



Joe Meppelink
METALAB
Chair

Elliot Barner
Radcliffe Bobbitt
Adams Polley, PLLC
Vice Chair

Taryn Sims
Wulfe Management Services,
Inc.
Secretary

Blanca Blanco
IBC Investment Services
Assistant Secretary

Stephen J. Quezada
Ogletree, Deakins, Nash,
Smoak & Stewart, P.C.
Treasurer

Ann Bacon
Capitol Street Gallery

Lani Baker
Pelec Central City
Industrial Park, LLC

Anna Deans
Midway

Devin Licata
TPC Real Estate

Roy Lira
MODEC International, Inc.
Resident

Marjorie Peña
BakerRipley

Josue Perez
J&J Flooring and
Carpet Supplies, Inc.
Resident

Jose Valdez
Frost Bank

Veronica C. Gorczynski
President

3211 Harrisburg Blvd.
Houston, TX 77003
713.928.9916

www.eastenddistrict.com

September 23, 2022

Surface Transportation Board
Office of Proceedings
395 E Street, SW
Washington, DC 20423

RE: STB Docket No. FD 36500, Canadian Pacific – Kansas City Southern Merger
EIS

Dear Members of the Board,

The East End District (EED) has strong concerns regarding the merger between Canadian Pacific (CP) Railway and Kansas City Southern (KCS) Railroads that relate to environmental and quality of life impacts associated with an increase in train traffic through the East Houston area.

According to the Surface Transportation Board's Draft Environmental Impact Statement (EIS), the merger is expected to bring 8 to 14 additional trains per day through an increasingly busy Houston railroad terminal. The East End District is a DOT Transportation Disadvantage Community and is in the "heart" of the railroad commodity flow, receiving 60 of the 100 plus daily trains moving both international and interstate commerce. Intertwined with the many residential neighborhoods and business communities, is a rail traffic hub comprised of major rail yards and three critical junctions providing access to the four railroad companies operating in Houston. Trains moving throughout Houston require trackage rights and the current criterion for access is a leading cause of the gridlock. More KCS/CP trains with limited track access equates to more parked trains for long hours in a disadvantaged community.

The nationwide route takes the KCS/CP trains through some of the most impacted parts of the country, already battling blocked crossing impacts. On a local level, the KCS/CP Railroads' predicted travel is through the northside of Houston that is believed to have infrastructure to maintain adequate train velocity. However, this assumption is misleading, train "fluidity" may be steady in one part of Houston, but "bleed over" from additional trains is causing gridlock in other parts. Even more concerning is that any solutions to reduce the congestion are only long-term planning efforts and offer little to no immediate relief to our neighborhoods.

If there is going to be an increase of trains in already congested neighborhoods experiencing a decline in quality of life due to this activity, then there must be an effort to implement quick solutions to give the public relief that not only reduces rail corridor congestion but assists in navigating around areas of increased train traffic. Current operating practices are unacceptable and causing cascading events

with known increases in safety complaints from rail crews, delays to city emergency response, and a trend of unsafe motorist behavior trying to divert around the congested corridors.

The East End District implores federal regulators to reconsider this proposal, and to push CP and KSC railroads to engage local stakeholders, including state and local leaders, emergency officials, and environmental advocates, to develop mitigation plans and agreements before taking any further action on the merger.

Sincerely,



Veronica Chapa Gorczynski
President