

February 28, 2022

In response to : Decision No. 11 in Docket No. FD 36500; Notice of Acceptance of Application; Issuance of Procedural Schedule, Decided: November 23, 2021.

AGENCY: Surface Transportation Board.

Dear Honorable Surface Transportation Board and all Parties of Record,

Due to a timing mix-up with holidays within our own State of Louisiana, I request that our late filing be accepted. The members of the transit equity team of the Delta Chapter of the Sierra Club write to express a few concerns regarding the merger of Kansas City Southern and Canadian Pacific Railway Limited. The Delta Chapter is the Louisiana Chapter of the Sierra Club, the nation's oldest grassroots environmental organization. While we support the expansion, access, and ubiquity of passenger rail, we ask that the KCS and CP representatives make more robust efforts to directly engage us, volunteers and members of the community, and other community organizations and residents, beyond that of the business communities and chambers of commerce. More specifically, we would like to see frequent and equitably timed open houses across the state, particularly in areas of the state that are most likely to see the reinstatement of passenger rail lines in the near future. Most importantly, clear modes of communication for the KCS/CP merger (whether via website or updates via local media) are not apparent and the timeline for the institution of proposed projects within Louisiana are lacking detail.

As it pertains to the public good, we aim to see that public transit is affordable, frequent, safe and a civil right for all. It is vital that city planning, affordable housing, and the climate are centered in decision making processes. We ask that KCS/CP are required to make climate commitments that meet the standards of the Intergovernmental Panel on Climate Change's recommendations and that KCS/CP and Amtrak make tangible, public-facing commitments to electrification of routes nationwide and any new routes in our state. While the movement of people and commerce/goods are ideal for the planet when executed via rail, rail that is electric, not diesel, is maximally good for us all. Investments now and into the future should be grounded in this reality. The last thing our country needs is another avenue for the proliferation of carbon emissions, particulate matter, and pollution in our towns and cities.

Finally, we fully support and request an engaging public hearing after the July 1st final briefs deadline that has been outlined in document 51021.

Thank you for your time and consideration and the opportunity to comment.

Sincerely,

Angelle Bradford

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Intern Manager and Sierra Student Liaison
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