



EI-31659

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January 3, 2022

Joshua Wayland  
Surface Transportation Board, c/o VHB  
Attention: Environmental Filing, Docket No. FD 36500  
940 Main Campus Dr., Suite 500  
Raleigh, NC 27606

Ref: Canadian Pacific/Kansas City Southern Merger Proposal; FD 36500; EIS Scoping

Dear Mr. Wayland:

The city of Buffalo is part of the Quad Cities Metropolitan Area and is located in Scott County and borders Muscatine County. Buffalo is a small community with 1176 population as of the 2021 census and we have a limited number of city employees; 2 city clerks, 5 public works employees, 4 police officers, and a volunteer fire department with 22 members. With the limited resources for our city, we do not have the personnel available for in-depth review and analysis of the merger document, as other cities with a larger employee base have completed.

There are 17 railroad crossings through the Buffalo city limits, which is 6 miles, all along Highway 22/Front Street. Of those 17 railroad crossings, 8 are to businesses and 2 for roads leading to resident houses. Along Highway 22 where there are residential homes, from Red Ball Road to the last railroad crossing by the Buffalo Fire Department, there are 7 crossings in 1.7 miles, 2 of these crossings are closed crossings.

Several of Buffalo's businesses have operations that require vehicles to travel across the railroad tracks and/or have vehicles crossing the railroad tracks as part of their day-to-day business. Those businesses are Linwood Mining and Minerals Corporation, Continental Cement, Upper Mississippi Fleet, Texpar Energy, Flint Hills Resources Pine Bend LLC, Cenex Harvest States Cooperation, and Black Hawk Fleet.

Buffalo offers the following comments to the merger:

Safety:

With the businesses, Buffalo's Waste Water Sewer Plant, resident homes, Buffalo Beach, recreational/business boat traffic, and Buffalo Shores campground that are all South of the railroad tracks, the increase of the train traffic and length of the trains could result in potential delays in police, fire, and EMS response times. During the summer months, the Buffalo Shores campground (65-site

campground) and the barge/pleasure craft traffic have high use during the spring/summer/fall months. With the increased train traffic and longer trains, the police, fire, and medical services may face a blocked crossing, which lengthens the response time for calls, especially for the medical calls where seconds/minutes are critical for a positive outcome. The Fire Department had utilized the railroad crossing at Jefferson Street/Highway 22 which is .3 miles from the Fire Department, but due to the railroad tracks being raised, they are no longer able to pull the boat trailer over that crossing. The Fire Department instead has to utilize the railroad crossing at Buffalo Shores, which is 1.3 miles from the Fire Station, and then still make their way to the boat dock. Even though this is not a big amount of difference in the distance, on emergency calls, every second/minute counts. With the businesses (Linwood, AMSCO, Continental Cement, and Cargill) along Highway 22 that have railroad crossings to enter/exit their property, with the additional railroad traffic/length, this may cause a traffic backup on Highway 22. This is especially true for Cargill, as they are on a portion of Highway 22, which is just a 2-lane road, with limited shoulder. The Buffalo Wastewater Facility is south of the railroad tracks and the only city employee that works there is a first responder for our fire department. Since most of our volunteer Fire Department firefighters work in cities outside of Buffalo, we have a limited number of first responders that are available during the day. With the increased railroad traffic and length of trains, this will impede the first responder from responding to the emergency call, whether it be for medical or a fire. There have been time when the train has been stopped for an extended period of time and the employee has had to find an alternate way past the train, plus leave the city vehicle at the facility.

Potential derailments and hazardous material safety – Request that a full evaluation of CP's track system for improvements to prevent a derailment and for evaluation of movement of hazardous materials, especially for the close proximity to residential/businesses and to the Mississippi river.

Noise and vibration – The city receives many complaints regarding the noise and vibration from the current rail traffic, which with the increased train traffic, will be significantly disruptive to residents and businesses, not only in Buffalo, but other cities affected by the train horns. The city has even received complaints from Andalusia, IL, a city South of Buffalo across the Mississippi River, and from Blue Grass, IA, a city North of Buffalo. The quiet zones do not exist within the stretch of tracks through the city limits of Buffalo. With the planned increase in train usage, these noise levels will have a large effect with the residents in the city, as well as for the campground and events on the Buffalo Beach. This could potentially decrease the amount of visitors to the Buffalo Shores Campground and the Buffalo Beach, which would adversely affect our current businesses and city events. The vibration is a very serious issue when the Mississippi River floods. The residents across the street from the train tracks have to utilize sandbags around their homes to prevent flooding on their property. With the weight of the water against these sandbags, the increase of train traffic may cause more vibration on the ground/water,



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which causes more pressure against those sandbag walls, possibly causing them to collapse and flood the resident's home.

Business Development/Community Development – Buffalo is trying to revitalize businesses along Highway 22/Front Street, as we have recently invested in completion of a Street Scape project, to create additional lighting, sidewalks, etc., to generate more businesses and visitors to the city to utilize the businesses. One of the greatest assets to our city is our beach and the view of the Mississippi, thereby we have residents/visitors utilizing our beaches by walking, car or boat, and utilizing our businesses. With the potential more railroad traffic, that will limit the residents and visitor's view of the Mississippi River and access to the beach. The Mississippi River Trail (MRT) is connected from Elm Street to Red Ball Road on Highway 22 and Buffalo is working to extend the MRT from Red Ball Road to YMCA's Camp Abe Lincoln, 1624 Front Street, which is approximately 2.6 miles along Highway 22, just North of the railroad tracks.

The city of Buffalo appreciates the opportunity to comment on the scoping of the draft EIS, as this project will affect our residents, businesses, and visitors based on the increased railroad traffic and length of the trains.

Sincerely,

Sally A. Rodriguez

Mayor, City of Buffalo, IA

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