
4 Thank you for your time.

5 MR. HOGAN: Thank you for your comment and
6 for your time.

7 We did want to check to see if Gus Maples
8 is one of our phone callers. They had registered
9 but have not spoken yet. So, Gus Maples, if you are
10 out there. Okay. We have a raised hand for the
11 number ending in 259. Go ahead and unmute with *6
12 when you're ready.

13 MR. MAPLES: Hi. I'm calling in opposition
14 to the merger. And -- yeah, that's all. I just
15 wanted to say that.

16 MR. HOGAN: Thank you for your comment.

17 Just a reminder, we do have a few different
18 ways you can keep informed on this and submit
19 comments. If you look down in the "Chat" box, I've
20 just posted in a couple of different websites an
21 email address and the phone number for the EIS
22 information line.

23 Okay. As we reach the top of the hour,
24 just a reminder that we welcome your comments. You

1 can enter your name by clicking the
2 "Q and A" button at the bottom of your screen, and
3 we'll call on you. You can click the "Raise Hand"
4 and we can unmute you and let you speak on mike. Or
5 if you're on the phone you can dial *9 to raise your
6 hand, and we'll reach out and unmute you that way.
7 Thanks.

8 Okay. We have a raised hand from the phone
9 number ending in 465. Go ahead. We will allow you
10 to talk. Press *6 to unmute, and just a reminder,
11 you have three minutes for your comment. Go ahead
12 when ready.

13 MR. DUKE: Hey, how is it going? Thanks
14 for taking my call here. I'm Collin Duke.

15 I'm calling, I was reading online on
16 Canadian Pacific Railroad safety record. You can go
17 on like ViolationTracker.goodjobsfirst.org. They
18 have a list of all these fines they've been given
19 out. It's like \$3 million they've been fined. And
20 you look through the whole country records, and it's
21 like overwhelming Canadian Pacific Railway.

22 Earlier this year they got a big fine, and
23 this is a major thing. They apparently have this
24 habit of leaving their trains on mountains and not

1 actually setting the hand brake. And there was a
2 huge crash in 2019 from that. It killed three
3 people. They got called again doing this earlier
4 this year. They abandoned a three-mile-long train
5 up in the mountains with no brakes on it. No one
6 was on the train.

7 And anyway, I just wanted to go on the
8 record opposing the merger that's being, you know,
9 talked about here. I oppose that merger because I
10 really don't want these people carrying like toxic
11 chemicals across America. And that's all I have to
12 say. Thank you so much for taking my call.

13 MR. HOGAN: Thank you very much for your
14 comment and for your time.

15 We have a raised hand from the phone number
16 ending in 283. I'm going to go ahead and allow you
17 to unmute by pressing *6. Just a reminder, you have
18 three minutes to submit your comment. Go ahead when
19 you're ready.

20 UNIDENTIFIED SPEAKER: Thank you. I would
21 just like to say that calling the safety record of
22 Canadian Pacific bad would be an insult to companies
23 with bad safety records. This is a company whose
24 combined incompetence and failure at both a

1 mechanical, logistical, social and moral, and legal
2 level all led to the death of 47 people, the
3 demolition of all but two buildings of an entire
4 town in Quebec.

5 This is a company that has a record of
6 runaway trains causing multiple mass casualty events
7 that still regularly gets cited for having unlocked
8 trains at the stops of these runaways. They've
9 actively killed people, and then been fine with
10 allowing the circumstances to repeat themselves.

11 The only way that can happen is if a
12 company does the math on how much it would cost for
13 people to die and decide it would be more expensive
14 to adjust around it, just let the people die.
15 Frankly, any company that can make that type of
16 moral and safety choice and still try to paint
17 themselves as remotely decent, ethical, or worthy of
18 public support, should shock and horrify the public,
19 not generate any sort of a push for allowing them
20 into your community, to allow them to have access to
21 the core of your infrastructure.

22 For the sake of the planet, the sake of
23 every environmental concern in the United States,
24 for the sake of every child and parent and

1 individual who wants to live in a safe and normative
2 life in the United States, this needs to be resisted
3 at every possible level. We need to make sure that
4 companies like this are not allowed to just continue
5 to wantonly grow while casually doing the math about
6 how many of us they are fine with slaughtering
7 because they'll still make enough profit to make it
8 up.

9 I yield the remainder of my time.

10 MR. HOGAN: Thank you for your comments,
11 and thank you for your time.

12 We'd once again would like to remind people
13 that we welcome your comments. Click the "Raise
14 Hand" button, enter your name into the "Q and A"
15 tool, or if you're on the phone, click *9 to raise
16 your hand and we'll allow you to unmute.

17 Once again we would like to remind
18 everybody that we welcome your comments. You can
19 click the "Q and A" button at the bottom of your
20 screen and enter your name. You can click the
21 "Raise Hand" button and we will unmute you and allow
22 you to speak your comment on mike. Or you can press
23 *9 if you're on the telephone to raise your hand,
24 and we can reach out and allow you to submit your

1 comments.

2 Once again, we are only accepting comments
3 at this time. We are unable to answer any
4 questions. Thanks.

5 Hi, everybody. This is just another
6 reminder that we welcome your comments. You can
7 click the "Q and A" button at the bottom of your
8 screen and enter your name. You can click the
9 "Raise Hand" button, and we can unmute you and allow
10 you to speak. Or if you're on the phone, you can
11 type *9 to raise your hand, and we'll unmute you
12 that way.

13 I just want to let you know that we're
14 going to keep the meeting open until 4:00 p.m.
15 Central time. That's 5:00 p.m. Eastern time, so
16 about another 30 minutes or so. We won't be
17 presenting any new information, but we're going to
18 stay on, and we're here to welcome any of your
19 comments. Thanks.

20 Okay. It looks like we have a raised hand
21 from Tim Dolan.

22 Tim, I'm going to allow you to talk and
23 unmute, and then you'll have three minutes to submit
24 your comments. Go ahead when ready.

1 MR. DOLAN: Hey. Thanks for again allowing
2 me to raise my voice in opposition to this merger.
3 As I said before, you know, Canadian Pacific has an
4 abysmal track record, especially in the safety area.
5 And what I'm really concerned about, and I think we
6 should all be concerned about, is if one of these
7 trains moving through Minnesota or another populated
8 area and having an incident like Lac-Megantic, and,
9 you know, then we have another incinerated town on
10 our hands, at this time in America as opposed to
11 Canada.

12 It's just simply not really a merger that
13 benefits anyone aside from are the C suite of both
14 of those companies and, you know, it should be in
15 the public interest when these mergers happen.
16 There should be a benefit for us, the citizens of
17 Minnesota. And there simply isn't, at least not one
18 that I can see. And the fact that they would want
19 to increase these trains with such a volatile
20 chemical moving through our already wasting
21 infrastructure -- (inaudible) I urge you guys to do
22 your due diligence on this in the safety as issue,
23 as I'm sure you're doing, take a look at all the
24 traffic on Twitter, on Facebook, the social media,

1 because this issue is important, not only for the
2 people of Minnesota, but everybody who cares about
3 the environment.

4 So, again, I strongly oppose this merger
5 with Canadian Pacific for a variety of reasons. The
6 most, you know, I think powerful one, the most
7 powerful reasons for not allowing them to merge
8 relates to the safety issue again, and also to the
9 environment. Thank you so much. Have a great day.

10 MR. HOGAN: Thank you, Tim, for your
11 comment.

12 And once again we're going to keep this
13 meeting open for about another 20 minutes. In the
14 meantime, if you have a comment you would like to
15 add, go ahead and click the "Q and A" button at the
16 bottom of your screen. You can raise your hand, or
17 if you're on the phone you can dial *9 to raise your
18 hand that way, and we'll reach out and let you
19 unmute and submit your comment. Thanks.

20 Hi again, everybody. Just a reminder,
21 we're going to keep this meeting open for about
22 another 10 minutes to 4:00 p.m. Central time, 5:00
23 p.m. Eastern time. We're unable to take questions
24 at this time, but we do welcome your comments.

1 Please feel free to submit them by clicking the "Q
2 and A" button at the bottom of the screen and typing
3 in your name, by clicking the "Raise Hand" button,
4 or if you're on the telephone, by dialing *9 to
5 raise your hand. Thanks.

6 We're got about five minutes left in our
7 scheduled meeting time. We're still welcoming
8 comments. You can click the "Q and A" button at the
9 bottom of your screen, click the "Raise Hand"
10 button, or if you're on the phone, dial *9 and we'll
11 unmute and let you submit your comment that way.
12 Thanks.

13 We have a raised hand from the phone number
14 ending in 315. I'll go ahead and allow you to
15 unmute by pressing *6 on your phone. Whenever
16 you're ready, just remember you have three minutes,
17 and please state your name.

18 MS. JENNY (No surname mentioned): Hi.
19 This is Jenny. This call is regarding public safety
20 and related to the fatal CP derailment that killed
21 three trainmen in 2019.

22 I want to point out that the company's
23 privately owned corporate police initiated an
24 investigation. The lead police officer on the case

1 has said publicly that files went missing during the
2 investigation, and he believes some type of coverup
3 took place.

4 The Transportation Safety Board lead
5 investigator went publically and suggested that the
6 RC&T investigate the company for possible criminal
7 negligence. He was removed from the file, and
8 Transportation Safety Board issued an apology after
9 CP threatened a lawsuit as discovered in a Freedom
10 of Information request.

11 The CP corporate police officers are both
12 public servants and private corporate police
13 officers that answer and report only to company
14 management. The lack of transparency presents
15 enormous concerns for public safety. Corporations
16 should not be allowed to police and investigate
17 themselves in matters related to death, serious
18 injury, explosions, and environmental disasters. I
19 strongly suggest the STB review implications of the
20 railway self-investigation model. I oppose this
21 merger. Thank you.

22 MR. HOGAN: Thank you very much for your
23 time and for your comment.

24 And with that, Josh, it is 4:59 p.m. I

1 wasn't sure if you had anything that you would like
2 to add before we go ahead and close things up for
3 tonight.

4 MR. WAYLAND: Matt, we'll just thank
5 everyone once again for joining us this afternoon
6 and giving your comments. It's a very important
7 part of the process, and we really appreciate your
8 participation. Thanks again, and have a great
9 evening.

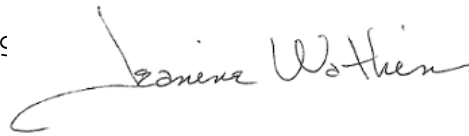
10 MR. HOGAN: Thank you, everybody. It's now
11 5:00 o'clock, and we'll go ahead and end the
12 webinar. Thanks so much.

13 (End of meeting at 4:00 p.m. Central time.)
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C E R T I F I C A T E

I, Jeanine Watkins, Certified Shorthand Reporter, do hereby certify that I reported in shorthand the proceedings had at the meeting of the aforementioned cause on December 8, 2021, and that this transcript is a true and accurate transcription of my shorthand notes so taken, to the best of my ability, and contains all of the proceedings given at said meeting.



Jeanine Watkins, C.S.R.

License No. 084-001629

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