

305393

ENTERED
Office of Proceedings
September 28, 2022
Part of
Public Record

*Remarks by Bill Gluba
former Mayor of Davenport,
Iowa at a public hearing of the
Surface Transportation Board,
Washington, DC,
+-

Good afternoon. My name is Bill Gluba, I'm a resident of Davenport, Iowa where I served four terms as mayor. On the screen you will see pictures of our beautiful Mississippi river front recreational corridor, where thousands of people congregate. It's been referred to it as Iowa's front porch. It's our identity. Running through it is the Canadian Pacific railroad.

I am here in opposition to the \$31 billion Canadian Pacific and Kansas City Southern merger. There are numerous reasons to stop this merger.

First, a major reason for this merger is to create an above ground crude oil pipeline from Canada to Mexico using rail tanker cars. **This will be a pipeline on wheels. It's essentially an end run around the failed Keystone pipeline.** Rather than run the oil through an underground pipeline, we'll see it transported by triple the number of rail tanker cars, lengthier trains, faster travel resulting in more rail disasters. Climate change is happening at an alarming rate and to save mankind and our planet we must wean the world off fossil fuels. This by itself should be enough to reject this scheme. President **Biden understood this when he halted Keystone.**

Second, this rail merger limits competition, creates a railroad monopoly that will result in higher freight costs, price gouging, deteriorating service and inflation. And if you think there is a shortage of freight cars today, just wait and see how many less are available once CP increases the hauling of the more lucrative crude oil. Tanker cars will replace freight cars and every other rail user will be short changed. Not good for America for commerce.

Thirdly, the tactics CP officials used when they contacted local officials about the merger were outrageous, wrong and borderline illegal. They bullied and railroaded them into agreements by suggesting the merger was a "done deal" just waiting to be approved by STB and there is nothing that can be done to stop it. *"So, take what we give you and be quiet about it or you'll get nothing"*. Advising them they could get the rest of the

money needed to fix things with grants from the Federal government. This amounts to forcing American taxpayers to subsidize the costs of this foreign corporation's merger. One editorial writer referred to their tactics as a form of "bribery".

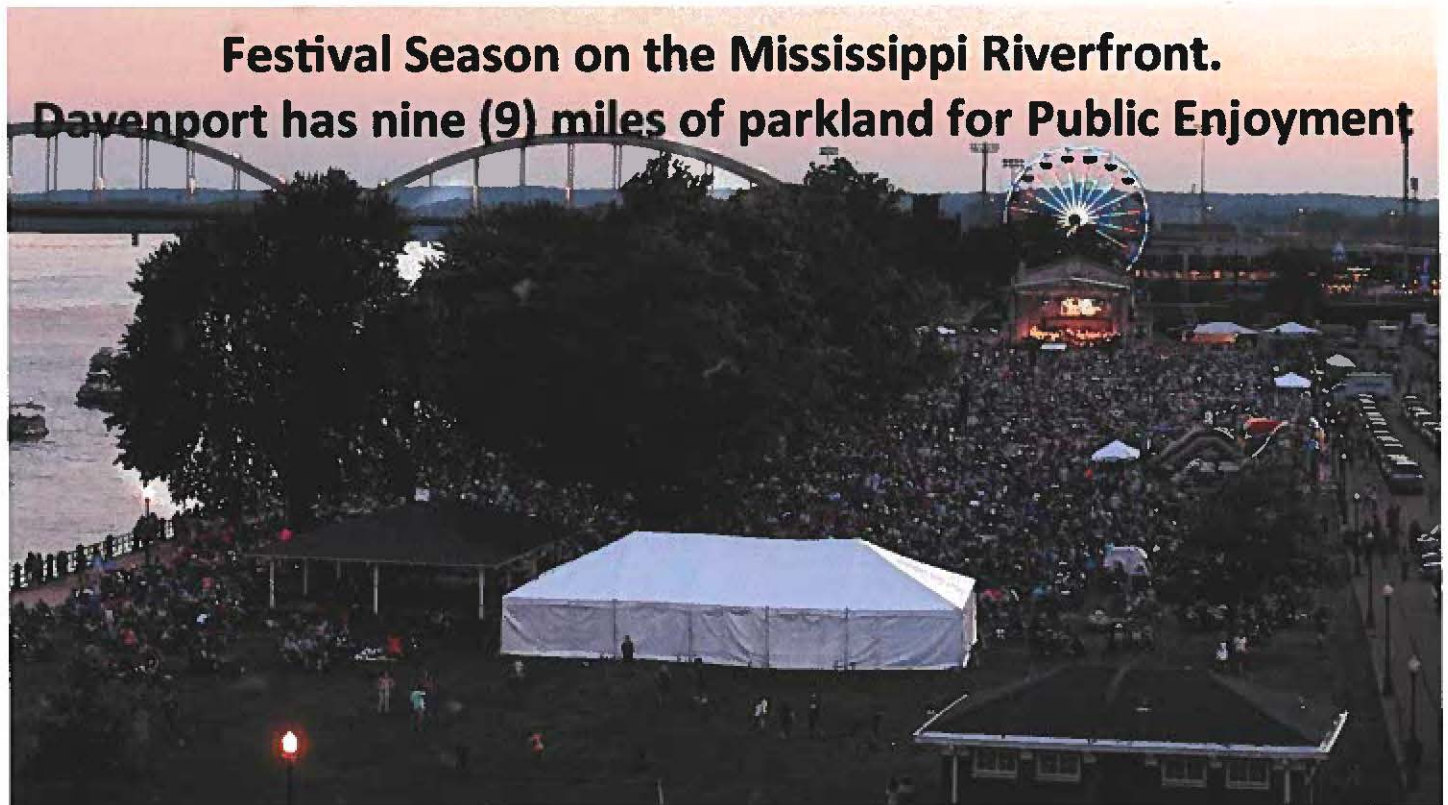
Fourth, Davenport is an old city incorporated in 1836 with many historic buildings along the right of way and **CP has shown a complete lack of sensitivity to them.** The extra vibration caused by this increased train traffic will destroy them.

Fifth, the merger will cause irrevocable damage to the environment and very fabric of the small towns and cities from Canada to Mexico. **It will jeopardize the lives of thousands of people in the United States.** Davenport has invested hundreds of millions of dollars to draw people to our Mississippi riverfront and make it the most spectacular in America. Thousands of people congregate around the many recreation and leisure time amenities located there. They enjoy concerts in LeClaire Park, watch minor league ball games in our stadium, shop at our Farmers Market, and hundreds of people from around the world deboard from the Mississippi river excursion ships that dock at our River Heritage Park.

What do all these events have in common? People! And lots of them! See slides being shown. The report you ordered confirms that of all the cities along the proposed 2000-mile train route, the most severely impacted by this merger is a short 14,000-foot section running through Davenport's recreational corridor. Because of the thousands of people who frequent this area, **this is the railroad stretch that presents the most severe threat to the lives of people should a derailment take place. And train derailments happen all the time.** Davenport has accommodated the handful of freight trains, but to jump to 22 or more trains per day, many carrying flammable shale oil from Canada will present a clear and present danger to the thousands of people. **When one of these trains derails while passing thru one of these mega public events, it won't be 47 people killed like the tragic event in Canada, it will be hundreds of people killed.** This is a disaster of monumental proportions just waiting to happen. **And you have the power to prevent it.**

To eliminate this threat, what I am proposing is a bit like placing a surgical stent (a subterranean tunnel) through this park section. State Highway 67 runs right next to this stretch, so a subway-type tunnel could be constructed under this public roadway.

If we can put a man on the moon, we can certainly figure out how to build a short sub-way tunnel to protect human life. CP has only agreed to spend up to \$10 million in Davenport, which will not fix the life threatening issues this merger will cause. I would ask this Board to work with CP to create a mitigation fund, to the tune of \$3 billion dollars—10% of the merger—that affected cities can tap into, to create tunnels and other projects this merger will necessitate. This could truly save lives. CP offering a million here and a million there to keep cities from fighting the merger is hardly an approach the STB should support. Compel this Canadian company and its \$31 billion in resources to provide a bigger portion to support cities like Davenport. **You have the power to “send this back to the drawing board”: vote this merger down, have it re-routed, or compel CP to financially fix the issues this merger creates. And if you don’t think you have the authority, ask Congress for it. You are currently up for reauthorization, and now is the time.** Thank you for listening.





Planned Destination Play Place

RR Tracks
separate
parks from
parking,
streets,
cultural
centers
and
restaurants

"Davenport's Front Porch"



MULTI-GENERATIONAL COMMUNITY PICNICS AT RIVERFRONT PARKS

