



THE VILLAGE
OF
BARTLETT

December 13, 2021

The Honorable Martin J. Oberman
Chairman, Surface Transportation Board
Attention: Environmental Filing, Docket No. FD 36500
365 E Street SW
Washington, DC 20423

**RE: Docket No. FD 36500, Canadian Pacific Railway Limited, et al. –
Control of – Kansas City Southern, et al.**

Dear Chair Oberman,

I am writing you regarding Docket No. FD 36500 and the proposed acquisition of control by Canadian Pacific Railway Limited, et al. (CP) of Kansas City Southern et al. (KCS). I urge the Surface Transportation Board to strongly consider whether approval of the acquisition request is warranted at this time due to the probability that CP's freight trains will further burden the Chicagoland area with increased road network congestion by adding a significant increase in freight rail volumes.

The region is already the busiest railroad hub in the U.S. with one in four freight trains passing through Chicagoland every day. Impacted communities are held hostage to freight rail induced vehicular traffic and Metra transit gridlock. Additional traffic will only exacerbate the issues that communities, commuters, and other regional economic drivers in the region are currently enduring. Adverse impacts include increases in noise pollution, vehicular traffic congestion, grade crossing delays, as well as the potential to impede emergency vehicle access and response.

The Notice of Intent (NOI) to prepare an EIS for the proposed merger indicates that the OEA has identified rail lines located within Illinois that would experience increased rail traffic. Increases in activities at rail yards and intermodal facilities would also occur. The local impact on Bartlett residents is significant. CP estimates that our daily freight train activity will increase by 44%. An additional 7 freight trains per day would run through our downtown and as close as 580 feet to Spring Lake Estates, a mobile home park located in the western portion of our community.

Bartlett is concerned that increased freight traffic will grow the amount of hazardous cargo passing through our village, may worsen noise and vibration impact on our residents and cause even longer traffic blockages on Bartlett's major arterials.



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Without additional data providing specifics showcasing the competitive, transportation, and economic implications on the rail system, and the potential environmental effects on surrounding communities, approval of the proposed acquisition of control by Canadian Pacific of Kansas City Southern is premature at this time. I respectfully request that the Surface Transportation Board reject the proposal until additional information is presented and mitigation measures are proposed to address the above concerns.

Respectfully,

Kevin Wallace
Village President

KW/lg
cc: Senators Duckworth and Durbin