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September 7, 2022

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Office of Proceedings
September 7, 2022
Part of
Public Record

Mr. Martin J. Oberman
Chairman
Surface Transportation Board
395 E Street SW
Washington, DC 20423

Dear Chairman Oberman,

The proposed merger between the Canadian Pacific (CP) Railway and Kansas City Southern has generated concern in the State of Minnesota over the potential negative economic impacts on our community. Attached is a letter from elected officials in Saint Paul and Minneapolis articulating these issues and highlighting the desire to preserve for public use four CP rail corridors that are currently idle or under-utilized.

As proposed, the merger will move the CP headquarters from Minneapolis, Minnesota to Kansas City, Missouri. As a result, 207 jobs and an estimated \$15 million in wages will be lost or transferred out of our state. I urge the Surface Transportation Board (STB) to strongly consider the concerns outlined by these officials, and the impact on the affected employees and our community in its review of this merger application.

Conveying idle or under-utilized corridors to public entities would be one way to help offset the harm that CP will cause by these lost jobs. Converting former railroad right-of-way to bicycle and pedestrian use is proven to generate economic development, provide greater opportunity, improve public health, and address climate change. Preserving these corridors for public use will ensure that future generations of Minnesotans will be able to benefit from these assets.

Thank you for your attention to this important issue. I look forward to continued dialogue with the STB on behalf of my constituents.

Sincerely,

Betty McCollum
Member of Congress

Minnesota Senate
Minnesota House



SAINT PAUL
MINNESOTA

July 22, 2022

Sent electronically

Congresswoman Betty McCollum
2256 Rayburn House Office Building
Washington, DC 20515

Dear Congresswoman McCollum,

As you are aware, Canadian Pacific (CP) Railway and Kansas City Southern have filed a merger application with the Surface Transportation Board, to create Canadian Pacific Kansas City, which would be the only single-line railroad linking the United States, Mexico, and Canada.

While this merger offers benefits to railroads and the state of Missouri, it will move 207 jobs from Minnesota (135 headquarters jobs and 72 local dispatcher and clerical jobs) to Kansas City. This is an estimated transfer of \$15 million in annual wages out of our state.

The Surface Transportation Board's approval is necessary for the merger to proceed. The merger is more likely to succeed in this process should they have support from those congressional delegations whose states are most affected. We are writing to ask you to first ensure that there will be some benefit to the Minnesota public who will be harmed by the merger.

Conventional wisdom holds that the public has no ability to affect the behavior of railroads because of longstanding federal laws and regulations written in their favor. One of the few opportunities to gain the attention of railroads are moments such as this. In both Saint Paul and Minneapolis, there are opportunities to seek actions on the part of the railroads that would be in the public interest.

Four CP corridors are idle or under-utilized, located in dense urban settings, with enormous potential to be game changers in walking/biking mobility and economic development (*Please see the map appended at the end of this letter.*) :

1. Greenway Extension Spur, a 2.6-mile east-west pathway connecting the Hiawatha Industrial Spur at Lake Street with the CP main line in Saint Paul via the Short Line Bridge over the Mississippi River. Repurposed, it would be the key link in a transformative trail/transit network that would extend the popular Midtown Greenway into Saint Paul's Midway district and beyond. The Greenway Impact Study found that the connection will generate over \$3 billion in economic development as well as \$30 million in annual tax revenue.
2. Highland Park Spur, an idle 3.5-mile right of way paralleling West 7th Street and Cleveland Avenue in Saint Paul's West End and Highland Park districts that served the Ford assembly plant. It has significant redeployment potential due to its neighborhood connectivity, a uniformly wide off-street pathway and proximity to MSP Airport and the Mississippi River.
3. Hiawatha Industrial Spur, a once booming 2.6-mile freight corridor running next to Hiawatha Avenue between Lake Street and Minnehaha Falls Regional Park in Minneapolis. There, rail traffic has dwindled to 40 carloads per week as trackside flour mills and grain elevators give way to high density residential and light commercial usage having easy access to transit, MSP Airport and downtown.
4. Paynesville Subdivision – 14th Ave N Spur, a rail spur ripe for redevelopment that stretches from the Camden neighborhood in North Minneapolis south to the Star Tribune building.

Converting former railroad right-of-way to bicycle and pedestrian use has been proven to be hugely beneficial for economic development, greater opportunity, public health, and climate action. This is most obviously demonstrated by the Midtown Greenway in Hennepin County - the most well used trail for walking, bicycling, and rolling in Minnesota. The recently opened Ayd Mill Trail in Saint Paul is another outstanding and well used example. Connecting these two crown jewels to each other would be a tremendous boon to our residents' quality of life. The other rail spurs offer significant public benefits, including connecting the new Highland Bridge redevelopment to downtown Saint Paul.

In the interest of the State of Minnesota, our economy, our climate and greater opportunity for those who are underserved, we would ask you to make any support for this merger contingent upon:

- Public ownership and control of these CP rights-of-way.
- A joint rail-with-trail usage arrangement over the Short Line Bridge over the Mississippi River, then eastward into Saint Paul.
- CP assistance with shipper relocation and track abandonment proceedings.
- CP assumption of environmental liability where appropriate.

Now is an opportune time to offset some of the harm that CP will cause by moving jobs out of Minnesota and seize the moment to preserve these pathways for the public good before they are sold to private interests and lost to the public forever.

Very truly yours,

Senator Scott Dibble
Senator Kari Dziedzic
Senator Fong Hawj
Senator Sandra Pappas
Representative Frank Hornstein
Representative Jim Davnie
Representative Aisha Gomez
Representative Alice Hausman
Representative Sydney Jordan
Representative Fue Lee
Representative Jamie Long
Minneapolis Council President Andrea Jenkins
Minneapolis Council Member Jason Chavez
Minneapolis Council Member Aisha Chughtai
Minneapolis Council Member Andrew Johnson
Minneapolis Council Member Elliott Payne
Minneapolis Council Member Robin Wonsley
Minneapolis Park Board President Meg Forney
Minneapolis Park Commissioner Becky Alper
Minneapolis Park Commissioner Tom Olsen
Saint Paul Council President Amy Brendmoen
Saint Paul Councilmember Rebecca Noecker
Saint Paul Councilmember Jane Prince

