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IN RE: PROPOSED ACQUISITION of the KANSAS CITY
SOUTHERN by CANADIAN PACIFIC

DOCKET NO. FD 36500

TRANSCRIPT FROM THE REMOTE PROCEEDINGS
via ZOOM taken before the Surface Transportation
Board by JUNE M. STEARNS, CSR, RMR, on
September 8, 2022, commencing at 12:00 p.m. CST.

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1 MR. BELNIAK: Okay. Our join rate has
2 stabilized, so with that we can begin the meeting.

3 Hello, and welcome to the public
4 meeting for the draft Environmental Impact
5 Statement of the proposed acquisition of the Kansas
6 City Southern by Canadian Pacific. For reference,
7 the docket number for this proposed merger is
8 FD 36500 and you can see that on the screen.

9 Here is the proposed agenda for
10 today's meeting. We'll go through some
11 introductions, talk about meeting logistics, a
12 welcome, a recorded project presentation, and then
13 move into the comment section of today's meeting.

14 For some meeting logistics, you are
15 able to hear audio of the meeting in Spanish by
16 toggling the "Interpretation" button in the bottom
17 tray of Zoom controls. In fact, our Spanish
18 translators are already in that channel translating
19 this spoken audio right now. If that's something
20 you prefer to use, please toggle that button and
21 pick "ES," Español in Spanish.

22 If you would like to see closed
23 captioning during this presentation, you can toggle
24 the "Live Transcript" button also in the bottom

1 tray of Zoom controls.

2 During the comment session at the end
3 of the presentation -- excuse me, the comment
4 session will occur after the end of the
5 presentation. We will first call upon participants
6 who have preregistered to comment. Next, if you
7 did not preregister and you would like to comment,
8 please use the "Q&A" button and just type your
9 name. We'll add you to the queue to speak.

10 Note we're not using the "Q&A" button
11 to actually field questions. It's just to let us
12 know that you'd like to speak.

13 You can also toggle the "Raise Hand"
14 button if you'd like to speak as well. That, too,
15 is in the bottom tray of Zoom commands.

16 Each speaker will be given three
17 minutes to comment, and we will have a timer
18 displayed on the screen to help you manage your
19 time.

20 As I mentioned earlier, we do have
21 secondary language translation in Spanish occurring
22 alongside this meeting. Accordingly, it is very
23 valuable if you could speak at a slower rate to
24 give our translators and interpreters ample time to

1 translate the spoken English into Spanish.

2 You may have seen when you joined the
3 meeting that this meeting is being recorded, and I
4 will remind folks of this once we move into the
5 comment session in just a moment.

6 I also want to remind folks that the
7 comment session at the end of the presentation is
8 specifically on the draft EIS.

9 So with that, I'd like to turn it over
10 to Joshua Wayland for some opening remarks.

11 Josh?

12 MR. WAYLAND: Thanks, Alan.

13 Hello, everyone, and thank you for
14 joining us this afternoon for this public meeting
15 for the draft Environmental Impact Statement for
16 the proposed acquisition of Kansas City Southern
17 Railway by Canadian Pacific Railway.

18 My name is Josh Wayland. I am the
19 acting deputy director of the Surface
20 Transportation Board's Office of Environmental
21 Analysis and the project manager for the
22 Environmental Impact Statement for this proposed
23 acquisition.

24 I see that at this time we have about

1 34 people on the line tonight, or this afternoon
2 rather, including agency staff, our contractors,
3 and everyone from the public who has called in by
4 phone or who has joined us online.

5 I want to especially recognize Surface
6 Transportation Board member Michelle Schultz who
7 has called in to observe this public meeting.

8 As I will discuss further in my
9 presentation in a few minutes, the Surface
10 Transportation Board members are the
11 decision-makers who will decide whether to
12 authorize this proposed acquisition at the end of
13 the process. In making their final decision, the
14 Board members will consider both the transportation
15 merits of the proposed acquisition and the
16 potential environmental impacts.

17 This public meeting will focus on
18 environmental impacts. If you are interested in
19 providing comments on or listening to comments on
20 the transportation impacts of the proposed
21 acquisition, please note that the Board will be
22 holding a public hearing beginning on September 28th
23 at the Board's headquarters in Washington, D.C., on
24 that topic.

1 Also want to recognize Danielle
2 Gosselin and Vicki Rutson, both also of the Office
3 of Environmental Analysis. Thank you both for
4 attending.

5 Thanks also to the staff of VHB, our
6 third-party contractor, who are assisting the
7 Office of Environmental Analysis in preparing the
8 Environmental Impact Statement.

9 Welcome as well to any representatives
10 from other agencies and any elected officials who
11 might have joined us this afternoon, and thank you
12 for attending.

13 Alan of VHB will review the process
14 for the commenting portion of the meeting a little
15 bit later, but I just wanted to briefly remind
16 everyone that the purpose of this afternoon's
17 meeting is to hear public comments and we do want
18 to reserve as much time as possible to allow people
19 to comment.

20 We will not be holding a
21 question-and-answer session today or at our other
22 public meetings, and the reason for that is to
23 ensure that everyone who wants to speak has the
24 chance to do so.

1 If you do have questions about the
2 proposed acquisition or the Board's environmental
3 review process, I recommend that you visit the
4 Board-sponsored project website at
5 www.CP-KCSMergerEIS.com. On that website you can
6 find all of the project-related information that is
7 available to date, including descriptions of the
8 proposed acquisition, the draft EIS itself, the
9 draft Environmental Impact Statement, and an
10 interactive map showing how train traffic would
11 change along the combined network if the proposed
12 acquisition is implemented.

13 Before we move into the public comment
14 portion of tonight's -- or this afternoon's
15 meeting, we would like to play a presentation for
16 you that will provide a brief overview of the
17 proposed acquisition and the Board's environmental
18 review process. This presentation will be
19 available on the Board-sponsored project website in
20 case you would like to watch it again later.

21 So with that, I'll just thank everyone
22 once again for attending this afternoon's meeting,
23 welcome you again, and ask VHB to please go ahead
24 and start the presentation. Thanks.

1 MR. BELNIAK: Okay. Thank you, Josh.

2 Folks online, please bear with me one
3 moment while I switch over to a video.

4 (Whereupon, the video
5 presentation was shown as
6 follows:)

7 MR. WAYLAND: Hello, and welcome to this
8 public meeting for the proposed acquisition of
9 Kansas City Southern Railway by Canadian Pacific
10 Railway. This meeting is being hosted by the
11 Surface Transportation Board's Office of
12 Environmental Analysis, or OEA, which is the lead
13 federal agency for the environmental review of the
14 proposed acquisition.

15 The docket number for the proposed
16 acquisition is FD 36500.

17 My name is Josh Wayland. I am the
18 acting deputy director of OEA and the project
19 manager for the Environmental Impact Statement, or
20 EIS, that we are preparing for this proposed
21 acquisition.

22 OEA issued a draft EIS for the
23 proposed acquisition on August 5th, 2022, for
24 public review and comment, and this is one of seven

1 public meetings that OEA is holding during the
2 public comment period.

3 This slide shows the topics I will be
4 covering in this presentation. First, I will
5 briefly introduce the Surface Transportation Board,
6 the railroad applicants, that's Canadian Pacific
7 and Kansas City Southern, and the applicants'
8 proposed acquisition of Kansas City Southern by
9 Canadian Pacific.

10 Second, I will provide an overview of
11 the environmental review process.

12 Third, I will briefly summarize some
13 of the major findings of the draft EIS regarding
14 the potential environmental impacts of the proposed
15 acquisition.

16 Then I will review the next steps in
17 the environmental review process.

18 And finally, I will go over the
19 options for commenting on the draft EIS during the
20 public comment period and for staying engaged
21 during the rest of the environmental review
22 process.

23 I'll begin with an overview of the
24 federal agency. As I mentioned, I work for the

1 Surface Transportation Board, which is also
2 referred to as the Board or as STB. The Board is a
3 bipartisan independent adjudicatory board with
4 broad economic regulatory oversight of railroads,
5 including railroad rates and service as well as
6 abandonment and construction of railroad lines.

7 The Board is also the federal agency
8 that is responsible for reviewing and authorizing
9 proposed railroad mergers such as the proposed
10 acquisition of Kansas City Southern by Canadian
11 Pacific.

12 When considering whether or not to
13 authorize a proposed acquisition, the Board
14 considers both the transportation merits of the
15 proposal and the potential environmental impacts.

16 The Board's Office of Environmental
17 Analysis, or OEA, is the office at the Board that
18 is responsible for conducting environmental reviews
19 under the National Environmental Policy Act, or
20 NEPA, and related environmental laws.

21 For the proposed acquisition of Kansas
22 City Southern by Canadian Pacific, OEA is preparing
23 an Environmental Impact Statement, or EIS, and we
24 issued a draft EIS on August 5th.

1 The proposed merger of Canadian
2 Pacific and Kansas City Southern is not being
3 proposed or sponsored by the federal government.
4 The applicants in this case are Canadian Pacific
5 and Kansas City Southern, which are two Class I
6 railroads that own and operate rail lines in the
7 United States.

8 The acronym CP refers to Canadian
9 Pacific and its U.S. rail carrier subsidiaries,
10 while the term KCS refers to Kansas City Southern
11 and its U.S. rail carrier subsidiaries.

12 CP and KCS jointly filed an
13 application on October 29, 2021, seeking authority
14 from the Board for CP to acquire KCS. If the Board
15 authorizes this proposed acquisition, the two
16 companies and their two railroad networks would
17 combine to form one system known as Canadian
18 Pacific-Kansas City, or CP-KC.

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

24 The proposed acquisition would result

1 in potential changes in rail traffic on portions of
2 the combined CP-KC rail network. Rail traffic
3 would increase on some rail lines and it would
4 decrease on others.

5 Levels of activity at certain rail
6 yards and certain intermodal facilities could
7 change as a result of the proposed acquisition as
8 well, and the applicants, CP and KCS, plan to make
9 certain capital improvements within the rail
10 right-of-way to support increased rail traffic on
11 some rail lines. These capital improvements would
12 include adding new passing sidings, extending
13 existing passing sidings, adding double track, and
14 adding facility working track within the rail
15 right-of-way.

16 According to the applicants, the
17 purpose of this proposed acquisition is to combine
18 America's two smallest but fastest growing Class I
19 railroads to build a more efficient and more
20 competitive rail network.

21 The applicants state that the proposed
22 acquisition would further the need for expanded and
23 more capable and efficient transportation
24 infrastructure while also advancing the interests

1 of current and future customers in more reliable
2 and economical rail transportation options serving
3 important north-south trade flows.

4 The applicants also state that the
5 proposed acquisition would generate environmental
6 benefits by reducing truck transportation on
7 highways in North America by more than 60,000
8 trucks each year.

9 I will turn now to a discussion of the
10 environmental review process. Before the Board can
11 authorize the proposed acquisition, it must first
12 consider the impacts of the merger on the
13 environment.

14 This is a requirement of the National
15 Environmental Policy Act, or NEPA. NEPA is
16 intended to assist the Board and the public in
17 identifying and assessing potential environmental
18 consequences of a proposed action such as this
19 proposed acquisition of KCS by CP.

20 OEA has prepared a draft EIS that
21 assesses the potential environmental impacts of the
22 proposed acquisition and that also addresses
23 related environmental laws as appropriate,
24 including Section 106 of the National Historic

1 Preservation Act and Section 7 of the Endangered
2 Species Act as well as executive orders on
3 environmental justice.

4 This slide shows the generalized EIS
5 process. OEA initiated the process by issuing a
6 notice of intent, or NOI, to prepare an EIS on
7 November 12th, 2021. The issuance of the NOI began
8 the scoping process, which then ended on
9 January 3rd, 2022.

10 Following the end of scoping, OEA
11 issued a final scope of study for the EIS on
12 February 18th, 2022, and then we began preparing
13 the draft EIS.

14 We issued the draft EIS on August 5th,
15 2022, and we are currently accepting comments from
16 agencies, tribes, other stakeholders, and the
17 public on all aspects of the draft EIS.

18 The public comment period will end on
19 October 14th, and then OEA will begin preparing a
20 final EIS.

21 The draft EIS that OEA prepared
22 analyzes and compares the proposed acquisition and
23 the no-action alternative which would occur if the
24 Board were to deny authority for CP to acquire KCS.

1 The draft EIS discusses potential
2 environmental impacts that could result from
3 increases in rail traffic, on rail lines, and
4 increases in operational activity at rail yards and
5 intermodal facilities in locations where those
6 increases would meet or exceed the Board's
7 thresholds for environmental review.

8 The draft EIS also discusses potential
9 impacts from 25 planned capital improvements within
10 the rail right-of-way, including adding new passing
11 sidings, extending existing passing sidings, adding
12 double track, and adding facility working track
13 within the rail right-of-way.

14 As I mentioned previously, OEA issued
15 the draft EIS on August 5th for review and comment,
16 and the public comment period will end on October 14th.

17 The draft EIS focuses on areas where
18 the Board's thresholds for environmental review
19 would be met. Those thresholds are contained in
20 the Board's environmental regulations at
21 49 CFR 1105.7(e).

22 For rail lines, the threshold for
23 environmental review is generally an increase in
24 rail traffic of at least eight trains per day.

1 For air quality impacts, the threshold
2 is an increase of three or more trains per day on
3 rail lines that are in areas that are in
4 non-attainment under the Clean Air Act.

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

12 Rail lines that would exceed the
13 Board's threshold include rail lines in Illinois,
14 Iowa, Missouri, Kansas, Oklahoma, Arkansas,
15 Louisiana, and Texas. Rail lines in other states
16 would not meet the Board's thresholds for
17 environmental review.

18 I will turn now to a brief summary of
19 some of the major findings reported in the draft
20 EIS.

21 This slide lists the types of impacts
22 that OEA assessed in the draft EIS. Those include
23 impacts related to freight and passenger rail
24 safety, grade crossing safety, grade crossing

1 delay, truck-to-rail diversions, intermodal
2 facilities traffic, energy, air quality and climate
3 change, noise and vibration, biological resources,
4 water resources, hazardous materials release sites,
5 cultural resources, environmental justice, and
6 cumulative impacts.

7 The major impact of the proposed
8 acquisition would be noise caused by passing
9 trains. OEA does not expect that the proposed
10 acquisition would cause the average individual
11 train to become meaningful louder or cause trains
12 to become audible in places where they are not
13 currently. However, the increase in the number of
14 trains per day on many rail lines would increase
15 the average noise level at noise-sensitive
16 receptors such as residences, schools, hospitals,
17 nursing homes, and places of worship.

18 An adverse noise impact occurs when a
19 receptor experiences an increase in noise of 3
20 A-weighted decibels or more and reaches a day-night
21 average sound level of 65 decibels or higher.

22 We identified a total of 6,307
23 receptors that would experience an adverse noise
24 impact as a result of the proposed acquisition, and

1 those receptors are located in Illinois, Iowa,
2 Missouri, and Texas.

3 Passing trains would also cause
4 vibration, as they do currently, and that vibration
5 could be annoying, but we do not expect that
6 vibration from passing trains would be strong
7 enough to cause any damage to buildings or other
8 structures outside of the rail right-of-way.

9 As part of the analysis for the draft
10 EIS, OEA specifically assessed whether the proposed
11 acquisition would result in disproportionately high
12 and adverse impacts on environmental justice
13 populations, including minority and low-income
14 populations.

15 We found that across the 6,307
16 receptors that would be adversely impacted by noise
17 only approximately 28 percent are located in
18 environmental justice populations while 72 percent
19 are located in non-environmental justice
20 populations. Therefore, we concluded that the
21 proposed acquisition would not cause
22 disproportionately high and adverse impacts on
23 environmental justice populations, including
24 minority and low-income populations.

1 The draft EIS also discusses safety.
2 Because train traffic would increase on many rail
3 lines, the risk of incidents such as derailments,
4 spills of hazardous materials, collisions with
5 passenger trains or other accidents would increase,
6 but we expect that the risk of such incidents would
7 remain small throughout the combined network and
8 that most incidents that would occur would be minor
9 and would not result in any injuries or fatalities.

10 Across all of the roadway/rail
11 at-grade crossings in the study area we project
12 that there would be approximately 24.9 crashes
13 involving trains and motor vehicles per year under
14 the proposed acquisition compared to 19.1 crashes
15 under the no-action alternative.

16 In terms of delay at grade crossings,
17 OEA expects that the average time it takes for a
18 train to pass through most grade crossings would
19 decrease as a result of the proposed acquisition.
20 That is because the average train length would
21 decrease on many rail line segments.

22 However, the total number of vehicles
23 that would be delayed at each crossing would
24 increase at many crossings because more trains

1 would be passing through the crossing each day.

2 The greatest increase in average delay
3 for any single at-grade crossing would be
4 approximately 7.3 seconds per vehicle per day.
5 Other grade crossings would experience smaller
6 increases in average delay, no change in average
7 delay, or a decrease in average delay.

8 Some of the planned capital
9 improvements would also cause additional delay at
10 grade crossings if the applicants do not develop
11 new access routes during final engineering and
12 design.

13 One of the reasons that the proposed
14 acquisition would increase rail traffic is because
15 it would result in truck-to-rail diversions. This
16 means that some freight that currently moves by
17 truck would move by rail instead. The applicants
18 expect that approximately 64,000 trucks would be
19 removed from highways each year due to these
20 truck-to-rail diversions.

21 Local truck traffic could increase
22 somewhat near certain intermodal facilities, but
23 OEA expects that this would have a negligible
24 impact on local roadways.

1 Due to the truck-to-rail diversions,
2 OEA found that the proposed acquisition would have
3 a beneficial impact on overall energy efficiency.
4 This is because rail transportation is much more
5 fuel-efficient than truck transportation.

6 In addition, the proposed acquisition
7 would not adversely affect the transportation of
8 energy commodities, such as crude oil.

9 In terms of air quality and climate
10 change, we do not expect that the proposed
11 acquisition would result in an overall increase in
12 air pollutant emissions and it could result in an
13 overall decrease in emissions due to the
14 truck-to-rail diversions. However, the proposed
15 acquisition would affect where emissions would
16 occur, and OEA found that it would increase
17 emissions of nitrogen oxide in three non-attainment
18 or maintenance areas per ozone.

19 Because the increase in nitrogen oxide
20 emissions would be less than 1 percent of the
21 emissions budget for mobile sources in affected
22 non-attainment areas, we expect that impacts on air
23 quality in those areas would be negligible.

24 The draft EIS concludes that other

1 types of impacts would be very minor. The proposed
2 acquisition would not adversely affect cultural
3 resources such as buildings, structures, and
4 archeological sites that are listed in or eligible
5 for listing in the National Register of Historic
6 Places.

7 In terms of hazardous materials
8 release sites, OEA found that some of the capital
9 improvements would be built in areas where residual
10 hazardous materials may be present, but OEA is
11 recommending mitigation that would address any
12 potential impacts.

13 For biological resources, OEA
14 determined that although some of the capital
15 improvements would be located in or near suitable
16 foraging habitat for several protected bat species,
17 the proposed acquisition would not be likely to
18 adversely affect those species and impacts on other
19 species would be negligible.

20 For water resources, OEA found that
21 the planned capital improvements could impact
22 streams and up to approximately 15.9 acres of
23 wetlands across all 25 sites. This would be due to
24 the addition of new crossing structures and the

1 extension of existing crossing structures and the
2 placement of fill to support new or extended
3 sidings. OEA is also recommending mitigation to
4 address those potential impacts.

5 Finally, OEA found that the proposed
6 acquisition would result in only minor, temporary,
7 or negligible cumulative impacts on the environment
8 when considered along with other past, present, and
9 reasonably foreseeable future projects and actions.

10 For more information about any of the
11 potential impacts that I just summarized, please
12 refer to the draft EIS and the corresponding
13 appendices.

14 I'd like to turn now to a discussion
15 of next steps in the environmental review process.

16 After the public comment period ends
17 on October 14th, OEA will prepare a final EIS that
18 will respond to all the comments that we receive,
19 make any necessary modifications to the draft EIS
20 based on those comments, present OEA's final
21 conclusions regarding the potential environmental
22 impacts of the proposed acquisition, and set forth
23 OEA's final recommendations for environmental
24 mitigation.

1 At this time we expect to issue the
2 final EIS this coming winter.

3 After OEA issues the final EIS, the
4 Board members will make their final decision on
5 whether or not to authorize the proposed
6 acquisition. In making their decision the Board
7 will consider the entire record, including the
8 record on the transportation merits of the
9 transaction, the draft EIS and final EIS, and any
10 comments received.

11 If the Board decides to authorize the
12 proposed acquisition, the Board may also decide to
13 impose mitigation, including environmental
14 mitigation, as part of its decision.

15 Now I will discuss how you can submit
16 your comments on the draft EIS.

17 Following this presentation there will
18 be an opportunity for any interested individuals to
19 deliver their comments orally. If you prefer to
20 submit written comments, there are several ways in
21 which you can do so.

22 You can submit written comments
23 electronically through the Board-sponsored project
24 website at www.CP-KCSMergerEIS.com or through the

1 Board's website at www.stb.gov.

2 We do encourage you to submit written
3 comments electronically, but if you would prefer to
4 submit written comments by mail you can send them
5 to the address shown on this slide. That address
6 is Josh Wayland, Surface Transportation Board, care
7 of VHB, 940 Main Campus Drive, Suite 500, Raleigh,
8 North Carolina, zip code 27606, attention
9 Environmental Filing, Docket Number FD 36500.

10 Please be sure to refer to Docket
11 Number FD 36500 in any written comments that you
12 submit.

13 Please also note that any comments you
14 submit will be made public on the Board's website,
15 and please also note that comments on the draft EIS
16 must be sent no later than October 14th, 2022.

17 The Board-sponsored project website at
18 www.CP-KCSMergerEIS.com includes project
19 information as well as the draft EIS.

20 This slide shows the public
21 involvement page on the project website. From this
22 page you can submit your written comments on the
23 draft EIS directly into the comment box shown at
24 the right.

1 If you would like to upload an
2 attachment with your comments such as a letter, you
3 can do so through the Board's website at
4 www.stb.gov.

5 This slide shows the Board's
6 environmental comment form. On this form there is
7 the option to upload files such as Microsoft Word
8 documents or PDF files as part of your comments on
9 the draft EIS.

10 This slide shows how you can stay
11 informed and engaged throughout the remainder of
12 the EIS process. For updates about the
13 environmental review process, you can visit the
14 Board-sponsored project website at
15 www.CP-KCSMergerEIS.com.

16 To view Board decisions, filings, or
17 environmental comments related to the proposed
18 acquisition, you can visit the Board's website at
19 www.stb.gov.

20 If you would like to receive updates
21 by e-mail, you can sign up for the project e-mail
22 list through the project website.

23 There are also resources available in
24 the online meeting room that you used to enter this

1 online public meeting. That meeting room will stay
2 open for the remainder of the draft EIS comment
3 period, so you can come back to review the
4 materials as often as you would like.

5 If you have any questions about the
6 environmental review process, you can e-mail the
7 project e-mail address at Contact@CP-KCSMergerEIS.com
8 or call the information line at (888) 319-2337.

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

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

18 (Video concluded.)

19 MR. BELNIAK: Thank you, everyone, for
20 your attention. Please give me a moment to switch
21 back from the video to the presentation.

22 I'd also like to give our translators
23 a moment to switch up their roles and be prepared
24 for the comment section. Please stand by.

1 Okay. As we indicated a moment ago,
2 we are now moving into the comment session of the
3 meeting today.

4 A couple things to bear in mind.
5 We're going to then -- we're going to start with
6 re-covering the ground rules. If you joined late,
7 or perhaps as a reminder, the audio of the meeting
8 is available in Spanish by selecting the
9 "Interpretation" button at the bottom of your
10 screen.

11 You may also choose to enable or
12 disable closed captioning for the remainder of this
13 meeting by pressing the "Live Transcript" button.

14 During our comment session now we are
15 first going to call upon participants who have
16 preregistered. If you did not preregister and you
17 would like to add your name to the queue now, you
18 can use the "Q&A" button below.

19 Once again, note it's called Q&A but
20 we're not actually taking questions. This is just
21 a comment period on the draft EIS.

22 And then after that, if you'd simply
23 like to just raise your hand you can do so with the
24 button down below.

1 Each speaker will be given three
2 minutes with which to comment. There will be a
3 timer displayed on the upper right corner of the
4 screen to help you manage your time.

5 Please, as a reminder, speak slowly
6 and clearly to give our interpreters and
7 translators a moment to accurately capture your
8 thoughts into the second language.

9 Earlier I mentioned, and I will
10 re-mention now, this meeting is being recorded.
11 All the recordings will be posted to the virtual
12 meeting room at the same link used to join today's
13 meeting. I will display that momentarily.

14 Transcripts of the meetings will be
15 posted onto the project website.

16 Also, if you are speak -- in your
17 three-minute speaking period if you are using
18 prepared remarks please be extra mindful to speak a
19 little more slowly for our translators to keep up.

20 I would like to now ask if there are
21 any federal, state, or local elected officials that
22 would like to make a comment. If there are such
23 members in the audience, please use the "Raise
24 Hand" feature and we'll be sure to make sure you

1 get the opportunity to speak.

2 When it's your turn to speak, please
3 state your first and last name clearly for the
4 record and you'll be given those three minutes
5 within which to speak.

6 At this time I've now displayed the
7 How to Stay Engaged comments that were similar to
8 what you've seen previously. I will also be
9 pasting these -- this text into the chat a few
10 times throughout the comment session so you don't
11 necessarily have to write it down.

12 So with that, I'd like to pull up my
13 list of registered speakers and I will call out the
14 first name. I do not see the first name in the
15 audience, but I'd like to call it out anyway to see
16 if perhaps they joined under a separate name.

17 So the first name I'd like to call up
18 is Eugene Tibbetts. If Eugene Tibbetts is in the
19 audience and would like to speak, Eugene, please
20 raise your hand.

21 Okay. I do see a hand raised.

22 All right. So with that, Eugene, I'm
23 going to send a command for you to unmute your
24 microphone, and once you do you'll be given three

1 minutes.

2 Hello, Eugene?

3 MR. TIBBETTS: Hello.

4 MR. BELNIAK: Welcome.

5 MR. TIBBETTS: Thank you.

6 My name is Eugene Tibbetts. I am a
7 member of the White Earth Band of Ojibwe in
8 northwestern Minnesota. I'm a former district
9 representative of the tribal council and a former
10 interim tribal council chairman.

11 I have a number of serious concerns
12 about the draft Environmental Impact Statement.
13 The Environmental Impact Statement claims it is
14 unlikely a train will derail and spill hazardous
15 materials into the ground of the surface waters. I
16 disagree.

17 At least four Canadian Pacific trains
18 have derailed already this year. Two of those
19 derailments happened in July alone. A derailed
20 crude oil train poses a huge risk to water quality
21 and, even more importantly, to the harvesting of
22 our wild rice.

23 Wild rice is a core part of my tribe's
24 history and culture. Sadly, the Surface

1 Transportation Board has failed to recognize this.
2 In fact, the surface -- the phrase "wild rice" is
3 not mentioned a single time in the draft
4 Environmental Impact Statement.

5 I would ask the Board to reconsider
6 their dismissive attitude toward the possibility of
7 poisoning something so dear to our culture.
8 However, dismissiveness towards Native Americans
9 seems to be the name of the game in this merger. I
10 have to attend this hearing virtually because the
11 Surface Transportation Board has refused to host an
12 in-person meeting in Minnesota. In contrast,
13 residents of Illinois, Iowa, Texas, and Missouri
14 will have the chance to share their concerns about
15 the merger and the Environmental Impact Statement
16 in person.

17 Even worse, not one representative
18 from Canadian Pacific or Kansas City Southern has
19 spoken with our tribal government as far as I know,
20 but maybe I shouldn't be surprised that the federal
21 government and the large corporations once again
22 putting Native Americans on the back burner.

23 I thank the Board for your time.
24 Miigwech.

1 MR. BELNIAK: Thank you for those
2 comments.

3 Bear with me while I look at the list
4 of proposed speakers.

5 Okay. Next up from the list of
6 registered speakers is Christa Kefauver. Christa,
7 hopefully I'm saying your last name correctly.

8 Christa, if you're in the audience
9 please do raise your hand.

10 We'll give Christa a moment to do so
11 if Christa is indeed with us.

12 Okay. I'm not seeing Christa's hand
13 raised. Christa, if you are with us please raise
14 your hand whenever you get a moment to and we will
15 come back to you.

16 The next name I see as a registered
17 speaker is Dena McCusker. Now, I do see a Dena in
18 the audience but no last name given. If the Dena
19 in the audience is indeed Dena McCusker, if you
20 could raise your hand to confirm.

21 Once again, I do see a Dena in the
22 audience. I don't know if it's the same Dena that
23 has registered to speak, which is Dena McCusker.

24 Okay. We'll give that a moment. I

1 don't want to necessarily unmute someone's line if
2 they're not indeed willing to speak.

3 So, again, Dena in the audience, if it
4 is indeed you, Dena McCusker, please do raise your
5 hand.

6 At this moment I will move to the next
7 speaker -- next registered speaker. Excuse me.
8 The next registered name is Kelsey Brown. Kelsey,
9 if you are in the audience and would like to speak
10 please raise your hand.

11 Kelsey, if you are in the audience and
12 you'd like to speak please raise your hand.

13 Okay. Moving on next, the next
14 registered speaker is Michael Hepler. Michael, if
15 you are in the audience and would like to speak
16 please raise your hand.

17 Okay. Michael, you should now have a
18 command to open up your mic -- your microphone,
19 excuse me, and when you do you'll have three
20 minutes to speak and share your comments.

21 MR. HEPLER: Okay. So thank you for the
22 time to speak on the merger proposal between
23 Canadian Pacific and Kansas City Southern.

24 My name is Mike Hepler, and I hold a

1 doctorate in mechanical and aerospace engineering.

2 I have a number of concerns with this
3 merger, many of which that I have not seen being
4 talked about in -- you know, high level on these --
5 on this presentation, and I find it strange that
6 the noise would be the focus of this conversation,
7 again, echoing the concerns, the cultural concerns,
8 of our previous speaker and the environmental
9 impact that this could have on the communities
10 along the length of the rail.

11 First of all, we know that this rail
12 is likely going to carry a lot of -- an increased
13 number of cars holding tar sand oils and bitumen,
14 and, again, these are going to be moving through
15 the towns that carry risks to health, the
16 environment, and fuel further concerns about the
17 salient high-level issues of climate change that
18 this material will contribute to.

19 Let us remember that bitumen from the
20 tar sands takes high amounts of energy for
21 extraction, it produces high amounts of sulfur and
22 heavy metals, and it raises real ethical questions
23 of the climate change impact which communities have
24 already rejected given the halt on pipeline

1 efforts. So by changing the mode of transportation
2 we are -- we cannot be ignoring the concerns that
3 have already been raised on this.

4 So, again, this has been rejected by
5 communities already.

6 Oil by rail is at its all-time high,
7 and already the shipments from Canada to the U.S.
8 had more than doubled just in 2018 and we will
9 likely again see doubling of rail traffic along
10 these lines again.

11 Despite claims of innovative
12 technologies to make the movement of bitumen and
13 hazardous materials more safe, when I hear
14 innovative technologies I hear unproven technology.
15 Where is the data to show that this in situ on
16 scale is going to not produce impacts on the
17 communities.

18 We already know that, yes, there's
19 going to be increase in noise, increase of freight
20 traffic, and an increase of possible derailments.
21 Again, where does this go, where does this material
22 go, and what if we have an increase of temperature?

23 A vitrified material under high
24 temperature will then become liquid again, and

1 given a spark, given a flame, a fire source, this
2 also presents an issue for air quality and the
3 quality for the environment, the soil, the waters
4 that surround the trains.

5 Additionally, for the communities --

6 MR. BELNIAK: If you could wrap up your
7 comments to give time. If there's ample time at
8 the end you can add a few more, but if you want to
9 give a concluding statement that would be great,
10 please.

11 MR. HEPLER: Absolutely.

12 So this dangerous transportation of
13 oil will disproportionately affect those in lower
14 socioeconomic statuses, further deepening the
15 equity gap.

16 With this information in mind, it is
17 in the public interest and the safety of our
18 communities that this merger be denied.

19 Thank you.

20 MR. BELNIAK: Okay. Thank you,
21 Mr. Hepler.

22 Again, I may have mentioned earlier
23 but just as a reminder, at the end of the --
24 everyone who has given the first opportunity to

1 speak, if there's time at the end of the meeting we
2 will circle back and give other folks an
3 opportunity to speak.

4 All right. Please bear with me while
5 I get ready for the next speaker.

6 The next and final preregistered
7 speaker, speaker's name, excuse me, is Joe
8 Heegaard. Joe, if you are with us please raise
9 your hand and we can take you off of mute to speak.

10 Again, that's Joe Heegaard, if you're
11 with us in the audience and would like to speak
12 please raise your hand.

13 Okay. I do not see Joe Heegaard.

14 Before I open it up to others, let me
15 just start from the top again. Christa Kefauver.
16 Christa, if you are in the audience and would like
17 to speak you are a preregistered speaker.

18 As well as Deanna, or Dena, McCusker.

19 And Kelsey Brown.

20 And Joe Heegaard.

21 Any one of you are in the audience and
22 would like to speak, please raise your hand.

23 While we're giving them an
24 opportunity, I'm going to paste into the chat some

1 of the same information you can see on the screen.
2 It might be easier for you to copy down that way if
3 you like.

4 All right. I'm not seeing additional
5 people raise their hand, so now what I'd like to do
6 is, calling out to any member of the audience, if
7 you'd like to speak and you have not preregistered
8 you can either enter your name into the "Q&A" or
9 you can simply raise your hand, we'll ask you to
10 state your name for the record, and you'll be given
11 three minutes just as the other folks have.

12 So please look to the bottom of the
13 screen, look for the Zoom controls for either
14 "Raise Hand" or "Q&A" -- looks like Jess Weis just
15 found that, we'll get to Jess in just a moment --
16 you simply raise your hand, it sends an indication
17 to me that you would like to speak.

18 And with that, Jess, I'm going to send
19 a command to your device to unmute you and when you
20 do you've got three minutes to share your comments
21 on the draft EIS.

22 So with that, Jess, please, the floor
23 is yours.

24 MS. WEIS: Good afternoon, and thank you

1 for hosting this public meeting regarding the
2 merger proposal between Canadian Pacific and Kansas
3 City Southern.

4 My name is Jessica Weis. I am a
5 fourth year student at Winona State University. I
6 am a resident and active community member in the
7 City of Winona, Minnesota. I have been lucky
8 enough to call this place home for the last four
9 years.

10 As we know, Winona is located along
11 the Mississippi River in the southeast part of the
12 state. The population is roughly 27,000, and in
13 the heart of our city we have Winona State
14 University that hosts roughly 6,500 undergraduates.

15 Surrounding our downtown district and
16 our college is the Canadian Pacific rail line, a
17 rail line that has been an inconvenience and hazard
18 for city dwellers and visitors as we currently
19 experience about 12 trains per day. Our city has
20 had to create accommodations to provide notice for
21 drivers and emergency responders of switching
22 trains that can hold up traffic for over ten
23 minutes. For the safety and courtesy of our
24 community, we are tired of accommodating and should

1 be expected to accommodate for something that
2 negatively impacts us.

3 This proposed merger will increase the
4 rail traffic cutting through Winona by 50 percent
5 from 12 trains to 18 trains. Our city has managed
6 to thrive despite the challenges of the railroad
7 surrounding our town for now. We want to continue
8 to thrive and attract commerce as well as tourism.

9 I fear that the additional
10 accommodations for a 50 percent increase in trains
11 will transform our community into a heavy
12 industrial pass-through city. For consumers this
13 can have a ripple effect on the prices we pay for
14 food and goods during a time of unprecedented
15 inflation, not to mention how harmful this will be
16 to college students and residents alike.

17 An immediate thought is how this will
18 impact traffic, environmental concern, and overall
19 safety. What matters most is our safety, and
20 Winona residents and students deserve safety. We
21 must think of the larger picture of how this will
22 impact everyone around us, not just looking at the
23 numbers. Do we really want to tell our residents
24 that this merger is more important than their

1 safety?

2 I want to be safe in our community, on
3 my college campus here in Winona. I do not want to
4 worry about the planet, my health, and safety on
5 top of being a college student. I do not want to
6 worry about this merger.

7 Without any economic, environmental,
8 and safety benefits to the people of Winona and
9 creating hazardous opportunities for accidents and
10 general nuisance, I oppose this proposal and
11 recommend that the Surface Transportation Board do
12 the same.

13 Thank you.

14 MR. BELNIAK: Okay. Thank you, Jessica,
15 for your comments. Give me a moment while I get
16 ready for the next.

17 Okay. One more reminder, if you are
18 speaking from prepared remarks please speak extra
19 slowly and clearly for our interpreters. If you
20 are not speaking from prepared remarks, we'd love
21 to hear your comments but please do also speak
22 slowly and clearly for our interpreters.

23 At the moment I'm going to go back to
24 our list of reregistered speakers to make sure I'm

1 not missing anyone.

2 I'm looking for Christa Kefauver,
3 Deanna, or Dena, McCusker, Kelsey Brown, and Joe
4 Heegaard. Any of those members are in our audience
5 and would like to speak, please raise your hand and
6 let us know.

7 We'll give a moment for that.

8 Okay. I don't see any of those hands
9 raised, so, once again, I will remind people if
10 you'd like to speak please use the "Raise Hand"
11 function to let us know.

12 Okay. I'm not seeing any raised
13 hands, so what I'd like to do at this time is
14 remind everyone there are multiple ways to stay
15 engaged. You can see those multiple ways on the
16 screen as well as a chat. I'll paste them into the
17 chat once more momentarily.

18 It should be noted that no comment is
19 treated with any more or less weight than any other
20 comment form, so whether it's something submitted
21 on the website or an e-mail or a telephone, all
22 comments are accepted equally. We just provide
23 multiple ways for comments to make it easy for
24 whichever way you all prefer.

1 We don't have any hands raised at the
2 moment, so what we'll do is I'll put myself on mute
3 and we will stay with you until the duration of
4 this meeting, which is posted as 12:00 p.m. to 2:00
5 p.m. Central Time. So that's a little more than an
6 hour at this point in the broadcast.

7 Again, we'll still be here. There is
8 nothing net new to present from the project team,
9 so we will simply wait on line to wait for a hand
10 raised.

11 Before I do that, I'm sorry, I've just
12 reminded myself, there was a comment earlier from
13 Mr. Mike Hepler. Mike, you did use your full three
14 minutes. With that I want to give you the
15 opportunity, because there's no one else in line to
16 speak, if there's anything else I didn't give you
17 the chance to -- to say, excuse me, because of the
18 three-minute time limit, I invite you to raise your
19 hand for one additional three minutes of time if
20 you would like so -- if you would like that.

21 Excuse me.

22 Okay. It does not look like Mike is
23 still with us in the meeting, so with that, as I
24 mentioned, I will go on mute and I will keep an eye

1 on our raised hands and if someone raises their
2 hand and would like to speak we would love to hear
3 your comments. Thank you.

4 Good afternoon, and, once again, a
5 friendly reminder, if you would like to speak
6 please let us know by raising your hand. That will
7 send a command to me, a message to me rather, that
8 you'd like to be unmuted. We'll give you a fresh
9 three minutes of time to share your comments with
10 the project team here.

11 A couple other reminders, several ways
12 on how to stay engaged are on the screen and in the
13 chat if you'd like to copy those down. As I
14 mentioned earlier, there are no -- excuse me, each
15 comment format and venue is taken equally, so no
16 one way gets an elevated priority over another. So
17 feel free to comment whichever method serves you
18 best.

19 Also, the recordings of these
20 proceedings will be available in the virtual
21 meeting room, the same room that you used to access
22 this meeting. That URL is on the screen as well.
23 And the transcripts will be posted on the project
24 website.

1 Lastly, if you spoke earlier and you
2 would like to add something else to your comments,
3 feel free to raise your hand and you'll get an
4 additional fresh three minutes. Thank you.

5 Good afternoon, everyone. Just
6 another reminder, we don't have any hands raised at
7 the moment, just a reminder that if you would like
8 to speak you can use the "Raise Hand" button down
9 in the bottom tray of Zoom controls, as others
10 already have today.

11 Multiple ways to stay engaged are
12 displayed on the screen as well as available in the
13 chat.

14 We will stay here for the duration of
15 the meeting which is set to conclude at 2:00 p.m.
16 Central, 3:00 p.m. Eastern.

17 We are not sharing any more net new
18 information for the duration of the meeting. I see
19 a few folks have already dropped off the meeting,
20 and we're happy to have anyone stay for the full
21 duration. Just wanted to remind folks there's no
22 net new information other than any sort of comments
23 that are shared by fellow participants who choose
24 to raise their hand.

1 Once again, please raise your hand to
2 share a comment or use any of the methods displayed
3 on the screen to do so.

4 I'll come back again in about ten
5 minutes for another reminder. Thank you.

6 Hello, once again. Alan here. Just a
7 reminder if anyone would like to share a comment to
8 please raise their hand.

9 For those of you who have been with us
10 since the beginning, I know you've heard this
11 before. We just want to make sure everyone has
12 ample opportunity to share a comment with us today.
13 You can do so live in the meeting, again, by
14 raising your hand. You can also select any of the
15 methods you see on the screen or in the chat box.
16 If it's easier for you to copy down from the chat
17 box, please feel free to do so.

18 As mentioned earlier, comments in all
19 formats are treated equally.

20 The recordings to this meeting and
21 yesterday's meeting and the meeting later this
22 month will be found online in the online meeting
23 room, and you can see that website displayed on the
24 screen as well as the chat. Transcripts from those

1 meetings will be made available on the project
2 website.

3 So, once again, if you'd like to speak
4 please raise your hand. We are with you for the
5 duration of today's meeting, which will be 2:00
6 p.m. Central, about another 38 minutes or so, and I
7 will put myself back on mute and come back on in
8 about ten minutes for another reminder. Thank you.

9 Okay. Oops. I'm sorry. I pressed
10 the wrong button there. Give me one moment to
11 start that share back up again.

12 We do have a hand raised. I just want
13 to pull up the slide deck for everyone to see, and
14 we will get to our speaker.

15 And it's literally adjacent to one
16 another, and I just happened to press the wrong
17 one.

18 Okay. So we've got our screen up.
19 Give me just a moment.

20 Nope. Give me -- problems of having
21 too many windows up.

22 All right. Let me get that going
23 again.

24 All right. And share my screen.

1 There we go. Okay. Just confirming
2 on my third monitor that we've got the right
3 content up there, and we do. I apologize for that,
4 folks.

5 Okay. I see a hand raised by Aaron
6 Lipski. Aaron, I'm going to send a command to your
7 device to unmute, and when you do you've got three
8 minutes to share your comments with the project
9 team.

10 MR. LIPSKI: Yes, sir. Thank you.

11 Joshua, are you the one talking?

12 MR. BELNIAK: This is Alan speaking. I'm
13 just the facilitator for the meeting.

14 And, Aaron, I'm sorry, if you could,
15 just please state your name, full name, for the
16 record and just make sure to keep your comments
17 slow so our interpreters can keep up, please.

18 MR. LIPSKI: Absolutely. Thank you very
19 much.

20 My name is Aaron Lipski, A-a-r-o-n
21 L-i-p-s-k-i. I'm the fire chief for the City of
22 Milwaukee Fire Department.

23 Currently our fire department covers
24 96 square miles. We have a lot of railway traffic

1 through our city. We've got a great deal of fire
2 and EMS work requiring obviously emergency
3 responses to and from.

4 It should go without saying public
5 safety is my top priority, and the fire service
6 provides two-thirds of that public safety, fire and
7 emergency medical services. As I began to realize
8 that the CP-KCS merger was becoming a thing and we
9 started figuring out that this is going to most
10 definitely increase train traffic to and from and
11 through Milwaukee, my concerns became a little bit
12 worse.

13 I'm extremely concerned that there's
14 not a single mention of safety or impact on public
15 safety in the draft EIS that was provided. So what
16 do I mean by this. I mean certainly additional
17 routes from Chicago to Milwaukee, there's no way
18 around it, that's going to increase a noticeable or
19 create a noticeable increase in rail traffic, as
20 well as a potential for railway accidents and
21 definitely at crossings longer trains, more
22 frequent trains means emergency vehicles are just
23 going to be stuck waiting. Worse, the people on
24 the other end of the 911 call are going to be stuck

1 waiting.

2 We don't know how the impacts to our
3 community or what those impacts might be because it
4 hasn't -- nobody has looked at it. It doesn't
5 appear that anybody even gave it any thought. You
6 know, we'll just run trains bumper-to-bumper, I
7 guess, and we'll figure it out in the cities, I
8 don't think that's a responsible way to do this.

9 So I guess if this merger goes through
10 and if CP-KC goes through with their deal for
11 Amtrak we're just going to be absorbing more trains
12 and longer trains and this is going to create
13 additional public safety worry, as I articulated.

14 I would urge the Surface
15 Transportation Board to conduct necessary studies
16 in railside towns that will be impacted by
17 subsequent deals, such as this Amtrak agreement.

18 Public safety should absolutely
19 undoubtedly be the main priority for merging
20 railroad companies, the STB, and the community
21 leaders of these affected towns.

22 I need more data. We, as the fire
23 service and EMS providers, we need more data, we
24 need more analysis, and we would all benefit from

1 more transparency in this process.

2 That is the conclusion of my comments.
3 I don't know if anybody's -- if this is a question
4 and answer at this point I'm certainly available,
5 but if it's just the end of my comments that's
6 good, too.

7 I greatly appreciate you hearing me.

8 MR. BELNIAK: Mr. Lipski, thank you for
9 those comments.

10 Just to confirm for you, and for
11 anyone for that matter, this is indeed a comment
12 session, not necessarily a question-and-answer
13 session. If you've got additional questions that
14 you'd like to ask, please use any of the methods
15 that you can see on the screen, but, once again,
16 thank you for your well articulated comments.

17 MR. LIPSKI: Very good, sir. Thank you.

18 MR. BELNIAK: Okay. Give me one moment
19 to scan the list to see if there are any other
20 speakers or raised hands, I should say.

21 And looking over the list, at the
22 moment I don't see any additional raised hands but
23 this is one other good reminder for me to share
24 with you all if you'd like to speak do just as

1 Mr. Lipski did a moment ago. Please raise your
2 hand, let us know you'd like to speak, we'll give
3 you a fresh three minutes for your comments like
4 the others have received, or use any of the methods
5 you see on the screen and in the chat to either
6 share a comment or ask a question.

7 So with that, I will put myself back
8 on mute so you don't have to listen to me drone on,
9 and I'll come back at you again in about another
10 ten minutes as a reminder.

11 As a time check, we're at about 1:37
12 Central, I'll come back at about 1:47 for a
13 reminder, and then once again at about five minutes
14 before because I want to make sure that -- that's
15 sort of the last call for comments, so to speak,
16 and in the last minute or so, I believe, there
17 might be some closing remarks from the project
18 team.

19 So with that I'll come back at you
20 again in about ten minutes. Thank you.

21 Good afternoon. This is the meeting
22 facilitator again.

23 Just another reminder for those of you
24 still with us, if you were putting off raising your

1 hand to speak now would be a great time. We've got
2 about 11 or 12 minutes left for the duration of
3 this meeting if you'd like to share a comment.

4 Once again, if so, please raise your
5 hand, let us know you'd like to speak, we'll give
6 you three minutes as we have with the others.

7 Another option is to share a comment
8 or ask a question using any of the methods that are
9 on the screen right now. Those same methods have
10 also been pasted into the chat if that's more
11 accessible for you.

12 Once again, we've got about 11 minutes
13 left. I'll come back on at about five or four
14 minutes away to give any last -- anyone else a
15 final chance, and then we'll wrap up and conclude
16 this afternoon's meeting.

17 So speak with you all again in about
18 seven minutes or so. Thank you.

19 Okay. This is Alan. Once again,
20 we're coming up to the top of the hour. We are
21 about ready to wind down the meeting for today.

22 Just two more reminders before I hand
23 it back over to Josh to close us out. As you've
24 likely heard before, you can see multiple ways to

1 stay engaged that are on the screen at the moment.

2 As I mentioned previously, all
3 forms -- forms and formats, excuse me, of comments
4 are treated equally, so please use whatever avenue
5 best suits you. You can use these for questions
6 and for comments. I've also pasted that
7 information into the chat as well.

8 So with that, I would like to hand it
9 back over to Josh Wayland to close us out and share
10 any next steps with us.

11 So with that, Josh, please take it
12 away.

13 MR. WAYLAND: Thank you, Alan, and thank
14 you once again, everyone, for participating in
15 today's public meeting.

16 This was our second of seven public
17 meetings that we will be holding during the public
18 comment period for the draft EIS, next week we will
19 be holding a series of in-person public meetings at
20 various locations around the country, and then our
21 final opportunity for public meeting will be on --
22 an online public meeting to take place on Monday,
23 September 19th, from 6:00 to 8:00 p.m. Central
24 time.

1 So if you would like to join us at any
2 of those additional opportunities, we would
3 certainly welcome you and look forward to hearing
4 any additional comments that you might have at that
5 time.

6 In the meantime, everyone, I hope
7 everyone has a great day and wonderful rest of your
8 week. Thank you again for joining.

9 MR. BELNIAK: Thank you, everyone.

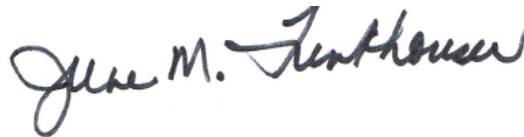
10 (Whereupon, the remote proceedings
11 were adjourned at 2:00 p.m. CST.)

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CERTIFICATE
OF
CERTIFIED SHORTHAND REPORTER

I, JUNE M. STEARNS, CSR, RMR, do hereby
certify that I reported the remote proceedings
before the Surface Transportation Board regarding
Docket FD 36500 and that the foregoing is a true
and accurate transcription of my stenographic notes
and is a true record of the foregoing proceedings.



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084-003024 59:18	3 19:19	60,000 15:7	43:1
1	3000 59:19	60606 59:19	accommodating
1 23:20	312 59:20	64,000 22:18	42:24
10 3:4	319-2337 29:8	65 19:21	accommodatio...
106 15:24	32 3:5	6:00 57:23	42:20 43:10
11 56:2,12	33 3:6	7	accurate 59:13
1105.7 17:21	34 3:6 7:1	7 16:1	accurately 31:7
12 42:19 43:5	36 3:7	7.3 22:4	acquire 13:14
56:2	36500 1:9 4:8	72 20:18	16:24
12:00 1:15 46:4	10:16 27:9,11	8	acquisition 1:5
12th 16:7	59:12	8 1:15	4:5 6:16,23 7:12
14th 16:19 17:16	38 50:6	888 29:8	7:15,21 9:2,8,12
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