

EI-32676

October 10, 2022
334 Circle Drive
Riverdale, IA 52722

Surface Transportation Board
395 E. Street SW
Washington, D.C
20423



Attention: Mr. Martin Oberman
Ref: FD 36500

Dear Mr. Oberman,

I thank you for the opportunity to write to you today to voice my thoughts, concerns, and suggestions regarding the Federal Surface Transportation Board's study, review and eventual denial or approval of the proposed Canadian Pacific acquisition of Kansas City Southern Railroad and, if this were to be approved by the Board, the eventual impact on citizens, cities, businesses, the environment and over-all health and improvement of our country.

Much has been made as to the negative impact this merger will have on cities and homeowners along its route. Pollution, accidents, spills, emergency access delays, toxic hazards. These concerns alone could fill several books and would be catalogued in the non-fiction section of our libraries. But as the days have passed since I was first made aware of this proposed merger, after reading the available documentation, attending local meetings, and digging deeper into the issue, it has now become apparent to me that matters such as environmental concerns, quality of life, property values, these concerns have no bearing on the Surface Transportation Board's eventual approval or denial of the proposed merger. I have learned that the Board's only consideration is regarding the economy and commerce. And, to further emphasize the futility in pointing out or presenting other concerns, I have learned that the "Railroads can pretty much do whatever they want." That the laws and regulations (or lack of thereof) date back to the 1800's and are still in effect today. Therefore, any environmental concerns have no bearing. Any quality-of-life concerns have no bearing. Any safety concerns have no bearing. I have been told, "It's a done deal. There is nothing anyone can do to prevent this merger."

Is this true? Are we predestined to be regulated following 100-year-old rules and regulations written at a time prior to today's climate change concerns? Written, for that matter, even prior to the world's use of massive amounts of fossil fuels? Written long before the knowledge and understanding of the destructive results placed on our lands, air and waters due to, once again, fossil fuels?

If economics and commerce is all we care about, and heaven forbid that is not the case, but if it is, then does this merger and the hauling of car load after car load of tar sands oil across a thousand plus miles of the country, passing through literally the Bread Basket of the United States, and right alongside one of the world's longest and largest and most critical of rivers, (which by the way is also one of our country's most used transportation avenues for commerce and the economy,) is this merger taking us in the right direction? Is moving this material from Canada, across the entire United States only then to be refined and not used here, but sent on to our southern neighbors, is this truly good for our commerce? For our economy? And if it is, then how long and at what risks will this arrangement prove beneficial? Are we not, is the entire globe not, aiming to move away from the use of fossil fuels and toward energy sources that are more kind to the planet and its life?

I ask the Board, therefore, to weigh not just short-term gains for commerce, but to look more into the further. Is this merger and all it represents so great that it must be approved? Or will this merger bring in revenue for only a brief time, producing a short-lived profit, after which leaving behind cities whose growth has been stymied, citizens who's daily lives have been permanently altered and an environment further stressed?

I ask, therefore, that as our Surface Transportation Board, please look beyond monetary profits. Please weigh in the balance the costs that will be realized both financial and non-financial, a year, five years, ten years from now should such a merger be allowed.

Thank you again for your time, your research, and for this opportunity to share concerns and suggestions.

Respectfully,

A handwritten signature in black ink, reading "Teresa L. Stickler". The script is cursive and fluid, with the first letters of each word being capitalized and prominent.

Teresa L. Stickler