



VILLAGE OF SCHAUMBURG

PROGRESS THROUGH THOUGHTFUL PLANNING

December 15, 2021

Joshua Wayland
Surface Transportation Board, c/o VHB
940 Main Campus Drive, Suite 500
Raleigh, NC 27606

**Subject: FD 36500, Canadian Pacific Ry. – Control – Kansas City Southern
(CBBEL Project No. 01.210626.0000)**

Dear Mr. Wayland;

The Village of Schaumburg, Illinois is a thriving community of over 78,000 residents and is home to more businesses than any other community outside of Chicago. Schaumburg prides itself on providing first-rate services and a high quality of life to our residents. I am contacting you about FD Docket 36500 and the intention of Canadian Pacific Railway (CP) to merge with Kansas City Southern (KCS). This merger will impact the rail line that runs along the southern edge of our community and could have significant impacts on safety, emergency responses, noise, air quality, congestion, and natural resources in Schaumburg. I urge the Surface Transportation Board (STB) to expand the scope of the Environmental Impact Statement (EIS) to ensure that the potential negative impacts to communities like Schaumburg are fully evaluated and weighed against the economic goals of CP.

As proposed, CP's freight trains will further burden the Chicagoland area and Schaumburg with increased road network congestion by adding a significant increase in freight rail volumes and creating an end-to-end combination of two Class 1 rail systems. Specifically, the Milwaukee District West Metra line between the Bensenville Rail Yard and Randall Road is expected to experience an increase in freight traffic of 235% or 8 freight trains per day (TPD) and 128% or 17.44 million of Annual Gross Ton Miles (GTMs) in the five years following the merger. These impacts will be felt most strongly at the four at-grade railroad crossings within the Village of Schaumburg: Schaumburg west pedestrian (US DOT #920573X), Schaumburg center pedestrian (US DOT #920572R), Schaumburg east pedestrian (US DOT #920571J), and Rodenburg Road (US DOT #372202Y).

While the Chicago region is a rail hub and has benefitted from the jobs that accompany that reality, the very existence of the CREATE program demonstrates that there must be a careful balancing of the broader public interest when it comes to a merger that has the potential to further burden communities, commuters, and the other regional economic drivers in the region. Whether a particular town has a rail line running through it or a freight rail line, it creates roadway chokepoints

between neighboring towns and communities, the impact stemming from 25% of U.S. rail freight touching the Chicagoland region each day is significant in the daily lives of millions living in the region, including Schaumburg residents.

As the Surface Transportation Board finalizes the scope of the EIS, the Village of Schaumburg provides the following specific comments and requests that these items be incorporated into the review of the CP-KCS merger. Additionally, the Village requests that any identified negative impacts as a result of the merger be addressed or mitigated prior to the issuance of any approvals.

General EIS Scope Comments

- The EIS should include an accurate projection of train traffic and motor vehicle traffic for at least 10 years following the completion of all post-acquisition construction. This proposed merger of two Class 1 railroads would create the first single-line rail network linking US-Mexico-Canada, based on the materials submitted to the STB. It is unreasonable to assume freight rail traffic would increase by only 8 freight trains a day, but rather, rail traffic would continue to increase by an indeterminant amount due to the "once in a lifetime partnership" (CP News Release, September 15, 2021 – Calgary and Kansas City, MO) between CP and KCS railroads. New business opportunities alone would guarantee the combined railway network would increase by far more than the 8 freight trains daily (Bensenville-Randall Rd, Chicago area) asserted in the submittal materials. The Surface Transportation Board (STB) should reconsider the train traffic impacts from the currently approved "five years after" (Floyd-Venable, LLP, Request A Response, October 2021) time period and increase this for a period of no less than 10 years due to the unique nature and incredible growth potential that comes with connecting three countries together.
- In addition to evaluating the direct impacts that would result from the CP-KCS merger, the EIS scope should also evaluate potentially significant indirect effects for analysis, assess those consequences, and develop mitigation.
- In order to evaluate secondary and cumulative effects of the merger, the study area should encompass an area comprised of a one-mile buffer around the railroad and up to one mile north and south of at-grade crossings.
- The EIS scope should consider existing conditions as well as planned and potential development within the study area during the evaluation period. The evaluation should include the associated increases in motor vehicle traffic, pedestrian and bicycle traffic, traffic delays, etc. that will result from future development in Schaumburg and the region.

Operational Questions

- The STB should formally request the average freight train length with and without the merger between the CP and KCS railway. This information was not included in the STB information request (May 2021) nor provided in the CP-KCS submittal materials (October 2021). To the extent that the CP-KCS increased rail traffic involves increasing the average freight train length, communities and emergency response can be significantly impacted if train lengths cause multiple at-grade rail crossings to be simultaneously blocked during normal and routine daily train operations.
- The Schaumburg Metra Station is the busiest commuter station along the Union Pacific-West commuter rail line. The EIS needs to address how a CP-KCS merger would impact Metra operations, including train operations as well as access to and from the Metra station.

- As noted, the EIS study period should extend beyond the proposed 5 year period to a minimum of 10 years and should evaluate how many train movements would be added to all of CP's rail lines in the region at the completion of the merger, in 5 years and at the end of the study period.
- How many grade crossings in the region would become substantially impacted by increased rail traffic and increased train lengths stemming from a CP-KCS merger?
- How would the CP-KCS merger impact spur rail lines that serve businesses along the corridor?
- The EIS needs to address the extent to which the merged railroads will be required to mitigate community harms at their own expense, and the STB should require mitigation for all adverse impacts that will result from the CP-KCS merger.

Safety Concerns

- How would emergency response service times be impacted if more grade crossings are substantially affected by increased train lengths and increased train frequency? As proposed, this significant increase in the number and length of freight trains will have a potentially life-threatening impact on victims of traffic accidents, emergency medical incidents, criminal activity, and other emergencies by delaying Police, Fire, and EMS response times. Although the Village has mutual aid agreements with other emergency service providers, these agreements were not designed with the breadth and scope of the interference that will be caused by the proposed increase in freight train traffic. This is particularly true given the location of the Schaumburg Regional Airport adjacent to the rail line since blocked rail crossings would have a significant impact on mutual aid responses to an incident at the Airport. An analysis of potential delays to emergency medical services is critical to understanding the impacts of this merger. Additionally, it will be critical for emergency management systems along the corridor to have access to real-time train data so accurate and timely EMS responses can be coordinated.
- The proposed merger would increase the daily carloads of hazardous material that moves through the Village by over 18%, from 167 (61,000 annual) carloads to 197 (72,000 annual) carloads per day (OEA Information Request 1-F, Hazardous Materials, Elgin Subdivision – Segment C-ELGI-01, Bensenville Metra, IL to Randall Rd, IL). This is an increase of 30 (11,000 annual) carloads per day. This is a critical issue, as potential accidents would have disastrous consequences, particularly because the CP-KCS (Metra Milwaukee District West) rail line runs adjacent to the Schaumburg Regional Airport and Schaumburg Metra Station and near wetlands located both north and south of the railroad tracks. The EIS should examine how CP is managing safety risks, how they classify hazardous materials, existing procedures to minimize spill risks, coordination on the transport of hazardous materials through communities such as the Village of Schaumburg, training for emergency personnel who may respond to a spill, and security measures for the transport of these materials.
- The projected increase in the number of trains that would pass through at-grade crossings due to the CP-KCS railway merger on a daily basis would result in an increased risk of accidents. The increase in trains would also result in an increased risk of accidents at the pedestrian crossings of this rail line. Not only would the risk of accidents increase at the at-grade railroad crossings, but the risk of accidents would also increase on other roads throughout the Village as vehicles attempt to avoid the crossings. This risk would increase exponentially as ADT levels are projected to increase due to future population growth in the region. The EIS scope should include an evaluation of shifting travel patterns and impacts to

the adjacent roadway network that will result from delays at existing at-grade crossings.

- An evaluation of bicycle and pedestrian safety, including a projection of increased pedestrian and bicycle traffic along the rail corridor as well as potential accident exposure indices, should also be completed. The Village has several projects underway that will result in additional bicyclists and pedestrians utilizing the at-grade crossing on Rodenburg Road. The villages of Schaumburg and Roselle have finalized plans to extend the existing bike path along Rodenburg Road south of the railroad tracks and a new access road to the Schaumburg Metra Station is also currently being designed which will further improve multimodal access in the area and will result in more bicyclists and pedestrians traveling along Rodenburg Road and at the Schaumburg Metra Station. An understanding of how to make existing crossings safer for bicyclists and pedestrians should be addressed, including but not limited to crossing design improvements, advanced warning signs, the need for additional gates, pavement markings, flashing signals, audible warnings, non-mountable medians, lane delineators, or other warning devices at the crossing.
- The EIS should consider the specifics of the CP's proposed capital improvement plan for the next five years as well as track conditions so that an understanding of the potential derailment and consequence scenarios can be understood and mitigated.

Transportation System Impacts

- With a 235% increase in the number of freight trains traveling on this rail line and train lengths up to 10,000 feet, this will cause severe delays for all motor vehicles attempting to travel to or from the Village, including commuters traveling to the Schaumburg Metra Station and visitors traveling to Wintrust Field. An analysis of these impacts at least 10 years from the completion of merger construction is required to fully understand the potential impacts to the transportation system in the area and a minimum and this analysis along with the 10 year evaluation period should be incorporated into the EIS scope.
- The proposed merger has the potential to interfere with regional efforts to provide reliable and efficient public transportation services for residents, workers, and visitors in the region. With the proposed increase in freight traffic, a full evaluation of potential delays for Metra commuter train traffic due to freight train operations is needed. The total number of daily passenger trains (commuter) is 47 as reported in the materials submitted to the STB (OEA Information Request 1-D, Elgin Subdivision, Segments C-ELG-01, C-ELGI-02). The analysis timeframe for evaluating these impacts should be extended to include 10 years from the completion of any post-merger construction projects.

Environmental Impacts

- The proposed merger of CP-KCS would increase the average number of freight trains that move through the Village from the current 3 freight trains per day to 11 freight trains per day (OEA Information Request 1-A2/Elgin Subdivision- Tower B12, IL to Randall Road, IL: Segments C-ELGI-01, C-ELGI-02). The Briar Pointe Subdivision is located less than 0.10 miles from the railroad tracks and the increased noise from the proposed merger is a significant concern for these Schaumburg residents. The cumulative effect of these added train cars creates disturbances over time that could severely impact the local environment and the safety and property values of nearby homes. The EIS should identify where the increase in rail traffic will result in an increase to a noise level of 65 decibels Ldn or greater. Affected receptors should not be limited to those adjacent to the right of way, but be based on line of sight and current measured ambient noise levels.
- The proposed merger would increase the gross daily tons miles (GTMs) of freight that moves

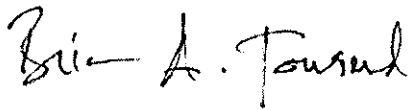
through the Village from the current rate of 37,205 (14 million annual GTMs) gross daily tons miles to 84,986 (31 million annual GTMs) gross daily tons miles (OEA Information Request 1-A2, Elgin Subdivision – Tower B12, IL to Randall Rd, IL: Segments C-ELGI-01, C-ELGI-02). This is an increase of 47,781 gross GTMs. The increased tonnage combined with the increased volume of trains will create strong and persistent vibrations that will constitute a nuisance and a danger to homes and other buildings near the CP-KCS (Metra Milwaukee District West) rail line. Moreover, it has not been established that the rail line itself can withstand the increased tonnage and volume. Due to such tonnage increases, it should also be evaluated if the at-grade crossings will require upgrades to ensure they remain in a state of good repair.

- Due to the increase in train traffic, the EIS should also assess the potential vibration effects based on Federal Transit Authority (FTA) vibration methodology for Detailed Analysis in areas where it appears there may be vibration sensitive receptors within or immediately adjacent to the railroad right of way.
- Furthermore, increases in motor vehicles delayed at at-grade railroad crossings will significantly increase carbon emissions and negatively impact air quality in the Village. Northeastern Illinois, including Schaumburg, is in a nonattainment area as designated by the US Environmental Protection Agency (EPA), so the impacts to air quality as a result of the merger should be evaluated. Again, the proposed timeframe for the EIS should be extended so that the full impacts from the merger can be realized well beyond the proposed 5 year timeframe. A 10 year evaluation period should be the minimum timeframe considered.
- The increase in train traffic and related sounding of train horns may lead to the need for the establishment of new Quiet Zones. In addition, existing whistle bans/quiet zones may no longer comply with 49 CFR Parts 222 and 229 – Use of Locomotive Horns at Highway-Rail Grade Crossings (Train Horn Rule) and may require costly safety measures to be installed to maintain the quiet zone. The EIS analysis should include an evaluation of the impacts of this merger on existing quiet zones like the one at Rodenburg Road, the need for potential upgrades, and the costs of establishing new quiet zones in order to mitigate the potential noise impacts from the merger.
- The Village of Schaumburg is aware of existing wetlands located adjacent to the railroad right of way. The EIS should include an investigation of the potential impacts to these wetlands and any other ecological and natural resources within the study area. This should include a determination of any impacts to these resources, potential runoff from the CP railroad to these natural resources, and mitigation if impacts to natural resources are not avoidable.

The Village of Schaumburg is concerned about the proposed CP-KCS merger and urges the Surface Transportation Board (STB) to expand the scope of the EIS to address these comments and to ensure that the EIS thoroughly examines the potential negative impacts as part of its process. It is also critical that any approval of the proposed CP-KCS merger be conditioned on CP-KCS's implementation and payment of appropriate mitigation strategies. Furthermore, the STB should allow for an extended period during which comments on the draft EIS may be submitted given the millions of people who would be affected by the CP's merger with KCS.

Thank you for your careful consideration of these concerns and those of the residents of the Village of Schaumburg.

Sincerely,

A handwritten signature in black ink that reads "Brian A. Townsend". The signature is written in a cursive style with a large, stylized 'B' and 'T'.

Brian A. Townsend
Village Manager

Email: btownsend@schaumburg.com

C: Village President & Board of Trustees
Paula Hewson, Assistant Village Manager
Karyn Robles, Director of Transportation