

1 IN RE: PROPOSED ACQUISITION OF THE KANSAS CITY SOUTHERN
2 BY CANADIAN PACIFIC

3
4 DOCKET No. FD 36500

5
6 TRANSCRIPT FROM THE PROCEEDING taken before
7 the Surface Transportation Board by MICHELLE M.
8 CETKOVIC, CSR, at The Westin Chicago Northwest, 400 Park
9 Boulevard, Itasca, Illinois, on September 12, 2022, at
10 5:49 p.m. CST.

1 A P P E A R A N C E S:

2 VANASSE HANGEN BRUSTLIN (VHB) by
3 MR. ALAN SUMMERVILLE,
4 Vice President;

5 MS. CANDICE ANDRE
6 Senior Project Manager;
7 MS. KARA PEACH
8 Transportation Planner

9 940 Main Campus Drive, Suite 500
10 Raleigh, North Carolina 27606

11 SURFACE TRANSPORTATION BOARD by

12 MR. JOSHUA WAYLAND,
13 Environmental Protection Specialist
14 Surface Transportation Board
15 Office of Environmental Analysis
16 and
17 Project Manager
18 Environmental Impact Statement
19 Surface Transportation Board
20 c/o VHB
21 940 Main Campus Drive, Suite 500
22 Raleigh, North Carolina 27606

23 MS. DANIELLE GOSSELIN
24 Director
Surface Transportation Board
Office of Environmental Analysis
MR. ALAN TABACHNICK
Historic Preservation Specialist
Surface Transportation Board
Office of Environmental Analysis

1	I N D E X	
2		PAGE
3	COMMENTS BY:	
4	Dorie Calip	7
	Resident of Itasca	
5		
	David Barry	11
6	Resident of Bartlett	
7	Sandra Falco	12
	Resident of Wood Dale	
8		
	Graham Bridgman	12
9	Recording studio owner	
10	Joshua Wayland	14
11	Seth Lewis	29
	Illinois State Representative, 45th District	
12		
	Diane Pappas	31
13	Illinois State Representative, 23rd District	
14	Mary FitzGerald Ozog	32
	DuPage County Board Member, District 4	
15		
	Kurtis Pozsgay	36
16	Community and Economic Development Director, Village of Bensenville	
17		
	Tom Wilcox	39
18	Counsel, Coalition to Stop CPKC of Washington, D.C.	
19	Carie Anne Ergo	42
	Village Administrator, Village of Itasca	
20		
	Jeff Pruyn	44
21	Mayor, Village of Itasca	
22	Raja Krishnamoorthi	46
	Congressman, 8th District of Illinois	
23		
	Cristopher Snyder	49
24	Director of Transportation/County Engineer, DuPage County	

1	Karyn Robles	51
	Director of Transportation, Village of Schaumburg	
2		
	Greg Vesta	54
3	Police Chief, City of Wood Dale	
4	Steve Herron	57
	Chief of Police, Village of Roselle	
5		
	Robert O'Connor	59
6	Director of Police, Village of Itasca	
7	Daniel Schulze	61
	Chief of Police, Village of Bensenville	
8		
	Ana Lalley	62
9	Police Chief, City of Elgin	
10	Geoffrey Pretkelis	66
	Chief of Police, Village of Bartlett	
11		
	James Burke	68
12	Fire Chief, Wood Dale Fire Protection District	
13	Mark Bozik	71
	Fire Chief, Village of Roselle	
14		
	James Schneidwind	74
15	Chief, Itasca Fire Protection District	
16	Eric Fors	76
	Fire Chief, Village of Hanover Park	
17		
	William Gabrenya	79
18	Fire Chief, Bartlett Fire Protection District	
19	Robb Cagann	82
	Fire Chief, City of Elgin	
20		
	Enrique D. Romero	86
21		
	David Pileski	87
22	Mayor, Village of Roselle	
23	Evan Summers	89
	Village Manager, Village of Bensenville	
24		

1	Shubhra Govind	92
2	Director of Community and Economic Development, Village	
3	of Hanover Park	
4	Rick Kozal	95
5	City Manager, City of Elgin	
6	Paula Schumacher	97
7	Village Administrator, Village of Bartlett	
8	Nunzio Pulice	99
9	Mayor, City of Wood Dale	
10	Rodney Craig	103
11	Mayor, Village of Hanover Park	
12	David Kaptain	105
13	Mayor, City of Elgin	
14	Kevin Wallace	108
15	Mayor, Village of Bartlett	
16	Frank DiSimone	112
17	Mayor, Village of Bensenville	
18	Sarah Albrecht	114
19	Resident of Roselle	
20	William Benz	116
21	Chief Ethics Officer and Special Projects for the	
22	Northeast Illinois Regional Commuter Railroad	
23	Corporation	
24	Douglas Halverson	119
	Chief, Bensenville Fire Protection District	
	Kari Harris	122
	Manager of Environmental Impact for the U.S. operating	
	railroad subsidiaries of the Canadian National Railway	
	Company doing business as CN	
	David Webb	125
	Deputy Village Manager, Village of Hanover Park	
	Wayne Richards	127
	Resident of DuPage County	

1 Michael Wolfe 128
Resident of Itasca

2
3 John Cieslak 130
Resident of Wood Dale

4 Ed Kaszynski 132
Resident of Wood Dale

5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24

1 MS. ANDRE: Another opportunity to provide a formal
2 comment, we do have a court reporter here. She is now
3 available. If anyone would like to say and provide a
4 verbal comment, we have another opportunity available
5 now. Thank you.

6 MS. CALIP: Dorie Calip. That's D-O-R-I-E as in
7 Edward. The last name is spelled C as in Charles-A-L as
8 in Larry-I-P as in Peter.

9 I am a critical care nurse. I am an ICU and
10 CCU nurse, so I know what I am talking about. I have
11 lived in Itasca since, you know, 1975. Being a critical
12 care nurse all of this time, I am just worried about
13 the -- this train that's going to pass through Itasca,
14 and it's going to -- because the train divides the north
15 and south Itasca. Then the people -- and we have only
16 four intersections in Itasca. That is Rohlwing Road,
17 Catalpa, Walnut, and Parkside. That's the only
18 intersections between the south of Itasca and the north
19 of Itasca. So the first responders, the fire department
20 and the police department, are all in the south side, so
21 the train, if it's -- if there is a train in there,
22 there is no way for them to go to the south -- to the
23 north side of Itasca, so if there is an emergency for
24 the residents on the north side, like a heart attack or

1 a stroke, those are the two conditions that we really
2 need an emergency, which we cannot get any help because
3 our first responders are in the south side, so the train
4 will be blocking them, so for this kind of situation
5 here specifically, the time is of the essence. You need
6 that first responders right away because for the heart
7 attack, you know, the patient, you need to -- I don't
8 know, okay, you can talk about CPR, but it's different
9 when you have the defibrillator. You jump start the
10 heart, which is because, you know, it will kick in right
11 away because if you get it started, you can get the
12 defibrillator, it is good. You can kick in the heart
13 right away rather than you don't even know if you can
14 get people which are really good in CPR. Anyways,
15 people that are strong, and to know the exact how many,
16 you know, pressure we have to put and, you know, the
17 oxygen, they don't have that, so you are losing a lot of
18 time, you know. And then at the same time too, if the
19 first responders are there, they can start the IV right
20 away before you lose it because what -- you know, if you
21 lose oxygen, once the patient is unconscious, that the
22 veins collapse. It's difficult to start an IV, and so
23 it's difficult, it takes time to discover for the
24 emergency medication, so all of those situations is a

1 lot of time if you don't get the first responders. So
2 that is in the case of a heart attack. Now in a stroke,
3 time is of the essence too because, okay, with the first
4 responder, you know, they can check the lungs of a
5 patient, they can check the patient's -- you know, open
6 your mouth and check the tongue and if it's going to one
7 side, also you can check -- you can make them make a
8 smile, and then, you know, when the lips were to one
9 side, let the patient talk and if the speech is slurred,
10 you know, and then look down, you know, you can tell
11 right away when it's a stroke by they evaluating them,
12 and the first responders are getting very good in that,
13 you know, so when -- because in a stroke, time is of the
14 essence to get to the patient for the history of about
15 the patient, neurological of the patient. It's very
16 fast. You have to know these things. So the first
17 responder will assess the patient when it's that they
18 are starting so they know right away, and if they get
19 to -- they can assess the patient that's starting with a
20 stroke, they can call the emergency room right away, and
21 the emergency room can prepare right away with some
22 medication. That's very important. You have to start
23 right away. So -- and if we are held, we cannot get to
24 those emergencies because we are on the side that is

1 blocked, but the -- that we are blocked. So if we take
2 a lot of time with these patients, either they die or
3 they'll be a vegetable because as a patient, people
4 get -- they just cannot breathe. What happens, they
5 will be like this, you know, so time is of the essence
6 for those two conditions I told you. Those are just
7 emergencies. I work, and I am a CCU and ICU for many,
8 many years, so I know what I am talking about. And I
9 live in the north side of town, which we cannot get
10 first responders. We cannot get them because of the
11 railroad. The railroad blocks our -- our emergencies
12 that go to the other side because the railroad tracks
13 divided Itasca into north and south, and so if you are
14 in the south side, that's where the ambulance, you know
15 that's where the police department, and they are in the
16 south side. In the north side of which I live, the
17 whole train is stationed blocking, the train is
18 stationed from end to end of Itasca, the end to end,
19 because we have four intersections. That is 53, and
20 then we have Catalpa, and we have Walnut, and then we
21 have Parkside, though the whole line was blocked. So
22 before tonight, we feel for the code, no ambulance can
23 come to see us, so you are wasting your time. And this
24 will be long trains. These are cargo trains, very long

1 trains, so that the time is of the essence in this to
2 save a patient. So the life of the people, the life of
3 the people in our area, are in jeopardy. We lose them
4 because of the train that's blocking our first
5 responders. I think it's important. I think it makes
6 sense because it's a matter of life and death. They
7 block the town. This is a matter of medical emergency.
8 You block the ambulance, you block everything. And
9 that's a very long train. And I know it. My concern is
10 the medical because of being a nurse, and that's my main
11 thing to say. This is the life of the people in my town
12 because they are blocking the whole town. Thank you
13 very much.

14 MR. BARRY: Dave Barry, B-A-R-R-Y. I am a 15 year
15 resident of Bartlett, Illinois, and I am speaking
16 against the merger.

17 I live in the south side of Bartlett, and I
18 travel more through the rail tracks on a regular basis
19 for shopping, business, and to attend church. The
20 merger will unduly then hinder these activities. I am
21 also a Bartlett library trustee. While the board has
22 yet to adopt an official position, I believe that extra
23 freight trains will unduly interfere with approximately
24 50 percent of our patrons use of the library. As a

1 member of the Bartlett Lions Club, we run the July 4th
2 parade that runs through Bartlett's north side to the
3 south side across the railroad tracks, and these extra
4 freight trains could interfere with the parade and hold
5 everything up. Thank you.

6 MS. FALCO: My name is Sandra, S-A-N-D-R-A, Falco,
7 F-A-L-C-O, and my statement is we live near Ash Drive
8 and Irving Park Road. Heavy freight traffic will cause
9 traffic to back up both down residential streets off of
10 Ash and around the corner on Irving Park Road because
11 Ash Drive from the grade crossing to Irving Park Road is
12 less than a full block. The traffic is going to be
13 horrible, the road rage is going to increase, and there
14 will be cars backed all of the way down the residential
15 streets in our neighborhoods. There is a street, that
16 would be Potter, and if people are having to wait for a
17 train, traffic will be backed on Potter either way and
18 into the residential neighborhoods. Potter is the first
19 street south of that crossing. Ash Drive is the only
20 crossing to go south of the railroad tracks between Wood
21 Dale Road and Route 83. I appreciate you taking my
22 statement.

23 MR. BRIDGMAN: Graham, G-R-A-H-A-M, Bridgman,
24 B-R-I-D-G-M-A-N. I have a recording studio near the

1 tracks, so additional train traffic would make it
2 difficult to record in my studio. Thanks so much. Have
3 a great day.

4 * * * * *

5 MS. ANDRE: Good evening. How is the sound? Can
6 everyone hear? Okay. Perfect.

7 Well, thank you everyone for participating
8 tonight. We are really excited to see this much
9 interest in this project. I just want to say hello and
10 welcome to the public meeting for the Draft
11 Environmental Impact Statement on the proposed
12 acquisition of the Kansas City Southern by Canadian
13 Pacific. The docket number for this proposed
14 acquisition is FD 36500.

15 Before we get started with the formal comment
16 section, I would like to introduce Danielle Gosselin,
17 Director of the Office of Environmental Analysis.

18 Danielle.

19 MS. GOSSELIN: Hello everyone. My name is Danielle
20 Gosselin. I am the Director of the Office of
21 Environmental Analysis of the Surface Transportation
22 Board. I wanted to welcome you all here tonight to the
23 public meeting for the Draft EIS on -- of the proposed
24 acquisition of the Kansas City Southern by Canadian

1 Pacific. I am joined here tonight with my colleagues
2 Josh Wayland and Alan Tabachnick. Josh is going to do a
3 very short presentation, and then we are -- I am going
4 to listen to your comments. Thank you again for joining
5 us tonight, and we look forward to hearing from you.

6 MR. WAYLAND: Hi everyone. Thank you again for
7 attending. As Danielle said, my name is Josh Wayland.
8 I am the Acting Deputy Director of the Office of
9 Environmental Analysis at the Surface Transportation
10 Board, and I am the project manager for the
11 Environmental Impact Statement that the Office of
12 Environmental Analysis, or OEA, is preparing for this
13 proposed railroad acquisition. The main purpose of
14 tonight's meeting is to hear from all of you to hear
15 comments from the public and from agencies, and elected
16 official, and other stakeholders on the Draft EIS, so I
17 want to keep this presentation very brief and get
18 through it as soon as I can because there will be as
19 much time as possible for comments as we do have a full
20 house we see and as you can see.

21 Here are topics I would like to cover very
22 briefly in this presentation. I'll start off by
23 introducing the Service Transportation Board, the
24 railroad applicants in this case, and the proposed

1 acquisition itself. Then, I'll briefly talk about the
2 environmental review process, where we have been so far
3 and where we're going to go next. I'll very briefly
4 summarize some of the findings in the Draft
5 Environmental Impact Statement. And then, I'll talk
6 about next steps and how we can stay engaged in comment
7 on the Draft EIS.

8 I'll start off by introducing the federal
9 agency that we have mentioned. I work for the Surface
10 Transportation Board. The Surface Transportation Board
11 is an independent federal agency with broad economic
12 regulatory oversight of railroads, including railroad
13 mergers and acquisitions.

14 I work for the Office of Environmental
15 Analysis at the Surface Transportation Board. We are
16 the office at the Board that is responsible for making
17 sure that the Board meets its responsibilities under the
18 National Environmental Policy Act and other related
19 environmental laws.

20 This proposed acquisition is not a project
21 that is being sponsored by or funded by the federal
22 government. The applicants in this case are two Class I
23 railroads, Canadian Pacific and Kansas City Southern.
24 Now, I am going to refer to the acronyms from here on

1 out, CP and KSC. CP refers to Canadian Pacific and its
2 US rail carrier subsidiaries, and Kansas City -- and KCS
3 refers to Kansas City Southern and its subsidiaries.

4 CP and KCS jointly filed an application with
5 the Surface Transportation Board seeking authority from
6 the Board for CP to acquire KCS. If this would occur,
7 then the two rail networks would combine to form one new
8 network to be known as Canadian Pacific Kansas City or
9 CPKC, and this would be what we call an end-to-end
10 merger because those two networks do not currently
11 overlap. It would be the first railroad network to
12 extend from Canada through the United States and into
13 Mexico.

14 We expect that the proposed acquisition would
15 result in a number of changes that could result in
16 environmental impacts. Those would include changes in
17 rail traffic on portions of the combined network,
18 changes in operational activity at the rail yards and
19 intermodal facilities, and the addition of capital
20 improvements within the rail right-of-way, including
21 adding new passing sidings, extending the existing
22 sidings, and adding double track or facility working
23 track within the railroad right-of-way --

24 According to the applicants, CP and KCS, the

1 purpose of the proposed acquisition is to combine
2 America's two smallest but fastest-growing Class 1
3 railroads to build a more efficient and more competitive
4 rail network. They state that the proposed acquisition
5 would further the need for expanded and more capable and
6 efficient transportation infrastructure while still
7 advancing the interests of current and future customers
8 in more reliable and economical rail transportation
9 options serving important North-South trade flows. The
10 applicants also state that they expect that the proposed
11 acquisition would generate environmental benefits by
12 removing more than 60,000 trucks each year from the
13 nation's highways.

14 I had mentioned that I work for the Office of
15 Environmental Analysis, and our job is to make sure that
16 the Surface Transportation Board is meeting its
17 responsibilities under the National Environmental Policy
18 Act. The National Environmental Policy Act requires
19 that federal agencies consider the impacts of their
20 decisions on the environment. We, in order to meet
21 those responsibilities, are preparing an Environmental
22 Impact Statement, or EIS, and that will examine and does
23 examine the potential impacts of the proposed
24 acquisition on the environment. We have prepared a

1 Draft Environmental Impact Statement that we issued in
2 August, and after the process of getting comments is
3 complete, we will prepare a Final EIS. It is also our
4 job to make sure that the Board complies with other
5 related environmental regulations and statutes and
6 executive orders, including Section 106 of the National
7 Historic Preservation Act and the Endangered Species
8 Act.

9 This slide shows the generalized schedule of
10 the environmental review process. This process started
11 back last fall when we issued a Notice of Intent to
12 Prepare an Environmental Impact Statement. At that
13 time, we held public meetings, gathered input from
14 stakeholders and the public about the scope of the
15 Environmental Impact Statement. We had asked what the
16 potential im- -- or potential issues that people were
17 concerned about, what we should look at in our analysis.
18 After the end of scoping, we began preparing the Draft
19 Environmental Impact Statement, and on August 5th, we
20 issued that Draft Environmental Impact Statement for
21 public review and comments, and that's where we are now.
22 We will be accepting public comments on the Draft EIS
23 until October 14th, and after that time, we will prepare
24 a Final Environmental Impact Statement that will respond

1 to each and every comment and make any necessary changes
2 to Draft Environmental Impact Statement based on those
3 comments. After the Final EIS is issued, the Board will
4 issue it's final decision on the proposed acquisition.

5 So the Draft EIS focuses on the number of
6 potential impacts, including increases in rail traffic,
7 changes in vehicular traffic near intermodal facilities,
8 and, as I have mentioned earlier, capital improvements
9 within the rail right-of-way.

10 The Draft EIS also sets forth our preliminary
11 recommendations for environmental mitigation. A Final
12 EIS, that we will prepare at the end of the process,
13 we'll make our final recommendations to the Board about
14 potential environmental mitigation. And we certainly
15 want to hear from all of you, members of the public,
16 elected officials, agencies and other stakeholders,
17 about the recom- -- any mitigation that we recommended
18 in the Draft EIS and for other types of mitigation that
19 might be appropriate.

20 The Draft EIS focuses on locations where
21 increases in rail traffic would meet or exceed the
22 Board's thresholds for environmental review. The
23 general threshold that the Board has for conducting an
24 environmental review is an increase in train traffic of

1 eight or more trains per day. In areas that are in
2 nonattainment under the Clean Air Act, there is an
3 additional threshold of three trains per day for air
4 quality impacts. So the Draft Environmental Impact
5 Statement focuses on locations where rail traffic would
6 increase by eight or more trains per day, and that is
7 shown on this map here with darker colors representing
8 larger projected increases in rail traffic.

9 These are the topics that the Draft EIS
10 discusses. We analyzed and assessed a number of
11 potential impacts, including freight and passenger rail
12 safety, grade crossing safety and delay, noise and
13 vibration, air quality and climate change. I'm going to
14 go through each of these. I'm going to go over the next
15 few slides, again, very briefly because we want to
16 reserve as much time as possible to hear your comments.

17 Now, the Draft EIS concludes that the major
18 impact of the proposed acquisition would be noise
19 impacts from passing trains.

20 We define an adverse noise impact as being an
21 increase in average noise levels of 3 A-weighted
22 decibels or more and reaching a day-night average sound
23 level of 65 decibels or above. We identified many
24 receptors across the combined network that would

1 experience a noise impact. And when I say receptors,
2 I'm referring to different locations that are
3 particularly sensitive to noise. These are places like
4 residences, schools, nursing homes, and places of
5 worship. Across the entire network, we identified 6,307
6 receptors that would experience an adverse noise impact
7 as a result of the proposed acquisition.

8 During our analysis, we specifically assessed
9 whether the proposed acquisition would result in
10 disproportionately high and adverse impacts on
11 environmental justice populations, including minority
12 and low income populations. We concluded that those
13 acquisitions would not result in disproportionately high
14 and adverse impacts on those environmental justice
15 populations. When it comes to noise, that is in part
16 because the majority of adverse noise impacts would
17 occur in non-environmental justice populations.

18 The Draft EIS also discussions passenger and
19 freight rail safety as well as safety at
20 at-grade/roadway grade of crossings. Because the
21 proposed acquisition is projected to result in increased
22 rail traffic, that means that the potential for a
23 rail-related accident or incident, including derailments
24 and spills or collision, would increase on many rail

1 lines as a result of this transaction. There also will
2 be an increase in the potential for a collision at grade
3 crossings that would involve motor vehicles or
4 pedestrians. However, we found that the absolute risk
5 of such accidents occurring across the system would
6 remain low.

7 In terms of delay, average delay would
8 increase at many grade crossings across the combined
9 network. And we expect that based on the information
10 provided by the applicants, that the average gate down
11 time where that is the amount of time that it would take
12 the average freight train to pass through the crossing
13 would actually decrease on many grade crossings across
14 the network because the applicants project that train
15 lengths would also -- would decrease. However, due to
16 the increased number of freight trains passing through
17 those crossings, the amount of vehicles delayed at
18 crossings would increase.

19 One of the reasons that the proposed
20 acquisition is projected to increase rail traffic is
21 because it is expected that some frame that currently
22 moves by truck would move by rail instead. The proposed
23 acquisition is projected to divert approximately 64,000
24 trucks annually to rail. This local truck traffic could

1 increase near certain intermodal facilities, but we
2 expect that those impacts would be negligible.

3 Because of the diversion of trucks-to-rail,
4 the proposed acquisition is expected to increase overall
5 energy efficiency, and it's not expected to increase
6 overall air emissions. It could result in an overall
7 decrease in air emissions, including greenhouse gas
8 emissions. However, it would affect where emissions
9 occur, and we did find that emissions of nitrogen
10 oxides, which is a precursor chemical for ozone, would
11 increase in three nonattainment and maintenance areas
12 for ozone across the rail network.

13 The Draft EIS concludes that other types
14 impacts would be minor. We do not expect that the
15 proposed acquisitions would adversely affect historical
16 buildings, structures, or archeological sites that are
17 eligible for listing or listed in the National Register
18 of Historic Places.

19 We don't expect that the proposed acquisition
20 would have a major impact on hazardous materials release
21 sites, biological resources, or water resources.

22 And we also considered whether the proposed
23 acquisition could result in impacts when considered
24 along with other reasonably foreseeable planned future

1 actions and did not identify any major impacts that the
2 proposed acquisition would contribute to.

3 Again, this is a very high level and very
4 brief summary of the Draft Environmental Impact
5 Statement. I encourage you to, if you are interested in
6 learning more about how we conducted our assessment or
7 what our conclusions are, to review the Draft EIS itself
8 and the corresponding appendices.

9 Currently, as I have mentioned, in the public
10 commenting portion of the environmental review process,
11 the Draft EIS was issued back on August 5th, and we will
12 be accepting comment until October 14th. After the
13 comment period closes, we will prepare a Final
14 Environmental Impact Statement, a Final EIS, that will
15 respond to every comment that we receive and make any
16 necessary changes to the EIS based on these comments.
17 That Final EIS will set forth our final conclusions
18 about the environmental impact to the proposed
19 acquisition to the decision makers, to the Surface
20 Transportation Board members. It will also make our
21 final recommendations for potential mitigation to
22 address some of the environmental impacts of the merger.

23 After the Final EIS, the Board will consider
24 the entire record, including the entire environmental

1 record -- that includes the Draft EIS, the Final EIS,
2 and all comments that we received -- in making its final
3 decision on whether to approve the proposed acquisition
4 or not and, if they decide to approve it, whether to
5 impose mitigation.

6 All right. Now, I would like to turn now to
7 review the different ways in which you can comment on
8 the Draft EIS. Of course, the purpose of tonight's
9 meeting is to hear oral comments, and we have many
10 people who are pre-registered to deliver those comments
11 this evening. We are also accepting written comments on
12 the Draft EIS, and written and oral comments are treated
13 exactly equally. If you would like to submit written
14 comments, there are a number of ways in which you can do
15 so. We do encourage you to submit your comments
16 electronically, if possible. You can do so through the
17 Board-sponsored project website, which is shown up here
18 on the screen, www.CP-KCSMergerEIS.com, or you can do so
19 through the Board's website, www.stb.gov. If you would
20 like to mail your comments, you can send them to me at
21 the address shown on the screen here. Please note a
22 couple of things. Any comments that you submit will be
23 made public on the Board's website. Please note that
24 any comments have to be postmarked or received by

1 October 14th. And, finally, it would make our jobs a
2 lot easier if you would please reference the docket
3 number in any comments that you submit. The docket
4 number for this proposed acquisition is FD 36500.

5 So I mentioned our project website. That
6 would be www.CP-KCSMergerEIS.com. It contains a lot of
7 information that might be of interest to you, including
8 the Draft EIS itself and an interactive map showing the
9 potential impacts of the proposed acquisition across the
10 network. It also includes this, a public involvement
11 page, where you can submit your written comments
12 directly into the screen shown on your right.

13 If you would like to submit comments as an
14 attachment, as a Word file or a PDF file, then you can
15 do so through the Board's website, www.stb.gov. This
16 slide shows the environmental comment form on the
17 Board's website.

18 I'll leave this slide up as we move into the
19 formal commenting portion of tonight's meeting. Here
20 are the different ways that you can stay engaged
21 throughout the remainder of the environmental review
22 process. Again, you can visit the Board-sponsored
23 project website, the Board website. You can join in our
24 e-mail list to receive project updates by e-mail. We

1 have an online interactive meeting room that sort of
2 meant to replicate this space, but virtually.

3 Again, if you have questions, contact us at
4 Contact@CP-KCSMergerEIS.com or call the information line
5 shown here on the screen.

6 So with that, I'm going to turn it back over
7 to Candice to facilitate tonight's public comment
8 portion of the meeting, but very quickly, I did want to
9 recognize the presents of two of our Surface
10 Transportation Board members. That's Surface
11 Transportation Board Chairman Martin Oberman is here and
12 Board member Michelle Schultz. Thank you both for
13 joining us. I thank you all for attending.

14 MS. ANDRE: Okay. Give us just a minute to
15 transition, please. I know that everybody is anxious to
16 be able to have a little bit of time for their comments.

17 A few things as we begin tonight's comment
18 session portion of the public meeting. First, we
19 brought in a couple of more chairs. If you hear a
20 noise, it's us trying to bring in some additional
21 chairs. There is a couple of sporadic chairs throughout
22 that I see. We have several people that have
23 pre-registered to comment and then also people that have
24 registered out at the registration table tonight to

1 comment. We had advertised this meeting to run until 8
2 p.m., but we are going to extend the meeting until 9:30
3 to try and hear as many comments as we possibly can. So
4 with that, I just wanted to make sure you also knew that
5 the restrooms, if you walk out the doors are to your
6 right down that hallway. We really don't have any
7 breaks planned so we can get as many people upon at the
8 mike tonight as possible.

9 A couple of other ground rules for tonight.
10 So please treat your fellow attendees and the Board
11 staff with respect. Respect the opinions of others,
12 including those with whom you may not agree. Disruptive
13 behavior, including yelling, chanting, protesting, and
14 threatening others will result in removal from the
15 meeting, so please let's be fair. Give everybody a
16 chance at the mike and listen.

17 This comment session is for the community to
18 provide formal comments. This is not a venue for
19 questions and answers. We will be taking all of these
20 comments back, as Josh mentioned, and providing
21 responses to those. Respect the time limits that we
22 have tonight so we can get as many people up to the mike
23 as possible. We have a three-minute time for each
24 commenter. My colleague Kara Peach is going to be

1 helping me monitor that so we make sure we get as many
2 commenters up as possible, and we'll have a timer
3 displayed and a warning card. When you see a yellow
4 card, that means you have one minute remaining in your
5 three-minute portion.

6 As a reminder, Josh mentioned this, all
7 comments written, oral, transcribed, or electronically
8 filed are all carrying the same weight, and we respond
9 to all of those the same; so please keep in mind that
10 you -- there is lots of different ways to provide
11 comments.

12 So to kick off tonight, I'd like to ask first
13 if there are any federal, state, or local elected
14 officials that are not registered to speak that would
15 like to make a comment? And we'll start with federal.
16 Federal elected officials that are not registered to
17 speak, if you can please come to the mike.

18 One other important thing that I forgot, you
19 can come to a mike right here in the middle of the
20 group.

21 Okay. Any state elected officials?

22 ATTENDEE: Here.

23 MS. ANDRE: Okay. Come, please.

24 MR. LEWIS: Hi there. Good evening, everyone. I am

1 Seth Lewis, State Representative, 45th District, which
2 represents five communities here that are going to be
3 affected by this potential merger.

4 On behalf of Illinois and communities we
5 represent, we want you to know that Illinois is a
6 welcoming state. We want commerce. We know that
7 railroads come to Chicago. We understand how important
8 it is that we keep a vital infrastructure, that we have
9 commerce, and we employ people such as the railroad does
10 in the ancillary jobs; however, this merger with what
11 you're asking the residents to do, to volunteer to
12 contribute to the greater good of the nation, seems to
13 be a little bit unjust. We have billions of dollars
14 between these two companies. We have hundreds of
15 millions in profit. Yet, for residents, I think the
16 current offer is \$10 million for mitigation. That is
17 unjust, it's unfair, and we need the Surface
18 Transportation Board to look at what is fair to our
19 communities if you're going to approve this merger.
20 Cars cannot sit for 15 to 20 minutes as we know these
21 trains will come in at 20 miles an hour into the yard.
22 Our first responders will have to find alternate routes,
23 which is unfair to those who need their help
24 immediately.

1 So I ask once again if you are going to
2 consider approving this merger, please think of the
3 sacrifices that the residents in these communities have
4 to endure and at least try and make it just. Thank you
5 very much.

6 MS. ANDRE: Any other state elected officials?

7 Yes, to the mike.

8 If there is any other ones, you are welcome to
9 get yourself ready.

10 MS. PAPPAS: Good evening. My name is Diane Pappas.
11 I am the Illinois State Senator from the 23rd District
12 which represents Wood Dale, Itasca, Medinah, Roselle,
13 Hanover Park, and Bartlett, all of which are along the
14 railroad line that's being considered as part of the
15 merger. In addition to everything that my colleague
16 just said, all of which I agree with, during the
17 presentation, I have heard a lot about averages along
18 the entire system.

19 THE REPORTER: Excuse me. Just a little louder so I
20 can hear.

21 MS. PAPPAS: Sorry. I'm short.

22 THE REPORTER: That's okay. I know the microphone
23 is too high.

24 MS. PAPPAS: I have heard a lot about averages along

1 the entire system, but what we have here is just a very,
2 very small part of the system where you really need to
3 consider the cumulative effects of the air and noise
4 pollution that we face along this corridor.

5 We have major highways, and we have the
6 airport. When you're considering the noise impact, you
7 can't consider railroad noise in a vacuum. It's all
8 cumulative. When you have an airplane going overhead
9 and a train going by, those noises do not exist
10 separately. They stack on top of each other.

11 Similarly, with fumes and exhaust and air
12 pollution, all of those different modes of
13 transportation are cumulative.

14 So I would respectfully ask that in addition
15 to the impact on our emergency services, on the wait
16 times, the increased traffic and the problems that that
17 causes in the area, that you also considered the
18 cumulative effects of both air and noise pollution.

19 Thank you.

20 MS. ANDRE: Any local elected official that are not
21 pre-registered?

22 Yes, ma'am.

23 MS. OZOG: Hello, everyone. My name is Mary
24 FitzGerald Ozog. I am a DuPage County Board Member from

1 District 4, Glen Ellyn, Wheaton, et cetera.

2 I am the chair of the DuPage County Public
3 Transit Committee, so I would first like to address how
4 this will impact Metra. Metra, of course, in the last
5 two years with the pandemic has seen its ridership
6 decimated, and this merger will very likely affect both
7 Milwaukee lines, and it will be difficult in terms of
8 scheduling, et cetera.

9 And I also want to address the group and the
10 Board as a 36 year homeowner who has been directly
11 affected by a merger. In 1996, the Union Pacific
12 purchased the Chicago and North Western. My home is
13 directly next to that railroad in downtown Glen Ellyn.
14 Within a year of this merger, a woman was killed on the
15 tracks a mile from my home. She was just beside
16 herself, entered the tracks to yell at the engineer
17 because his train had been parked there for hours with
18 the engine operating. I myself have experienced this.
19 Labor Day weekend several years ago, a train operated
20 with its engine running and no -- nobody in the cabin
21 for two days. Calling the Union Pacific, they didn't
22 even acknowledge there was a train there. That's the
23 kind of thing that we put up with because my house,
24 unfortunately, is where there is -- a mile to the east

1 where there is no crossing, and so they park the trains
2 on the three track non-sighting area. That has gone on
3 now for over 25 years.

4 There is also trains that are regularly
5 blocking traffic in downtown Glen Ellyn. Downtown
6 Wheaton, the same situation, but especially Glen Ellyn
7 because we do have this mile long area.

8 We are at -- we have a high school right in
9 our downtown area. We have trains blocking, we have
10 traffic, et cetera, so it can be very inconvenient. And
11 downtown Glen Ellyn has one underpass which was built
12 over well over a hundred years ago and only allows one
13 lane of traffic at times, so we can have is some really
14 bad situations in Glen Ellyn.

15 Metra service is often disrupted by, quote,
16 freight train interference.

17 On top of that, my house has been devalued.
18 We stayed in our home. We had just had our fourth baby,
19 and I had just built an \$80,000 addition to my home, but
20 my home two blocks away would probably be worth a
21 quarter of a million dollars more. The assessor in my
22 township has added a special evaluation to our homes
23 along the tracks, so our property taxes have been
24 reduced, but at what price. I have been in my home for

1 a long time. I don't know if I'm going to be able to
2 sell it and don't know what price it's going to cost or
3 it's going to get me.

4 But at this point, mergers may be great for
5 railroads, but they're not necessarily good for our
6 communities. And trust me, there will be negative
7 impact. And it's really important that those of you who
8 are making these decisions understand that and
9 understand that as Illinois and Northeastern Illinois
10 residents, we are already very impacted by railroad
11 operations, and whatever happens, it has to be
12 mitigated, and it's just really important to our
13 communities.

14 Thank you.

15 MS. ANDRE: Other local elected officials?

16 Okay. I don't see any more. Great.

17 All right. So we're going to start with
18 Kurtis Pozsgay.

19 Kurtis, are you in the room? Great. While
20 Kurtis is getting ready, one more reminder. If there is
21 anyone that does need any assistance with Spanish
22 translations, we do have two translators here that are
23 sitting just to the right, so please, before you
24 comment, if you need any assistance with that, they are

1 happy to help.

2 Kurtis, go ahead, please.

3 MR. POZSGAY: Yes. Hello. So I am here with the
4 Coalition to Stop CPKC, and I am the Community and
5 Economic Development Director for the Village of
6 Bensenville.

7 I am also an urban planner, and my topic
8 tonight is essentially talking about the Chicago
9 Metropolitan Agency for Planning and all of the work
10 they have done in our communities. I have been a urban
11 planner for about two decades. In my time in Chicago, I
12 have worked extensively with CMAP. I sat on the
13 Economic Development Committee of CMAP from 2014 to
14 2018. I am very familiar with their work. And
15 unfortunately, they couldn't be here tonight to speak on
16 their own behalf.

17 So the Chicago Metropolitan Agency for
18 Planning is our region's comprehensive planning
19 organization. They are the region's federally mandated
20 MPO. They are essentially the pass through for federal
21 dollars to get spent in our area. So the agency and its
22 partners developed and are now implementing On To 2050.
23 It's the long-ranged plan for the metropolitan area, and
24 it focuses on, you know, implementing strategies that

1 address its reputation, housing, economic development,
2 open space, the environment, and other quality of life
3 issues. So CMAP has created this local technical
4 assistance program, and the local technical assistance
5 program is essentially what they do to pass through a
6 lot of these federal dollars to the local communities.
7 It's pretty technical assistance for these communities.
8 And so many of the communities along this proposed
9 merger line have gone through the Local Technical
10 Assistance. So they have done planning for the
11 downtowns, for their corridors, for the neighborhoods
12 along this, you know, stretch of line. The communities
13 in our coalition, CMAP has worked on those gauged
14 projects with DuPage County in Bartlett, Elgin, Hanover
15 Park, Roselle, and Bensenville, and added relationships
16 with other communities at some point or another. Of the
17 projects in the communities, many involve transit
18 already in development. Essentially, many of our
19 downtowns are located along this transit line, and
20 you're essentially going to with this merge affect and
21 essentially cut off downtowns of many of the
22 communities. So most of the times on the expense, it
23 will be essentially split in half, meaning any increase
24 in train traffic or an increase in train length will

1 have a drastic expense on how those downtowns operate.
2 So the proposed merger could potentially waste hundreds
3 of thousands of dollars, of federal dollars, already
4 spent on planning the development projects in these
5 downtowns. Each affected community may need to revisit
6 and revise their plans at a significant cost. CMAP has
7 already expressed the agency's concerns to the STB in
8 terms of transit services, blockages of rail yard
9 crossings, air quality considerations, noise and
10 vibration within the STB oversight period. CMAP is also
11 preparing their own Environmental Impact Statement. One
12 of the coalition's major concerns with the Draft EIS is
13 that our communities in the Chicago region were not
14 given proper consideration. This sectional line is just
15 different, and it deserves special attention. Perhaps
16 if we could move that to be to work with CMAP on
17 Chicago's specific concerns.

18 Thank you for your consideration. Thank you.

19 MS. ANDRE: Thank you.

20 Krista Kefauver, Krista Kefauver.

21 ATTENDANT: She is not coming.

22 MS. ANDRE: Okay.

23 THE REPORTER: I didn't hear that name.

24 MS. ANDRE: Krista Kefauver, K-E-F-A-U-V-E-R.

1 Next, Tom Wilcox, and the next one, just to
2 prepare, is Carie Anne Ergo.

3 THE REPORTER: If they could speak a little more
4 clearer because I am getting like a vent noise and it's
5 affecting my hearing.

6 MS. ANDRE: Us or --

7 THE REPORTER: Them.

8 MS. ANDRE: Maybe just a little bit louder, please.

9 THE REPORTER: Very loud for me so I can hear you
10 over here. Thank you.

11 Please state your name clearly for the record
12 also.

13 MR. WILCOX: Sure.

14 Good evening, my name is Tom Wilcox. I am
15 counsel for the Coalition to Stop CPKC of Washington,
16 D.C. On behalf of the Coalition, I thank OEA for
17 holding these public meetings, and we very much
18 appreciate Chairman Oberman and Vice Chairman Schultz
19 for being here observing.

20 I'll try to be succinct in my three minutes.
21 In a nutshell, the eight coalition communities of DuPage
22 County are stunned and disappointed that the Draft EIS
23 essentially concludes, based on what appears to be an
24 analysis that heavily relies on statistics modeling in

1 mathematical formulas, that the impact of the proposed
2 merger on their communities will be, quote, negligible,
3 minor, and/or temporary.

4 As you have already heard and you will hear
5 it, numerous representatives of communities in the
6 county are here tonight to express they believe that
7 conclusion false.

8 The Coalition believes OEA much take a much
9 harder look at the environmental impacts of this merger
10 on the Coalition communities and actually observe and
11 measure potential impacts as opposed to them estimating
12 them from a far. There are ample grounds for OEA to
13 conduct additional analysis of the merger's impacts on
14 the Chicago area and issue a supplement Draft
15 Environmental Impact Statement for conveying on that
16 additional analysis and appropriate mitigation matters.

17 As for just a few specific points supporting
18 that position, the Draft EIS wrongly accepts as true the
19 applicants' track of projections over the Elgin
20 subdivision despite the fact that these projections are
21 highly contested and likely significantly understate the
22 actual post-merger of freight train levels.

23 The Draft Environmental Impact Statement
24 accepts as true the applicants' proposed operating plan

1 despite the fact that the Coalition and the other
2 parties, especially the Canadian National and Metra,
3 have demonstrated it is severely flawed.

4 The OEA conducted no analysis of the adverse
5 impacts of the proposed merger on the ability of first
6 responders and emergency vehicles to serve the Coalition
7 communities.

8 And on the one hand, the Environmental Impact
9 Statement bases its conclusions of note that impacts on,
10 as Josh mentioned, on the applicants saying 64,000
11 trucks will be removed from North America's highways on
12 the fly, but on the other hand, it adversely ignored the
13 adverse of impacts from the 163,000 trucks that would be
14 added each year to the roads around Bensenville and the
15 Schiller Park yards. And while OEA gave notice of the
16 Draft Environmental Impact Statement to the local
17 communities, there is no evidence that before today OEA
18 has actually engaged in a dialogue with any of the
19 transportation officials or first responders.

20 On that score, the Coalition notes that in the
21 EJE proceeding, OEA's predecessor held eight open house
22 meetings in the Chicago area to assess the environmental
23 impact of that more limited transaction.

24 Okay. I'll stop right there. Thank you.

1 MS. ANDRE: Okay. Next, it will be Jeff Pruyn, if
2 you'd like to get ready.

3 THE REPORTER: Can you spell that for me, please,
4 who is speaking, the name and speaking?

5 MS. ANDRE: Yes. He'll announce his name at the
6 mike. Sorry.

7 MS. ERGO: Yeah. Carie Anne Ergo, E-R-G-O.

8 Good evening and welcome to Itasca. My name
9 is Carie Anne Ergo. I serve as Village Administrator in
10 Itasca and as chairperson of the Coalition to Stop CPKC
11 representing the communities of Bartlett, Bensenville,
12 Elgin, Itasca, Hanover Park, Roselle, Schaumburg, Wood
13 Dale in DuPage County, all of whom are here tonight.

14 Our communities total 300,000-plus residents,
15 but because of our proximity to Chicago and O'Hare
16 International Airport, we have millions of commuters who
17 traverse our roadways. Our communities are full of
18 schools, small and large businesses, community centers,
19 hospitals, and senior centers, and when we first heard
20 that Canadian Pacific was looking at increasing freight
21 on Metra's commuter tracks through our communities, we
22 were worried. And when we learned that it was part of a
23 \$31 billion merger that would create the only continuous
24 rail system leaving Mexico to Canada, we united.

1 This line cuts right through downtowns. Most
2 days our communities see only two freight trains. If
3 approved, we could see 14 freight trains daily running
4 through our communities in just three years. What will
5 that do to ambulance runs, police rushing to service
6 calls, parents taking their children to school, or
7 businesses making deliveries? You don't know because
8 nobody at the STB bothered to visit our towns or consult
9 a single local authority.

10 We are communities which exist on small
11 taxpayer funded budgets facing two Class I railroads,
12 and I can't help but feel we are being railroaded. We
13 do not have big corporate dollars to hire dozens of
14 lobbyists or pay for expert testimony like the big
15 for-profit railroads. For our residents, we are doing
16 everything we can to point out the actual impact the
17 merger would have, immeasurable harm to our communities
18 and this region.

19 Today, we will present facts from our own
20 railroad crossing delay analysis that shows that CP,
21 what they are proposing, will have life-altering and
22 life-threatening impacts in our communities. Up to
23 23,000 additional vehicles could be blocked daily,
24 including cars, buses, trucks, and, yes, emergency

1 vehicles. This is not negligible, minor, or temporary,
2 as you indicated in your Draft EIS.

3 We stand here with the backing of the Illinois
4 federal delegation, Senators Durbin, Duckworth, and
5 Congressman Krishnamoorthi, who share our concern about
6 this merger. We stand here united when we say the Draft
7 EIS did not do its due diligence in considering our
8 communities' concerns.

9 So in closing, I respectfully submit this
10 railroad crossing delay analysis for your review, ask
11 that you hear our concerns, and conduct additional
12 analysis of the environmental impacts on our area before
13 any further action is taken.

14 Thank you.

15 MS. ANDRE: And next, we have Jeff Pruyn.

16 THE REPORTER: I didn't hear you.

17 Please state your name.

18 MR. PRUYN: Good evening my name is Jeff Pruyn, I
19 have the privilege of being the mayor of Itasca. Thank
20 you all for coming here.

21 When a mayor takes its oath of office, we
22 recite in part, I will equally, fairly, and impartially,
23 to the best of my ability and skill, exercise the trust
24 reposed in me. Now, those words "exercise the trust

1 reposed in me" mean that those who had voted us as
2 mayors into office trust us to do what is best for them.

3 As a father, a husband, uncle, friend, and
4 mayor, the number one thing for me is safety, safety for
5 those I love, care about, and put their trust in me.
6 And as the mayor, my number one concern for my community
7 is safety.

8 When we first heard about this potential
9 merger, all I could think about was the dangerous
10 jeopardy we would all be in with all of these additional
11 freight trains. In Itasca, we have four at-grade
12 crossings. Our police and fire station is on the south
13 end of the tracks, but the majority of our community is
14 on the north side of the tracks. Under the proposal,
15 freight trains could be more than 2 miles long, and it's
16 reported that the frequency could increase from 3 times
17 a day to 8 and to as many as 14 times a day. In Itasca,
18 one of these longer freight trains could block all four
19 of our at-grade crossings at the same time.

20 In a few minutes, you will hear from our
21 communities' police chiefs and fire chiefs who will
22 provide testimony on safety.

23 Still, I have one point, one important thing.
24 In this Draft EIS, you completely ignored in looking at

1 the safety of our communities and how this first of its
2 kind merger would harm our community and others.

3 Tonight, you will hear testimony from our
4 communities on why you shouldn't have ignored our
5 communities. I speak for our residents, business
6 owners, and community leaders in Itasca when I say I
7 strongly oppose this merger as proposed because of
8 safety concerns.

9 MS. ANDRE: Do you want to see if we can pause just
10 a minute? This congressman was able to come, and he
11 just arrived.

12 Good afternoon, Mr. Congressman.

13 Good afternoon. Yes, please. Go ahead.
14 Thank you for attending.

15 MR. KRISHNAMOORTHY: Good evening. My name is
16 Congressman Raja Krishnamoorthi from the 8th District of
17 Illinois. I represent all of the communities from
18 Bensenville all of way to Elgin that are going to face
19 quadruple their current volume of freight traffic under
20 the proposed merger.

21 I am extremely concerned that the Draft
22 Environmental Impact Statement does not, does not
23 adequately address data accuracy or public safety
24 concerns, and I will take you to those two issues in

1 turn.

2 First, Metra, Canadian National, and a
3 coalition of communities in our district have all filed
4 their concerns that the Canadian Pacific data with
5 regard to train counts as well as the volume of freight
6 that is proposed to flow through the communities under
7 the merger are unreliable, inconsistent, and flawed.

8 For example, CP projects that the merger would
9 increase freight traffic in our communities from 3
10 freight trains per day to 11 freight trains per day.
11 Metra and communities in my district have projected that
12 there could actually be closer to 18 freight trains per
13 day. The Draft EIS fails to reconcile these figures and
14 without ensuring the reliability of CP's data, the STB
15 cannot accurately assess the impacts of the proposed
16 merger.

17 Now, let me address the public safety
18 concerns. The Draft EIS does not adequately address the
19 merger's negative public safety impact, namely, from
20 emergency vehicle delays caused by blocked crossings.
21 The Draft EIS emergency response analysis only evaluates
22 28 crossings across the country, none of which, none of
23 which are in Illinois, even though Chicago is by far the
24 largest metropolis affected by this merger. Here in our

1 communities, local responders must cross train tracks
2 frequently to respond to emergencies. Indeed, the
3 density of crossings in our communities, I would -- I
4 would wager to say, is far above average across the
5 entire set of tracks covered by the merger. There are
6 54 crossings over approximately 20 miles of track.

7 As Itasca has already informed the Board
8 through the mayor and others, freight trains traveling
9 this route often averaging 10,000 feet in length are
10 long enough to block all of the crossings in some
11 communities simultaneously, including the four in
12 Itasca.

13 As you will hear shortly, these blockages
14 delay our emergency responders. In Itasca, 60 percent
15 of the nearly 13,000 emergency calls that the Itasca
16 police received in the last two years came from the
17 other side of the tracks from which the police
18 department was located. Responders of Itasca already
19 experience delays with the mere 3 freight trains
20 coursing through the community each day, but as Metra
21 and others have noted, there could be almost 15 more
22 freight trains per day, totaling 18 over the course of
23 the day. That means more blockages and more delays for
24 everyone, including ambulances and police.

1 In the Final EIS, the STB must, it must
2 consider emergency vehicle delays at the crossings in
3 our communities, and it must consult the local
4 responders in our communities in order to assess the
5 mergers full safety impacts, and that has not happened.
6 Let me just repeat. It has not happened. You have not
7 consulted with our folks and our local responders.

8 Thank you. I look forward to following up
9 with a written comment, and thank you for visiting my
10 congressional district to hear our concerns tonight.

11 Thank you.

12 MS. ANDRE: Hi. Thanks, Chris. Please state your
13 name for the record.

14 MR. SNYDER: Good evening, everyone. My name is
15 Christopher Snyder. I am the Director of Transportation
16 and County Engineer for DuPage County. I have been
17 doing that for the last 10 years.

18 Before we received the Draft EIS, the
19 Coalition initiated a time delay study hiring a
20 reputable traffic engineering firm with specialized
21 expertise in this area. The time delay study relied
22 upon actual field observations of freight train down
23 gate times, noting that on multiple occasions, only two
24 freight trains were observed on any given day. We

1 looked at average daily traffic volumes at grade
2 crossings, and we projected the impact of the proposed
3 merger using a fundamental traffic engineering delay
4 model. The model determines the minutes of delay due to
5 an isolated blockage, a train passing, taking into
6 account the cumulative effect of vehicle arrivals as
7 well as departures on delay.

8 We are here to present evidence from this time
9 delay study to prove the Draft EIS is a
10 mischaracterization of what would be the actual impact
11 for the hundreds of thousands of vehicles that cross
12 these tracks every day through Elgin and Bensenville.
13 The actual impacts are astounding. Our study evaluates
14 familiar measures to all of us: the time gates are
15 down, the increase to the number of blocked vehicles,
16 and finally, the increase in blocked vehicle delays.

17 Aggregating the results of each of the 30
18 crossings, the proposed merger will result in the
19 following impacts: an increase in gate down times of 20
20 and a half to 36 hours each day; an additional 15,000 to
21 23,000 vehicles blocked each day, including cars,
22 trucks, school buses, and emergency responders; an
23 additional 862 to 1,285 hours waiting at grade crossings
24 each day not being home with your family, tardy to the

1 kid's soccer practice, missing a doctor's appointment,
2 and most critical, delaying emergency responders.

3 The Draft EIS conclusion that the proposed
4 merger would have only a minor impact on increased delay
5 at grade crossings is flat out wrong. Our study results
6 clearly indicate quite the opposite.

7 If approved, the merger will have a
8 significant impact blocking an additional 4 to 6 million
9 vehicles each year.

10 Thank you.

11 MS. ANDRE: The next -- the next speakers, just so
12 we have some people ready to go, is Karyn Robles, Greg
13 Vesta, and Steve Herron. Karyn, Greg, and Steve.

14 Please state your name clearly for the record.

15 MS. ROBLES: Sure.

16 Good evening. I am Karyn Robles. I am the
17 Director of Transportation for the Village of
18 Schaumburg, and I am also with the Coalition to Stop
19 CPKC and speak on behalf of them as well.

20 The Draft Environmental Impact Statement for
21 the proposed merger includes an evaluation of the
22 impacts of the proposed merger on the CP of at-grade
23 railroad crossings, including an evaluation of
24 train/pedestrian crashes. The Draft EIS notes that all

1 1,134 roadway rail at-grade crossings in the study are
2 were analyzed, but the Draft EIS fails to account for
3 the at-grade pedestrian crossings that are located
4 throughout the study area, including the 11 commuter
5 railroad stations located in the Stop CPKC Coalition
6 communities.

7 I want to point out something very important.
8 OEA overlooked the fact that these at-grade crossings
9 represent some of the highest volume pedestrian
10 crossings in the study area, the potential safety issues
11 associated with the increased freight traffic, and the
12 mitigation that we need due to the proposed increase in
13 the number of freight trains.

14 Our rail stations serve almost 18,000
15 commuters each day. Every day commuters must cross the
16 railroad tracks in order to access parking, bus
17 stations, and boarding platforms. Although these
18 crossings often have lights and bells to notify
19 pedestrians when a train is approaching, this segment of
20 the rail line is double tracked, which means the
21 additional freight trains running through these stations
22 bring additional risk and potential impact on pedestrian
23 safety. When a commuter or freight train is operating
24 on one of the tracks, the second track can be blocked

1 from view by the train on the first track. This gives
2 pedestrians a false sense of security that it's safe to
3 cross.

4 The failure to account for these at-grade
5 pedestrian crossings as part of the DEIS analysis means
6 that the risk to pedestrian safety as a result of the
7 merger is underestimated.

8 Further, the DEIS only includes one voluntary
9 mitigation measure in which CP says that they will work
10 with communities in support of those communities
11 securing funding for crossing mitigation projects.

12 This proposed merger should ensure pedestrian
13 safety and should require CP to fund mitigation measures
14 that will increase pedestrian safety, such as adding,
15 pedestrian gates at these crossings to minimize
16 train/pedestrian accidents.

17 According to the DuPage Rail Safety Council,
18 pedestrian gate installations are effective mitigation
19 measures that can have a direct impact on reducing
20 pedestrian injuries and fatalities at at-grade
21 crossings.

22 On behalf of the Stop CPKC Coalition, I am
23 requested that the Final EIS include an analysis of
24 pedestrian safety at all at-grade pedestrian crossings

1 located in the study area and that the Final EIS include
2 additional mitigation that will require CP to fund
3 pedestrian safety improvements such as pedestrian gates.
4 The safety of our pedestrians at these crossings is too
5 important to ignore.

6 Thank you.

7 MS. ANDRE: Greg Vesta.

8 MR. VESTA: Good evening. My name is Greg Vesta. I
9 am currently the Police Chief for the City of Wood Dale,
10 Illinois.

11 Thank you for allowing me to speak tonight
12 regarding the impact the proposed merger would have on
13 our public safety. Similar impacts would not only be
14 felt in Wood Dale, but across the entire corridor.

15 So a .7 second delay for the average car
16 doesn't seem very reasonable for a resident, commuter,
17 or a public safety professional to be concerned about.
18 Right? But for the 24,500 vehicles that are crossing
19 our railroad tracks on Irving Park Road and Wood Dale
20 every single day, that's the same as 285 minutes, or
21 almost 5 hours delay, that are experienced at our
22 current rail levels. For the thousands of cars that
23 pass when there are no trains covering -- crossing the
24 tracks, they might not feel the impact that our

1 residents will feel with the significant increase in
2 freight traffic, but tonight I'm not seeking about the
3 average car. My concern is our police cars. My concern
4 is the ability of our first responders to be able to
5 respond to life-threatening emergencies that our
6 residents experience on a regular basis. My concern is
7 the safety of our officers who may be left to fend for
8 themselves while their backup officer is sitting waiting
9 for a tanker or a cargo container to cross the crossing
10 in their town so they can resume their route to assist
11 their officers.

12 I don't have to go far back in the memory
13 banks for many examples of this. Just in February of
14 2022, our officers were given emergency dispatch tones
15 to respond to a resident on the south side of the
16 tracks. It was for a gun threat. The cars on the north
17 side of the tracks and the supervisor were delayed by a
18 freight train for 4 minutes and 26 seconds while an
19 officer was alone with a reportedly armed subject. Once
20 the backup officer arrived 1 minute later, the officers
21 that were north of the tracks were still outnumbered by
22 suspects until they cleared the freight train over 3
23 minutes later.

24 And then just a couple of weeks ago, in August

1 of 2022, our officers responded to a report of several
2 subjects fleeing a local gas station wearing full face
3 masks and believed to be committing a robbery or a
4 burglary in the area. The officers that were responding
5 had cleared the building after finding some of the
6 suspects. They were stopped at a train crossing for
7 over 7 minutes and 15 seconds when two freight trains
8 failed to clear the intersection.

9 So in addition to these specific incidents, a
10 review of our 2021 train delays that were documented
11 includes delays for multiple minutes for domestic
12 batteries, burglaries, mental health crises, accidents,
13 suspicious persons, fights, and many other incidents; so
14 when precious seconds count in saving a life or
15 confronting a threat to our residents, the minutes
16 waiting for the trains to pass feel like hours for our
17 officer.

18 A significant increase in train traffic is
19 only going to result in many more of these incidents
20 that may not be resolved safely due to the inability of
21 responding in a timely manner.

22 So while the railroad stated in a recent
23 opinion article in the newspaper that the merger would
24 result in less populated -- less pollution and improved

1 safety on the roads for everyone, for the residents that
2 live in these communities, delayed emergency response
3 will not become safer.

4 So with that, I urge you to think -- not think
5 about the average commuter or the average responder, but
6 consider what would be the real life delays for our
7 residents and the communities if this is allowed to
8 proceed.

9 Thank you.

10 MS. ANDRE: Please state your name clearly for the
11 record.

12 MR. HERRON: Sure.

13 My name is Steve Herron, H-E-R-R-O-N. I am
14 the Chief of Police with the Roselle Police Department.

15 I thank you this evening for allowing me an
16 opportunity to speak. I know you're going to talk --
17 we're going to hear a lot about testimony about
18 congestion at the crossings and of the trains. I am
19 here to talk about something a little bit differently,
20 is what happens when the road is blocked, what do cars
21 do. We have seen it routinely. What they do is they
22 find the path of least resistance, and what I mean by
23 that is that they're going to try to find the way around
24 the blockage through our side streets and, in a way, to

1 find a path, again, to the road that they were going on.

2 As you can see from our map, most of where we
3 go is Roselle Road, Roselle Road north or south, and
4 Irving Park Road east and west. When a car comes north
5 on Roselle Road and is blocked by the train, they're
6 going to find one of the side streets. They're going to
7 find Main Street, Central Avenue, Maple. When they're
8 coming down Irving Park, they're going to wind up
9 looking for Maple Avenue because that's a natural route
10 back over to Roselle Road.

11 Well, what does -- where does that take them?
12 That takes them directly into our residential
13 neighborhoods. That takes us into our library parking,
14 our baseball fields, our skate parks, the places where
15 our kids play, the places where our families walk their
16 dogs, walk their families, they take an evening stroll,
17 they go out on bike rides with their kids. So what
18 we're going to wind up seeing is we're going to see
19 maybe a frustrated driver -- because I've been there
20 myself -- a frustrated driver waiting for a train,
21 finding an avenue to get around the train because I'm
22 late or because of another reason, I'm going to be in a
23 hurry, I'm not going to know the area, which is just a
24 disaster waiting to happen.

1 Thank you for the opportunity.

2 MS. ANDRE: Bill Wolf and Robert O'Connor. Please
3 address with Bill Wolf and Robert O'Connor.

4 Just so everyone knows while those people are
5 getting up, please note that if you have decided you
6 don't want to speak, someone said something that you
7 feel was sufficient for your comment, just feel free to
8 raise your hand when I call your name and say you no
9 longer want to speak.

10 Yeah.

11 THE REPORTER: Did someone say something? I didn't
12 hear that. Okay.

13 MS. ANDRE: Okay. I don't see any of those group
14 speakers.

15 Oh, you're there. I'm sorry.

16 MR. O'CONNOR: Good evening. My name is Robert
17 O'Connor, and I am the Director of Police for the
18 Village of Itasca.

19 I want you to imagine a square box, and near
20 the bottom of the quarter of that box, there is a line
21 that cuts through it. Below that line is our one police
22 station. Above that line are our schools, the majority
23 of the residents, and the bulk of vehicular traffic
24 within the municipality. Imagine our village is

1 bifurcated with what could be as long as three and a
2 half minutes by one freight train. Now, take that delay
3 and multiply it by at least 8, if not 14, trains per
4 day. This is a police responder's nightmare.

5 This side of our village does not represent
6 the large amount of calls for service we take. In a
7 two-year time period from August 30th, 2020, to August
8 30th of 2022, the Itasca Police Department had nearly
9 13,000 calls for service. Of those, nearly 60 percent
10 were north of that rail line. There were hundreds of
11 times when those calls for service were delayed by Metra
12 and freight trains, and that's just for two freight
13 trains per day. Imagine if we have up to 14 and then
14 nearly 3 miles long.

15 As Mayor Pruyn stated earlier, we have four
16 at-grade crossings in Itasca. One of these new freight
17 trains could cover all four at-grade crossings at once.

18 When you consider this railroad merger, please
19 think safety first.

20 Thank you.

21 MS. ANDRE: Andrew Johnson, Daniel Schulze, Ana
22 Lalley.

23 Okay. Thank you.

24 Just a reminder, please state your name

1 clearly for the record.

2 MR. SCHULZE: Hi. My name is a Dan Schulze,
3 S-C-H-U-L-Z-E. I am the Chief of Police for the Village
4 of Bensenville.

5 Currently, we have about three trains that
6 come through our town each day. Like most towns in the
7 Midwest, our town is a small town. It's about 5.5
8 square miles and about 18,000 people. The railroad
9 track cuts our town right in half in which the police
10 station is on one side of the tracks, just like Itasca.

11 Currently, when a train does pull into the
12 yard, it sits for a moment, probably exchanges some
13 paperwork and clears some tracks. The traffic will back
14 up about four blocks down York Road and onto Green
15 Street and right past my office. I notice the backup
16 quite often, and that's only three trains a day. We're
17 going to currently go up to about 14.

18 You can see the chart behind has got it
19 bifurcating the town and cutting it almost in half, so
20 those trains when they pull in, they stop us. The
21 Village of Bensenville has four grade crossing, just
22 like Itasca. They're about a block apart, and one of
23 them is about two blocks.

24 In preparing to speak to you today, I looked

1 at the GAO's report from 2017 to find out what the
2 average train in America is and found out it was about
3 5500 feet long. 5,280 feet in a mile, so that puts it
4 at just over a mile. It would easily block all of our
5 grade crossings and probably bleed over into a good deal
6 in Itasca as well. Those trains would be going to 14 or
7 18 a day as Chief O'Connor has said. It would block all
8 of our crossings and keep the police department on one
9 side and half of our population on the other.

10 I would encourage you to take that into
11 consideration because there is only one other way for us
12 to get around. We'd have to go all of the way to the
13 edge of our town and go over the Route 83 overpass, but
14 there is only one exit and one entrance. I'm on -- of
15 course, it's the opposite end of the police -- that the
16 police department is located on.

17 Thank you for your time today.

18 MS. LALLEY: Good evening. My name is Ana Lalley,
19 and I am the Police Chief for the City of Elgin.

20 Thank you for allowing me to provide a
21 perspective regarding police services specifically as it
22 relates to the City of Elgin.

23 The Elgin Police Department serves and
24 protects nearly 115,000 residents in the city covering

1 38 square miles.

2 While the issues I will be describing are
3 Elgin specific, the other Coalition municipalities share
4 similar concerns, although the specific impacts in their
5 respective communities may be different.

6 A police officer's timely and safe response is
7 paramount. Seconds, not minutes, can make a difference
8 in the outcome. The Elgin Police Department's concerns
9 can be predicted with reasonable certainty. There may
10 be many other unintended consequences or concerns that
11 will arise that cannot be anticipated. Predictable
12 concerns allow the Elgin Police Department to create
13 mitigation strategies when there are known variables,
14 such as the speed of the train or the times in which the
15 trains will be passing throughout the city. But even
16 with this information, there is no guarantee these
17 strategies will mitigate delay responding to a call for
18 help when a 2 mile freight train is blocking four of the
19 city's six river crossings that link the east and west
20 sides of the Elgin.

21 This line goes right through high-traffic,
22 high-density commercial areas. Delays in vehicle and
23 possible pedestrian traffic will occur as a 2-mile long
24 freight train simultaneously will block four of the six

1 bridge crossings linking the Elgin's east and west sides
2 of the Fox River.

3 The downtown city streets are not designed for
4 significant backups that will be regularly occurring at
5 all four crossings in the downtown area. The presence
6 of such freight trains will not only generate high
7 traffic density negatively impacting vehicles and
8 pedestrians, but also public safety vehicles needing to
9 travel to either the east or west side of Elgin
10 responding to calls for service.

11 The safety of both community members and first
12 responders will be placed in an uncertain position by
13 the elongated freight trains simultaneously blocking the
14 city's river crossings.

15 Although not every call for police service
16 warrants an immediate response, it is impossible to
17 anticipate when and where the time sensitive or high
18 priority calls will occur. This can result in
19 responding police units being delayed by crossing
20 trains, thereby increasing response times and needed
21 assistance or service.

22 While police officers rely on support from
23 other police officers located throughout the city for
24 backup, during significant high priority calls, an

1 entire shift of police officers can be depleted when
2 responding to an incident. In situations requiring
3 additional assistance and resources, this delay in
4 providing an adequate police response because of a
5 freight train blocking the river crossings places both
6 officers and community members in precarious situations.

7 Elgin responds to approximately 150 calls for
8 service per day on the average. Some of these calls
9 require multiple officers and resources to resolve.
10 Having four train tracks crossing and blocked multiple
11 times throughout a 24-hour period will have a
12 significant impact on the officers' safety.

13 The police department's headquarters on the
14 city's east side of the Fox River is the central
15 location's resources, such as an armored vehicle,
16 specialized equipment, and other specialized vehicle
17 responses. More than half of Elgin's population is now
18 located west of the Fox River. Delays caused by these
19 long freight trains will impact the immediate response
20 of the resources being deployed into an incident that
21 can cause serious consequences.

22 As the nature of police and fire services is
23 not predictable, any efforts to eliminate potential
24 risks should be taken.

1 Thank you.

2 MS. ANDRE: Thank you.

3 Geoffrey Pretkelis, James Burke, and Mark
4 Bozik. Geoffrey, Geoffrey Pretkelis, James Burke, and
5 Mark Bozik.

6 MR. PRETKELIS: Hi. Good evening. My name is
7 Goeffrey Pretkelis, and I serve as the Chief of Police
8 for the Village of Bartlett.

9 Thank you for this opportunity.

10 The proposed Canadian Pacific acquisition of
11 Kansas City Southern would have a major impact on public
12 safety within the Village of Bartlett. The public
13 safety's first priority is and should always be to
14 protect the interests and the needs of our residents and
15 businesses. Increased rail traffic and average freight
16 train lengths would traumatically, if not fatally,
17 impact emergency response if multiple and at-grade
18 railroad crossings where to be simultaneously blocked
19 during normal and routine daily train operations.

20 There are several at-grade railroad crossings
21 within the Village of Bartlett. It is estimated that
22 the daily freight rail traffic would increase by 18 to
23 14 freight trains on the Milwaukee District West Metra
24 line.

1 It is also estimated that the average freight
2 train lengths would increase anywhere from approximately
3 2 to 3 miles long. There is a great potential for some
4 or all of our at-grade railroad crossings to be blocked
5 at the same time creating delays of approximately a
6 minute and 47 to a minute and 48 seconds due to new
7 freight rail traffic.

8 This will increase hazardous bottleneck choke
9 points for police and fire personnel responding to
10 emergency situations at Bartlett Elementary School,
11 Independence Center for Early Learning, Eastview Middle
12 School, 3,180 affected residential units, and several
13 businesses located north of the railroad tracks --

14 During at-grade railroad crossing blockage, do
15 emergency personnel wait for the train to pass, or do
16 they attempt to drive further down to use another
17 railroad crossing and hope that the train is not
18 blocking that location as well? When time is of the
19 essence, you can't afford to gamble on our emergency
20 response.

21 Let's take the guessing out of it. If the
22 merger is approved, as part of mitigation efforts, the
23 Village of Bartlett and Fire Protection District are
24 requesting Canadian Pacific to provide train track and

1 technology to track the movement of freight trains.
2 This technology would greatly reduce emergency response
3 delays and allow assess for emergency personnel to have
4 realtime information to know when the railroad crossings
5 are being blocked.

6 Thank you.

7 MR. BURKE: Good evening. My name is James Burke.
8 I am the Fire Chief of the Wood Dale Fire Protection
9 District.

10 I am here to explain why the District is
11 against the proposed merger and to try and explain why
12 the Draft EIS report completely ignores Wood Dale's
13 critical EMS and fire needs.

14 The most critical and most often used at-grade
15 crossing in Wood Dale is located at Wood Dale Road and
16 Irving Park Road. This crossing is unique in that it --
17 the tracks cross both Irving Park and Wood Dale Road on
18 an angle within a hundred feet of each other. So the
19 crossing lies in the center of our District. We have
20 one fire station on the north that houses our single
21 paramedic unit and one fire station on the south that
22 houses our single engine company. On average, we run
23 about 2700 calls a year. Both the engine company and
24 paramedic unit respond to all calls together throughout

1 the District. What that means to us is that of the
2 approximately 2700 calls annually, one piece of
3 equipment needs to cross the tracks on every single
4 call.

5 The EIS study does not address an additional 8
6 to 14 freight trains and the increase of length of
7 trains up to 9,000 feet or longer and its impact on
8 emergency response. A single 9,000 foot train is long
9 enough to block all three at-grade crossings we have in
10 Wood Dale at the same time. Instead of addressing
11 emergency response times as they relate to emergency
12 services, the EIS study talks about the average delay
13 per vehicle, which is meaningless for a first responder.

14 With the additional freight trains of some
15 stated up to 14 in number, the gates will be down for an
16 additional 90 minutes a day it is estimated.

17 The National Fire Protection Agency standard
18 for a response is 5 minutes or less for EMS calls and 5
19 minutes 20 second for non-EMS calls.

20 The DEIS study states that the impact on
21 emergency vehicle response times is -- and I quote --
22 minimal given the fact that there are alternate routes
23 that can be used.

24 Currently, the closest overpass for use by

1 first responders that we have available to us is located
2 on Illinois Route 83, which is on the far east side of
3 the District's border. Utilizing this overpass is not
4 realistic is that it more than doubles, and in some case
5 triples, both response times and travel distances to the
6 farthest points north and south of the District. To
7 suggest that these delays are minimal is simply untrue.

8 As was mentioned earlier, the EIS committee
9 listed 28 emergency grade crossings in their study. It
10 does not list Wood Dale Road and Irving Park Road
11 crossing as an emergency vehicle crossing or recommend
12 any mitigations for this intersection even though it has
13 the highest car volume in the county and given the fact
14 that the Wood Dale Fire District crosses those tracks
15 over 2700 times annually on emergency responses.

16 Mutual aid from neighboring towns has been
17 mentioned as a possible way to provide needed coverage
18 to our residents in the event of train noise. Let me
19 start by explaining what mutual aid is and what mutual
20 aid is not. Mutual aid is designed to help neighboring
21 towns during a large scale emergency event such as a
22 fire, weather event, or a mass casualty incident that
23 exceeds the normal day-to-day ability of fire department
24 resources. Mutual aid is not designed to address

1 problems such as train delays by sending our neighboring
2 fire department staff and resources into our community
3 in lieu of or in addition to our own staff and
4 equipment. It is incumbent upon us as the District to
5 address the issue of train delays and solve the problem
6 without overburdening our neighbors as the taxpayers in
7 those communities are the ones paying for the service.

8 Realistically, the fire service has two
9 options for mitigation to ensure that crews can reach
10 those in need in a timely manner. Replace the grade
11 crossing at Wood Dale Road or provide us with the
12 funding to duplicate equipment at both of our stations,
13 including staffing and equipment.

14 Timely response to EMS calls, structure fires,
15 hazardous materials, technical rescues, and the patients
16 trapped in vehicles are paramount to a successful
17 outcome. Without some sort of mitigation, the proposed
18 merger is going to ultimately cause slides by delaying
19 our response to critical 911 calls.

20 Thank you for your time.

21 MR. BOZIK: Good evening. My name is Mark Bozik,
22 B-O-Z-I-K. I am the Fire Chief and Emergency Manager
23 for the Village of Roselle.

24 Two of my primary functions of my position is

1 to manage risk and mitigate incidents. Years ago,
2 Roselle had a fire station on both side of the tracks.
3 A decision was made to consolidate stations to one
4 central location to better serve the needs of the
5 public. It was realized that if there was a potential
6 delay on crossing the tracks of with minimal freight
7 traffic and commuter trains blocking the grade crossing
8 for less than a minute, the risk was minimal. If there
9 was an extended blockage of a grade crossing, emergency
10 vehicles could detour and use the Irving Park Road
11 underpass. At one point, we even had a light in the
12 station that indicated when crossing at Roselle Road was
13 blocked. During crossing upgrades, the light was
14 disconnected by the railroad and never reconnected
15 despite multiple requests.

16 Today, the two at-grade crossing we routinely
17 utilize, Roselle Road and Medinah Road, are blocked
18 anywhere from two to three minutes a couple of times a
19 day with freight trains. The approval of the merger
20 would increase freight train activity by an estimated 14
21 trains per day with the at-grade crossings of both
22 Roselle Road and Medinah Road being blocked an average
23 of 3 minutes and 35 second per train. If emergency
24 units are at the Roselle Road grade crossing, they must

1 go around utilizing the Irving Park Road underpass that
2 adds three minutes to the response.

3 If emergency units are notified prior to
4 leaving the station and utilize the Irving Park Road
5 underpass, it still adds 2 minutes and 20 second to a
6 response.

7 What does a 3 minute delay to emergency
8 services caused by freight trains mean to the Village of
9 Roselle? It means that a house fire that doubles in
10 size ever eight minutes or every minute will be eight
11 times bigger because of the delay. It means that a
12 person having a stroke will spend an additional three
13 weeks in rehabilitation because of the delay. It means
14 that a witnessed cardiac arrest patient will have a 27
15 to 30 percent less chance of surviving the event. It
16 means that our pediatric trauma patient would have
17 waited three additional minutes for an ambulance
18 potentially changing the outcome.

19 From a risk management standpoint, the easiest
20 way to avoid these additional risks is not to increase
21 the train traffic by not -- denying the merger.

22 If it is the intent of the Surface
23 Transportation Board to recommend approval of the
24 merger, then the appropriate level of funding must be

1 provided to the Village to mitigate the increased risks
2 with the merger. The Village should not have to endure
3 the additional costs brought on by the railroad merger
4 to provide the same level of protection that our
5 residents currently receive.

6 Thank you for your time.

7 MS. ANDRE: The next three speakers are John
8 Schneidwind, Eric Fors, and Jim Walters.

9 And just a reminder, please state your name
10 for the record. Thank you.

11 MR. SCHNEIDWIND: Good evening. My name is John
12 Schneidwind. I am proudly the Chief of the Itasca Fire
13 Protection District.

14 13 minutes, that's how long it will take our
15 fire department to respond to a house on the north side
16 of town if had a nearly 3 mile freight train crossing
17 all of our at-grade railroad crossings at once. 13
18 minutes can destroy a house by fire. More importantly,
19 13 minutes can literally put somebody's life in jeopardy
20 if they call 911 for a life-saving situation. Why 13
21 minutes? Please look at the map. As Mayor Pruyn
22 describes, the train literally cuts through the middle
23 of our town. Our only fire house is on the south side
24 of the tracks. The home located at 563 Center Street is

1 north of the tracks, and when no trains are present, it
2 takes a total travel time of 1 minute and 15 second from
3 our station. If a train were to block all of our
4 crossings, the alternate route would take 13 minutes.
5 This is clearly not an acceptable time -- response time.
6 Industry standards are 5 minutes or less, which we abide
7 by. Equally important, the northern end of our town is
8 home to two of our three schools, several high-rise
9 buildings, business parks, and into our daily population
10 of nearly 20,000 people. A merger that increases our
11 response time will be an unfair burden to our community.

12 We staff one fire engine, one ambulance, and
13 one battalion chief. We respond to approximately 1700
14 calls per year in town. The call volume is split almost
15 in half with 48 percent of the calls being north of the
16 tracks. A large percentage of our calls are for medical
17 services, and a delay reaching victims with heart
18 attacks, strokes, overdoses, or respiratory distress
19 will greatly impact the survival and recovery of those
20 people we serve.

21 I would be remiss if I did not address the
22 fact that fire doubles every minute, and responses that
23 leads to a fire will have dire consequences.

24 The health and safety of our community members

1 are at the utmost concern to our District.

2 One long-term mitigation if this merger goes
3 through would be an overpass at Prospect Avenue. An
4 overpass in town would allow us to serve the entire
5 population of Itasca regardless of when a train
6 approaches.

7 I strongly encourage the consideration of
8 allocating funds immediately for the construction of an
9 overpass at Prospect Avenue. However, this mitigation
10 process will take years, so the need for a new fire
11 station north of the tracks will need to be considered.
12 The long-term cost of a new fire station will
13 undoubtedly be a heavy burden for the taxpayers.

14 The sentiment I have heard from our community
15 repeatedly is we should not be burdened by a for-profit
16 merger.

17 I am against the merger.

18 Thank you.

19 MR. FORS: Good evening. My name is Eric Fors, and
20 I am the Fire Chief of Hanover Park. I have been
21 serving my community as a firefighter and paramedic for
22 25 years.

23 As you have heard from those before me and you
24 will continue to hear from the group that is speaking

1 after, response times will dramatically affect this --
2 if this merger is allowed to continue.

3 The Illinois Department of Public Health
4 maintains records on pre-hospital emergency care. These
5 are reports that our paramedics complete for each EMS
6 request. In 2019, an IDPH report on response times
7 found that in DuPage County, 57,900 incidents revealed
8 an immediate response time of 5 minutes. In Cook,
9 roughly over 504,000 responses also noted an immediate
10 response time of 5 minutes. This is the level of
11 service provided, which is not only necessary, but is
12 what comes expected. Either making these extra trains
13 use an alternate route or separating grade crossings to
14 allow travel over or under the tracks are the only
15 realistic ways to ensure that emergency responders can
16 reach those in need in a timely manner.

17 Each fire department understands and monitors
18 this critical time frame and will be closely watching
19 changes if the merger is allowed to continue its
20 proposals.

21 According to the Journal of the American Heart
22 Association, the survival to 30 days after a witnessed
23 out-of-hospital cardiac arrest is worse as the ambulance
24 response times increase. This correlation is seen

1 independently of initial heart rhythm or whether or not
2 CPR has been done before EMS arrival, thus increasing
3 the EMS response times is directly linked to increasing
4 survival in these critical patients.

5 Additional to cardiac arrest, the stroke
6 patient is extremely time sensitive. The American Heart
7 Association again has public research that shows 1.9
8 million brain cells die every minute that that brain is
9 deprived of blood flow. Longer trains and more frequent
10 trains will only increase this critical response minutes
11 and will certainly decrease the positive outcomes of
12 these patients.

13 As expected, response times will have a
14 dramatic effect when responding to a structure fire. To
15 key components are the rate that the fire grows and the
16 type of materials that burn. You have heard prior to,
17 fire grows at great speed. In certain conditions fire
18 can nearly double in size every minute. The speed of
19 fire is in combination with the fact that today, we all
20 fill our homes with mostly synthetic goods. 30 years
21 ago, using the majority of natural materials such as
22 cotton, wood, and wool, you can have as much as 15 to 20
23 minutes to escape your home if it was on fire. Today,
24 due to plastics and our use of synthetic fabrics, this

1 time is decreased to only 5 minutes. This also
2 decreases the amount of time before a floor collapses or
3 the structure becomes too dangerous for us to even
4 enter. You can now see that the mere delay of 1 to 2
5 minutes can have very dire consequences.

6 Besides these EMS calls and structure fires,
7 hazardous materials incidents, technical rescues, and
8 patients trapped in vehicles are all critical calls
9 where emergency response time is integral to a
10 successful outcome.

11 Thank you again for allowing me briefly to
12 speak tonight on only a few of the obstacles that would
13 affect emergency services if you allow the merger to
14 move forward.

15 MS. ANDRE: Jim Walters.

16 Okay. The next three are William Gabrenya,
17 Robb Cagann and Mike Spain. William, Robb, and Mike.

18 And As a reminder, please state your name
19 clearly for the record.

20 There are a couple of more seats over here if
21 people can't see across the room. If you want to take a
22 seat, go ahead.

23 MR. GABRENYA: All right. Good evening. My name is
24 William Gabrenya, G-A-B-R-E-N-Y-A, Fire Chief of the

1 Bartlett Fire Protection District.

2 I stand alongside the image of a very
3 dangerous situation that happened in our community not
4 once, but twice. Bartlett has experienced two
5 derailments in the last 10 years, one on the same tracks
6 in our downtown that the Canadian Pacific and Kansas
7 City Southern intend to use. One derailment required
8 100 firefighters over three days to control the fire and
9 hazardous materials mitigation. We know all too well
10 that these accidents happen. It's only a matter of
11 time.

12 Currently, freight trains carry various
13 hazardous materials throughout the communities posing a
14 substantial possibility of a hazardous materials
15 release. A proposed merger will present a 32 percent
16 increase in greater potential exposure to hazardous
17 materials incidents.

18 The impact of additional freight train traffic
19 on public safety agencies and community members cannot
20 be underestimated. The more commodities and materials,
21 hazardous or not, transported through densely populated
22 areas, the greater the chance for significant incidents
23 to occur.

24 Regardless of reassurances from the railroads

1 about their safety record, there are no guarantees.

2 If the proposed increase in freight train
3 traffic is approved, each of these communities
4 represented by this coalition would require substantial
5 increases in hazardous materials training vehicles and
6 equipment. Currently, fire service personnel in
7 Illinois are trained in the hazardous materials
8 operations at the hazardous materials technician levels
9 and certified through the Office of the State Fire
10 Marshal. The railroads proposed to provided safety
11 training, but that training is already a requirement.
12 They need to increase their commitment as they are
13 increasing the threat of hazardous materials incidents
14 for our first responders and our residence.

15 The communities represented in this coalition
16 operate within four different MABAS divisions and expand
17 area of approximate 33 miles from Elgin to Bensenville;
18 therefore, four regional teams that are appropriately
19 equipped and trained for hazardous materials response
20 needs to be built to ensure adequate resource
21 availability. Building these teams as regional response
22 teams are the most cost-effective way of providing the
23 necessary and appropriate response capabilities. These
24 regional teams, if appropriately trained and equipped,

1 would be able to provide immediate and initial scene
2 assessment and recognition and take initial actions to
3 begin containments of the event. Additionally, each
4 regional team would be able to provide mutual aid
5 assistance to the other represented communities building
6 a comprehensive hazardous materials response.
7 Stipulates, the railroad provide specialized training
8 and equipment required for hazardous mitigation
9 response.

10 Through this merger, the company stands to
11 make millions in profits. They can afford to make this
12 investment in our communities, but they will only do it
13 if you require them to do so. These expenditures should
14 not be borne by the communities, but by the railroad
15 companies creating this need. We ask that you do
16 everything you can to help keep our communities safe.

17 Thank you.

18 MS. ANDRE: After Mike Spain, we are going to have
19 Jeff Mermuys, Jason Bielawski, and Brian Townsend so
20 that you can get ready.

21 Okay. Thank you.

22 MR. CAGANN: Good evening. My name is Robb Cagann.
23 I am the City of Elgin's Fire Chief.

24 The communities represented here tonight

1 share issues and concerns about the negative impacts
2 that will occur under the proposed railroad merger.

3 The unique make up of each community,
4 including geographical impediments and long-established
5 strategic decision and policy making, will be made with
6 recognition of the rail lines running through the hearts
7 of these cities, thus the negative impacts of this
8 proposed rail merger are far reaching.

9 The Elgin Fire Department provides in all
10 hazards an emergency service delivery system to just
11 under 115,000 residents. There are numerous impacts and
12 proposed increases in freight train traffic we'll have
13 in Elgin, but I will be focusing on three critical
14 areas.

15 First, the City of Elgin is a progressive
16 municipal organization that has strategically deployed a
17 network of seven fire stations to guarantee efficient
18 and effective emergency response in a city
19 geographically divided on the east and west by the Fox
20 River. This fire station network has been designed to
21 provide an internal mutual aid, while also meeting
22 nationally recognized industry standards for the arrival
23 of an effective firefighting force.

24 In Elgin, the Milwaukee District West rail

1 line -- railroad lines parallels the Fox River on its
2 west bank. Elgin operate two fire stations on the east
3 side of railroad tracks and five on the west side where
4 the population is slightly greater and where the city's
5 road continues. Elgin's fire station network design has
6 been effectively functioning because the fire
7 department's emergency vehicles can readily traverse the
8 city relatively unimpeded despite having to endure
9 delays caused by up to 19 Metra trains per day, plus
10 freight trains.

11 The need directly to deploy fire suppression
12 resources to enact a fire and contain the damage is
13 simply a matter of physics. In other words, the longer
14 it takes for a fire department to arrive at the scene of
15 an active fire, the greater the likelihood of greater
16 damage from that fire occurring. Introducing 2-mile
17 long freight trains that will be simultaneously blocking
18 four of Elgin's six railroad -- river crossings will
19 only increase the probability of delay in fire
20 suppression response that it can lead to greater damage
21 or even the loss of life.

22 Secondly, Elgin's two hospitals are both
23 located on the west side of the city. Both hospitals
24 are Level 2 trauma centers and critical not only to

1 Elgin residents, but those communities surrounding Elgin
2 who rely on rapid and efficient transport to these
3 facilities. The need to get critically ill or injured
4 people to definitive care is solely based on the issue of
5 biology. Simply saying the ambulance will only be
6 delayed by X minutes will not inhibit brain or cardiac
7 cell death.

8 The Elgin Fire Department already confronts
9 these delays from 19 Metra trains per weekday plus
10 multiple freight trains. Adding 2-mile long freight
11 trains that are longer and slower than a Metra
12 commuter train will absolutely have a negative impact on
13 the health and welfare of Elgin's residents.

14 Finally, the City of Elgin relies on the Fox
15 River to provide drinking water to the City and the
16 neighboring community. As I described earlier, the
17 Milwaukee District West train tracks in Elgin parallel
18 the Fox River on its west bank. This put the Fox River
19 directly under the threat of hazardous material
20 contamination should a derailment occur. A chemical
21 crude oil or other type of hazardous material released
22 into this crucial waterway will have significant
23 detrimental impact to the health and welfare of Elgin
24 and all of the communities downriver. While the City

1 lives with this threat every day with the existing train
2 traffic, the significant increase of 8, 11, or 14 more
3 freight trains per day significantly increases the
4 potential threat to this critical waterway.

5 Thank you.

6 MR. ROMERO: Hello. Hello. My name is Enrique D.
7 Romero.

8 Real fast here, union jobs. No union jobs,
9 eliminating union jobs is -- I am against it. Keep the
10 same traffic amount that is being now. Nothing changes.
11 If it changes, we fine the CEO. You've got the --
12 they've got the right to make money. Change all bridges
13 and traffic all of the way from Canada to Mexico, put in
14 new tracks, new wood all of the way, brand new, because
15 they're 50 years old. They're probably already rotting
16 out. And if trains go over them most of the day, there
17 is going to be accident. Move housing a mile away from
18 the traffic. Don't move them next to -- whenever you
19 buy a house, the realtor should be find \$10,000 for
20 putting somebody right next to the railroad tracks. So,
21 you know, if you live next to the railroad tracks you're
22 not going to sleep that good.

23 Have a good day everybody. Have a good day
24 now.

1 MR. PIELSKI: And Jason Bielawski kindly yielded at
2 this time to myself for his response; so my name is
3 David Pileski, P-I-L-E-S-K-I. I am the Mayor of
4 Roselle. I am here tonight on behalf of my community's
5 approximately 23,000 residents.

6 According to the Draft EIS report, adverse
7 noise impacts from the proposed merger are unavoidable,
8 yet it is the lack of identified migration -- of
9 mitigation to address the negative noise impact that is
10 most concerning. Should this merger go forward, Canada
11 Pacific should be mandated upon these mitigations. The
12 failure of the Draft EIS to mandate quiet zones is an
13 injustice to Roselle residents.

14 There are five at-grade crossings that impact
15 Roselle. One is a federal railroad administrative
16 approved 24 hour quiet zone. Another has no quiet. And
17 then three crossings in our downtown have a quiet zone
18 between midnight and 5 a.m. Our attempt to attain a 24
19 hour quiet zone in downtown Roselle, an area that is
20 home to a greater concentration of residents and
21 restaurants that rely on outdoor seating has been
22 unsuccessful.

23 The thought of an additional 8 to 14 daily
24 freight trains sounding their horns throughout all hours

1 of our entire downtown is beyond an annoyance as noted
2 in the Draft EIS. The noise will destroy our
3 community's ongoing outgrowth for greater residential
4 density with transit-oriented development and
5 investments for enhancing the vitality of our downtown
6 businesses, some which are just less than 50 feet away
7 from the railroad tracks.

8 To complicate matters, the FRA's train horn
9 rules does not apply to certain Chicago regions,
10 highway-rail grade crossings, which are found to be --
11 and I quote -- a puzzling anomaly.

12 Roselle's three downtown crossings are not
13 subject to FRA rules and are deferred to the Illinois
14 Commerce Commission. In 2021, CP refused to comply with
15 an ICC request that it stop sounding its horns that the
16 village ordered installed in necessary safety measures
17 that would otherwise qualify for an FRA quiet zone.

18 The STB must impose clear mandates upon CP to
19 fund and fully cooperate with communities as it relates
20 to quiet zones and other improvements to mitigate the
21 avoidable increase in sound and vibration.

22 In the case of Roselle, they must be ordered
23 to work with the village and the ICC on establishing a
24 24-hour quiet zone in our downtown area, and mitigating

1 the noise for the residential areas near the Rodenburg
2 and Medinah Road crossings.

3 As Mayor, I can tell you that the most common
4 complaints I receive from residents is the negative
5 impact from train horns that sound 19 hours of the day
6 in our downtown. I share residents' frustration,
7 particularly when I know that Canadian Pacific has been
8 unwilling to work with the Village on establishing
9 24-hour quiet zones.

10 The Draft EIS includes additional mitigation
11 measures, such as requiring that CP promptly respond to
12 communities interested in establishing quiet zones. In
13 the case of Roselle, they promptly responded no.

14 Now, I am for the STB to impose noise
15 mitigation of far greater significance than is included
16 in the Draft EIS and ensure that a \$30 billion company
17 has accountabilities to STB and the residents of
18 Roselle.

19 Thank you for your time.

20 MS. ANDRE: The next three speakers, Juliana Maller,
21 Richard Kozal, and Evan Summers.

22 MR. SUMMERS: Good evening. My name is Evan
23 Summers. I serve as the Village Manager for the Village
24 of Bensenville.

1 With our proximity to O'Hare, I know a few
2 things about noise, and I want to talk about some of the
3 methodology of -- that the EIS had and raise the
4 concerns of the OEA.

5 Through our review of the Draft EIS, I would
6 like to draw the Board's attention to four key areas of
7 the OEA's methodologies which may be flawed.

8 In Section 3.6.1.3, Noise and Vibration
9 Measurements, OEA states that vibration measurements
10 from passing trains were taken at 7 locations in the
11 study area. OEA notes that these locations offer a
12 variety of soil and ground conditions. What these sites
13 do not account for is winter conditions. The coalition
14 communities are located in the Midwest, and during the
15 winter, the ground is known to freeze solid for months
16 on end. OEA's analysis does not appear to have
17 considered how frozen soil transfer vibration over
18 distance.

19 Secondly, in Section 3.6.1.4, Passenger Train
20 Noise, OEA assumes passenger train volume levels on
21 Metra's train schedule dated July 12th, 2021. What OEA
22 fails to note in the D-EIS, very prominently displayed
23 at the top of the schedule is Metra includes the caveat
24 which reads, quote, Due to COVID-19 Pandemic, unless

1 otherwise specified, the following schedules are
2 temporarily in effect. This is noted as important
3 because by Metra's own admission, this schedule is
4 temporary in nature. OEA should consult with Metra to
5 determine their plans to return to a post-COVID-19
6 Pandemic schedule.

7 Number three, in Section 3.6.1.4, Freight
8 Train Noise, it does not appear that a 10 decibel noise
9 penalty was properly attributed to trains operating at
10 nighttime. The day-night average logarithmic sound
11 level, DNL metric, applies a 10 decibel penalty to noise
12 occurring in the nighttime hours as considered 10 p.m.
13 to 7 a.m. Given that the applicant did not submit a
14 sufficient operating plan, it is impossible to know when
15 the increase of trains will be operating and, therefore,
16 impossible for OEA to apply the noise model that
17 accurately models the impact.

18 DNL is the measure at which OEA determined
19 which areas will be significantly impacted throughout
20 the studying area. To inaccurately apply the 10 decibel
21 penalty to the DNL analysis is to completely defeat the
22 purpose of measuring sound. I ask the OEA to rerun the
23 model and with precise times on the trains in order to
24 correctly apply the nighttime standard. Subsequently, I

1 ask that actual sound measurements be taken due to
2 industry standards throughout the observation period to
3 ensure the modeling was correct.

4 In Section 3.14.4.5, Noise, the Draft EIS
5 states that since receptors are already insulated for
6 aircraft noise or are eligible for insulation as part of
7 the CDA's ongoing RSIP, no cumulative noise impacts are
8 anticipated. For OEA listed in the City of Chicago's
9 Residential Sound Insulation Program is sufficient to
10 mitigate the rail noise impact is both unproven and
11 inadequate. Unproven because there is no evidence that
12 sound insulation provided for aircraft is equivalent to
13 insulating for vibrations forwards on to the impacted
14 structures.

15 Finally -- I know I'm not supposed to do
16 this -- is CP even here? Are there any representatives
17 from CP tonight with regard to the important meeting? I
18 see none.

19 Thank you.

20 MS. ANDRE: Brian Townsend, Richard Kozal. Okay.
21 Paula Schumacher.

22 Hello. Please come on up. Sorry.

23 MS. GOVIND: Hi. My name is Shubhra Govind. I am
24 the Director of Community and Economic Development for

1 the Village of Hanover Park.

2 THE REPORTER: Excuse me. I can't hear. I did not
3 get her name.

4 MS. ANDRE: Slowly state your name.

5 MS. GOVIND: My name is Shubhra Govind. I am the
6 Director of Community and Economic Development for the
7 Village of Hanover Park. I am here speaking on behalf
8 of Juliana Maller.

9 The Village of Hanover Park indeed has been
10 strategically working on creating a downtown at the
11 north of the historic core of our community and has
12 always been around our train station. There has been
13 ongoing effort for the past 20 or so years now to
14 encourage development all around our train station and
15 using transit-oriented development principles. And in
16 order to create a vibrant downtown, the Village has
17 taken several corrective steps since 2001. 2001, we
18 created our Village Center TIF District. 2010 and 2012,
19 comprehensive plans specifically adopted for the Village
20 Center to encourage residential and commercial
21 developments. 2018, we started our streetscape project.
22 We have invested about \$7 million already proactively to
23 induce private sector development. We now have an RFP
24 that will be out on the streets to encourage development

1 at the South Commuter Lot. 2020, we expanded our TIF
2 District, again, to include our commuter lot to see more
3 development. 2022, we just finished adopting major
4 changes to our zoning code, again, to seek development
5 around our Village Center. We currently have low income
6 housing, we have an elementary school, we have a
7 satellite campus for a community college, we have a
8 health care facility all adjacent to the railroad tracks
9 which are all going to be impacted by an additional
10 level of freight trains passing through our downtown.
11 And the addition of all of these freight trains will
12 have a significant detrimental impact to all of our past
13 endeavors that I just mentioned because it will impact
14 the quality of life making living next to a train
15 station undesirable. We have been diligently trying to
16 add more residents and commuters to our -- using our TOD
17 principles which are now all going to be impacted.

18 We have been working with Metra throughout our
19 processes for safe and -- locating safely and of
20 parking, and the addition of all of these freight trains
21 will have a significant negative impact on the viability
22 and success of our future downtown. Needless to say, we
23 are opposed to adding more freight trains to our Village
24 Center.

1 MS. ANDRE: Please state your name clearly for us.

2 MR. KOZAL: Thank you for providing the opportunity
3 to provide information to CP.

4 I am Rick Kozal, K-O-Z-A-L, Elgin's City
5 Manager.

6 Earlier this evening, you have heard from
7 Elgin's fire chief, Robb Cagann, and its police chief,
8 Ana Lalley, each who made their respective concerns
9 about how the added daily presence of 8 to 14 2-mile
10 long freight trains in addition to the existing 19
11 weekday and 12 weekend Metra commuter trains crossing
12 through the city will negatively impact Elgin's economic
13 vitality and effectiveness of its fire and police first
14 responders. In a moment, you will hear from Elgin's
15 mayor expressing similar concerns.

16 Their observations on the negative impacts
17 that will be occurring from the pervasive presence of
18 2-mile long freight trains simultaneously blocking four
19 of Elgin's six river crossings are not subjected. This
20 is objectively compiled information with traffic data
21 backing their resurgence.

22 Right now, Elgin's railroad crossing gates to
23 collective drop down for a freight train is about one
24 and a quarter hours a day. With the proposed merger's

1 plan to initially add 8 freight trains daily, the
2 collective gate crossing's down time increases 340
3 percent to four and a quarter hours a day.

4 At 14 daily freight trains contemplated under
5 this merger, Elgin's crossing gates collectively will be
6 lowered for seven and a half hours a day, a 600 percent
7 increase of the current freight train traffic today.

8 The daily freight train traffic for blocked
9 vehicles is currently about 937 vehicles a day under
10 that one and a quarter hour combined crossing grade down
11 time. With 8 additional trains, 300 -- 3,249 vehicles
12 will now be delayed for a time period of four and a
13 quarter hours a day, an almost 350 percent increase from
14 the number of vehicles stopped now. 5,000 vehicles will
15 suffer delays when 14 additional freight trains pass
16 through Elgin and throughout the crossing gates for a
17 collective time of seven and a half hours, a 525 percent
18 increase. Today, freight train vehicle delay passing
19 through Elgin collectively generates 34 hours of delay.
20 Adding 8 trains, bumps this to 97 hours, and with 14
21 more trains, it goes to 147 hours, a 432 percent
22 increase from today. The impacts on a dense and popular
23 city like Elgin are immense.

24 The plan for merging two Class I railroads to

1 create a single line service linking Canada and the
2 Midwest with Texas, the Gulf Coast, and Mexico is
3 certainly desirous, but not at the expense of a broad
4 swath of communities in the Chicago metropolitan area
5 that are deciduously planned for their continuing
6 economic vitality and growth with the understanding that
7 the rail lines crossing through these communities are
8 there for the primary benefit of the region's commuters.

9 There are viable options for routing
10 additional freight train traffic around the Chicago
11 metropolitan area instead of imposing that burden on the
12 region's existing commuter lines and fundamentally
13 altering the character of municipalities like Elgin.

14 The STB must meaningfully consider those
15 options as part of its analysis of the CP-KCS merger.

16 Thank you.

17 MS. ANDRE: Nunzio Pulice, David Pileski, and Rodney
18 Craig.

19 Thank you, Paula, for being patient.

20 MS. SCHUMACHER: Hi. I'm Paula Schumacher. I am
21 the Village Administrator for the Village of Bartlett.

22 Since 2006, Bartlett has been working to
23 establish quiet zones throughout our community. The
24 last quiet zone was established just this past December.

1 We know the value of these designations to add to the
2 quality of life of our residents.

3 The EIS states that the proposed merger would
4 result in the removal of quiet zone designations at four
5 grade crossings in Bartlett. These crossings are in the
6 heart of our downtown transit-oriented development area
7 which focuses on new residential development in close
8 proximity to public transportation. The merger will
9 make our existing quiet zones invalid and negate decades
10 of work to create these zones for our residents just as
11 the daily increase in train traffic jumps up
12 dramatically. Many of the communities along this line
13 of quiet zones they wish to preserve. We have struggled
14 for many years and made significant financial
15 investments to create them.

16 The increase in train traffic and related
17 noise may lead to the need for the establishment of new
18 quiet zones or costly safety measures to be installed to
19 maintain existing quiet zones. The merger is causing
20 this negative change, and you should require that the
21 railroad completely fund mitigation improvements
22 necessary to reestablish or create quiet zones our
23 residence have demanded and deserve. Do not put this
24 burden on our communities. It should be placed squarely

1 upon the company causing the hardship, the railroads.

2 We listened when our residents told us of
3 train horns waking you them up each night or preventing
4 them from opening their window on a summer day. We need
5 you to listen now.

6 I have a recording from a daily monitor that
7 was sent to us before our quiet zones were established.
8 It illustrates better than the posters or the words the
9 importance of these quiet zones for our families.

10 (Whereupon, a recording was played of a train
11 siren sounding and then a baby crying.)

12 Thank you.

13 MR. PULICE: Good evening. My name is Nunzio
14 Pulice. I am the Mayor of the City of Wood Dale. I
15 have been serving my community for over 15 years and a
16 resident for over 34 years.

17 How would you like it if your community had an
18 F grade in anything, let alone a safety of a rail
19 crossing? In Wood Dale, we have three vehicle at-grade
20 crossings along the Metra Milwaukee District West line.
21 Of the three, two are intersecting almost at one point
22 just 100 feet away from each other along Wood Dale Road
23 and Irving Park. This unique configuration not only
24 bisects the community in half north and south, but also

1 east and west. This area is a geographic centerpoint of
2 Wood Dale and is well transversed by vehicular traffic
3 and pedestrian traffic every day. These two crossings
4 have historically been a major life safety concern for
5 the City of Wood Dale, the Illinois Commerce Commission,
6 and the Federal Railroad Administration.

7 According to Illinois Department of
8 Transportation, on a scale from A, free-flowing, to F,
9 gridlock, the intersection operated at a level of
10 service F in the morning rush hour and E in the
11 afternoon rush hour. Levels below D are failing
12 operations. How did we achieve this critical rating?
13 There is an accident rate and frequency rate for a
14 million vehicles entering an intersection. The
15 intersection was rated 1.82. The critical rate and
16 frequency for accidents should be just 1.262 in
17 Northeastern Illinois. The intersection was considered
18 a high accident location. The west approach to the
19 intersection is considered a high accident segment. The
20 accident rate and frequency are 5.93 accidents per
21 million vehicles entering, and 56 -- 56 for the western
22 approach to the intersection. The critical rate and
23 frequency for accidents in Northeastern Illinois are
24 3.85 and 40.6, according to IDOT. Trains stopped at the

1 Metra station or just passing through the intersection
2 cause over 100,000 hours of vehicle delays per year.
3 There is an 11 percent chance of train-vehicle crashes
4 on Irving Park Road in any given year. There is a 5
5 percent chance of a train-vehicle crash on Wood Dale
6 Road in any given year. 46 train versus auto crashes
7 occurred at at-grade crossings along Irving Park Road
8 since 1955 with one fatality. 128 crashes occurred
9 within the intersection over the recent three year
10 period.

11 In early 2000, Wood Dale took on a large
12 capital expense to reconstruct the intersection of Wood
13 Dale and Irving Park Road. The project took almost 10
14 years to finally be completed. While the grade
15 separation was considered, the cost and disruption made
16 it unfeasible at that time. Instead, we focused on the
17 smaller scale safety improvements for roughly \$15.
18 Wood Dale daily was able to bring the intersection from
19 an F rating by governing the agencies to a D.
20 Fast-forwarding to the present time, you could only
21 imagine the future delays that would now be caused by
22 the added freight trains that are substantially longer,
23 which will surely present instances where vehicular
24 traffic is put at great risk and where it moves back

1 down to an unacceptable situation putting lives at risk.

2 Currently, 50 trains per day, plus freight
3 trains, at-grade railroad crossings experience
4 tremendous delay now. More and longer freight would
5 exasperate this.

6 Specific to Wood Dale, the intersection of
7 Illinois -- Wood Dale Road is -- and the town is
8 literally bisected north and south, east and west
9 because of how the tracks cut off both roads. There is
10 direct negative impacts for emergency vehicles and road
11 commuters, access to schools, and movement of commerce.
12 Desire to increase freight traffic and use longer trains
13 that increases the amount of hazardous material shipping
14 through the city increases the chances of leakages,
15 spills, and mishaps. With any railroad, derailments are
16 possible. Increasing rail traffic and train length
17 would seem to increase the potential for derailment.
18 More train traffic and longer trains lead to more driver
19 frustration. It can cause erratic and unsafe driver
20 behavior. Emergency response times would be severely
21 impacted. When seconds matter, minutes -- tens of
22 minutes can be added, and the unknown of the emergency
23 is going to happen. The risk is --

24 MS. ANDRE: Mayor Pulice, please finish up.

1 MR. PULICE: I'm on the last paragraph.

2 -- is unacceptable. For our residents, it
3 would need whatever emergency response a situation
4 dictates. Longer and more frequent trains would cause
5 substantially longer delays and increased idling and a
6 negative impact.

7 Thank you for allowing me to briefly speak
8 tonight about the intersection.

9 MS. ANDRE: Thank you.

10 MR. CRAIG: Well, good evening, and I'd like the STB
11 for coming to our suburban area.

12 My name is Rodney Craig, and since 2007, I
13 have had the honor of being the Mayor of the Village of
14 Hanover Park, and since 2014, I have had the privilege
15 of serving on Metra's Board of Directors and the DuPage
16 Railroad Safety Council.

17 Please take a look at the image beside me. In
18 the circle are children under the crossing gates. In my
19 tenure on Metra's Board, I cannot tell you how many
20 times I have been briefed on incidents similar to this,
21 many of them not ending well. This is a concern that
22 affects every -- every one of us in this room: gates
23 can be down too long, children going under a gate, and
24 then being hit by a train they can't see. With an

1 increase of 8 to as many as 14 trains a day, freight
2 trains, oddly, odds greatly increase that children and
3 others will be tempted to go around the gate. This
4 cannot happen.

5 CP has a well-documented history of
6 prioritizing movements of its freight trains over
7 movement of scheduled passenger trains. Safety factors
8 intervene when CP will optimize freight movements.
9 Often it allows freight traffic to operate on the tracks
10 normally occupied by scheduled passenger trains at the
11 time of those trains are scheduled diverting the Metra
12 trains to the opposite track. This requires passengers
13 waiting for those trains crossing the regular platform
14 to the opposite platform crossing both tracks on
15 crosswalks at the same time that the freight may be
16 bearing down on them.

17 I support strongly the dispatch and the
18 operations with Metra. As you have heard earlier from
19 Shubhra Govind, our Economic Development Director, the
20 Hanover Park Metra station connects pedestrians with our
21 Village Center, which is currently under development.
22 Pedestrians and cyclist traffic will be using the
23 station as an access point to the new Village Center and
24 its future amenities. The Metra station is used to

1 connect the Cook County bike path system to the proposed
2 DuPage County bike path currently being funded. This
3 amounts to many more pedestrians and cyclists with
4 crossing the railroad tracks. This means that many more
5 people will be tempted to go around safety devices at
6 the surface crossings.

7 Thank you very much.

8 MS. ANDRE: Dave Kaptain, Tom Dailly, Kevin Wallace.
9 Dave Kaptain, Tom Dailly, Kevin Wallace.

10 ATTENDANT: He's not here.

11 MS. ANDRE: Okay. Thank you.

12 MR. KAPTAIN: Hello. I'm David Kaptain, Mayor of
13 the City of Elgin, Illinois.

14 Elgin is a river city of 115,000 people
15 divided by the east and west by the Fox River. All
16 50,000 people live on the east side; 68,500 people live
17 on the west side. We have six bridges, and four of
18 those river crossings are located within the heart of
19 our city and our historic downtown. These four
20 crossings are within one mile. The concentration of
21 river crossings within a small geographic area
22 predictively generates a great amount of vehicular
23 traffic by residents, businesses, and visitors seeking
24 to access Elgin's east and west sides. With the

1 Milwaukee West line running parallel to the river on the
2 west bank, traffic at these bridges is completely halted
3 when a freight train or a Metra train passes through our
4 city. The proposed CP-KCS merger and its plan to have
5 openly commonplace freight trains of 2 miles or longer
6 in length and up to 8 to 14 trains a day will entirely
7 prevent east-west vehicular movement at Elgin's four
8 crossings.

9 For a generation now, Elgin has been making a
10 substantial infrastructure and redevelopment investment
11 to establish a transit-oriented residential and business
12 environment. Three Metra commuter train stations serves
13 both Elgin residents and residents from neighboring
14 suburbs, and two of Metra's three commercial -- three
15 commuter stations are in the city's downtown central
16 core along the Fox River. Metra is the fourth busiest
17 commuter rail system in the United States by ridership
18 and the largest and busiest commuter rail system outside
19 the New York metropolitan area. With Metra's
20 substantial commuter train presence in Elgin's downtown
21 already impacting its four river crossings with traffic
22 delays and warning horns, if including a pervasive
23 freight train presence will certainly derail Elgin's
24 successful efforts in reestablish- -- establishing

1 economic vitality to the downtown core.

2 People adapt their driving, shopping, and
3 entertainment patterns to avoid traffic conditions that
4 regularly create delays in reaching their intended
5 destinations. With a substantial freight train presence
6 being added to the Metra regular commuter scheduling,
7 people will quickly begin avoiding travel through
8 downtown Elgin in realization of the consistent traffic
9 delays and backups that are now being caused by 2 mile
10 long or longer freight trains entirely blocking the
11 four -- four of our six crossings.

12 Elgin's community current tradeoffs and
13 Metra's traffic delays and warning horns are both an
14 offset and accepted with the recognition of the
15 significant and highly sustainable amenities and
16 measures provided to Elgin and surrounding communities.
17 But running these longer freight trains, and more of
18 them, offers no such benefit, only significant
19 disruption, reduced quality of life in Elgin and its
20 neighboring communities, and reduced flexibility in
21 Metra's ability to adapt its scheduling to the new
22 post-pandemic work and community practices. Elgin does
23 not want to go backwards in its development. We want to
24 move forward. This extension will set us back decades.

1 I see you have the red flag, but I have to add
2 one thing.

3 Elgin has just suffered the death of a
4 pedestrian on the railroad tracks in the City of Elgin
5 on Monday. It has brought up here many times that
6 safety is a priority for us. Every mayor that serves
7 here swears that safety is the number one purpose in our
8 lives and our goal in the City of Elgin and the
9 cities -- other cities. Please do not trade for the
10 lives of our residents and the well-being of our
11 residents to the railroads for the benefit of business
12 and -- their business, their futures, and they're
13 looking -- they're looking at this as just a tradeoff of
14 people as part of doing business, a process of doing
15 business, and I don't want to look at our residents and
16 these fine people sitting here as collateral damage.

17 Thank you.

18 MR. WALLACE: I think that's very well put by Mayor
19 Kaptain --

20 THE REPORTER: Could I have just a minute? Could I
21 have just a minute? I need just a minute.

22 MS. ANDRE: Please state your name clearly.

23 MR. WALLACE: Yes. Kevin Wallace, Mayor of
24 Bartlett.

1 THE REPORTER: Could I have -- wait, wait. Wait one
2 minute. Sorry.

3 MR. WALLACE: I think that's a great point, and
4 Mayor Kaptain --

5 THE REPORTER: Hold on one minute, one minute. Hold
6 on. Sorry. I'm unplugged here, and I need a minute to
7 shake my hands out.

8 MR. WALLACE: Do you need a break?

9 THE REPORTER: I'll be fine.

10 MS. ANDRE: There is -- after Mr. Wallace, there
11 Frank DiSimone, Mary Ferrill, and James McCarthy.

12 THE REPORTER: Okay.

13 MS. ANDRE: Are you ready?

14 THE REPORTER: Yes.

15 MS. ANDRE: Please state your name clearly.

16 MR. WALLACE: Kevin Wallace. I have been the
17 Village President in Bartlett for the last nine years.

18 Again, just so it's on the record, I'd like to
19 reiterate what Mayor Kaptain has mentioned about the
20 dozens of first responders that have testified here
21 today about how unsafe this is and some of the
22 unbelievable ways that you have tried to prove that is
23 safe.

24 But so 149 years, our community was built

1 around the rail system. Bartlett has long coexisted
2 with Metra running through our village and has been our
3 partner in creating a commuter-friendly and walkable
4 downtown. Nearly 400 residential and commercial
5 buildings are within 300 feet of our railroad tracks.
6 We have recently approved a five-story 90-unit apartment
7 building and an adjacent site also earmarked for
8 residential TOD. Bartlett is now on the verge of
9 realizing a kind of vibrant pedestrian and
10 commuter-friendly downtown that we have been working for
11 for decades, and I know that every mayor in here has
12 been working for that for decades as well. In a five
13 year span culminating in 2024, we project in excess of
14 \$55 million of investment in our downtown; however, 128
15 percent increase in daily gross tons of freight will be
16 traveling through Bartlett with this merger. The train
17 will simultaneously block, as everyone has said, every
18 crossing in our downtown. The trains -- the disruption
19 of noise, vibration, and gridlock created by 8 to 14
20 trains daily is just too much.

21 Bartlett has always recognized that we have to
22 find common ground with the railroad, but this time, it
23 is just too much for our residents and our businesses.

24 I encourage you to take the Metra train

1 sometime and see for yourself how much we have worked as
2 neighboring communities for transit-oriented development
3 along these rail lines. I would encourage every one of
4 you to do that. There has been hundreds of millions of
5 dollars spent in TOD plans, and this could possibly
6 potentially wreck them all.

7 Approval of this merger without any
8 operational mitigations like our coalition is requesting
9 will negate years of planning, hundreds of thousands of
10 taxpayer dollars, if not millions, in significant local
11 investment, turning our com- -- most of our communities
12 along the rail lines into a liability instead of the
13 assets that we have created for them.

14 I do thank you for your consideration.

15 One last point because I have 30 seconds. I
16 would like to know -- a lot of these signs have shown us
17 hundreds -- or thousands and thousands of hours of
18 sitting and waiting at these gates. Have we thought
19 about how that's going to balance out, the 60,000 trucks
20 that are going to be on the roads, because they're going
21 to be sitting there idling for tens of thousands of
22 hours. I'm not sure how we're figuring that out, but
23 there is going to be more pollution flowing up from
24 every time they're sitting there for tens of thousands

1 of hours, so you might want to consider that as well.

2 Thank you for your consideration.

3 MS. ANDRE: Thank you.

4 MR. DiSIMONE: Good evening. My name is Frank
5 DiSimone. I am the Mayor of the Village of Bensenville.

6 In addition to my responsibilities as a mayor,
7 I have served the past 23 years as a police officer in
8 the nearby community of Schiller Park. With these two
9 simultaneous carriers, I believe that I can offer a
10 unique prospective to the Surface Transportation Board
11 on the Draft EIS being discussed this evening.

12 Simply put, the Draft EIS failed to accurately
13 represent, model, or analyze the impact that this merger
14 will have on public safety. In my community of
15 Bensenville, the Milwaukee District West line cuts our
16 community in nearly equal halves and what are uniquely
17 located adjacent to the Bensenville yard. As a result,
18 the impact of 8 to 14 freight trains per day traversing
19 the rail line will have a disproportionate amount of
20 impact on our crossings due to the freight trains having
21 to slow and often stop outside of the Bensenville yard
22 as a train is broken up.

23 Currently as illustrated by the board behind
24 me, Bensenville railroad crossings experience one and a

1 half hours of down gates per day. At 8 additional
2 trains per day, the number grows by 458 percent. At 14
3 trains per day, that number grows by 800 percent. In
4 real time, my community is facing a total of 11.25 hours
5 per day of blocked rail crossings. Just how does the
6 Surface Transportation Board or the Canadian Pacific
7 expect my community to provide police and fire services
8 to my residents when 11.25 hours a day are spent with
9 those crossing gates down?

10 Bensenville is home to some of the finest EPS
11 police officers in this country. Unfortunately,
12 however, no amount of training or tactics can overcome a
13 freight train blocking all possible emergency routes
14 during a call.

15 I could tell you from personal experience it
16 is absolutely gut-wrenching to hear a police officer
17 call for backup over the radio and they're being -- as
18 they're being battered or otherwise risking their lives
19 while you, as the responding officer, are forced to sit
20 and wait for a freight train to start moving again. We
21 can only expect that these types of calls would grow
22 substantially due to this merger.

23 The Draft EIS should have -- should have
24 identified response times for communities, and the

1 STP -- STB should have placed mitigations on the merger
2 to ensure that current response times for both police
3 and fire should be maintained at premerger levels. I
4 implore the STB to consider the impact that this merger
5 will have on the public safety and include appropriate
6 mitigations in the Final EIS.

7 That concludes my testimony. Thank you for
8 your time.

9 MS. ANDRE: Mary Ferrill, James McCarthy, and Thomas
10 Fox. Do any of you people still wish to speak?

11 Okay. William Benz, Raymond Castellano, Sarah
12 Albrecht.

13 MS. ALBRECHT: I am Sarah.

14 Hi. Thank you so much. I am Sarah Albrecht.
15 I just want to speak as a resident of downtown Roselle
16 and echo everything that has been shared here tonight
17 and really about the proximity and intimacy of these
18 communities.

19 Beyond the matters of life and death that have
20 been discussed here today, there is the proximity and
21 the intimacy. My front door is roughly 70 feet away
22 from the train tracks. I live on Main Street, Roselle,
23 above storefronts. There is an apartment building next
24 to me. Another one over here. There is another condo

1 building in development. And that's just one block that
2 I am describing of the entirety of our communities.

3 The trains that go past my front door are 92
4 decibels, which I measured on a sound meter that I
5 downloaded on my phone. Also, for some reason, the
6 modeling that you show on the computer for the noise
7 itself shows my address, which is 117 Main Street, to be
8 no change in sound, which makes absolutely no sense to
9 me and defies the laws of physics; so that shows me that
10 your analysis is untrustworthy and to not to be taken
11 for granted.

12 It's also indicated that you're not having
13 conversations and consultations with our community
14 leaders, all of whom have spoken here tonight. Every
15 single one of my community leaders from the local to the
16 county to the state and federal have spoken out here
17 tonight, and that heartens me and makes me feel so proud
18 and love my community even more so. I thank you, all of
19 you, for being here and for standing up and speaking
20 out.

21 And it would just destroy the communities, and
22 I invite you to come and see. I hope that while you are
23 here in town, you go to these communities yourselves.
24 Right now, after this meeting, you can grab a drink in

1 downtown Roselle or any one of our communities and see
2 for yourself what it would do. Beyond the life and
3 death matters, the sound, the idea of this freight
4 traffic increasing is just appalling to me as a
5 resident, and I am wondering what you are asking of the
6 railroads. You are asking us to sacrifice so much
7 seemingly at our own expense. You are also asking us to
8 trust you that our concerns will be accounted for, which
9 remains to be seen. And these are huge asks that you
10 are asking of us. What are you asking of them? Can you
11 ask them to relocate the depot away from our communities
12 somewhere in a non-residential area west of Elgin? What
13 are the practical innovative strategies that are being
14 discussed? We don't know. I look forward to hearing
15 that.

16 And thank you once again for everyone who has
17 spoken out today.

18 MR. BENZ: My name is William Benz. I am the Chief
19 Ethics Officer and Special Projects for the Northeast
20 Illinois Regional Commuter Railroad Corporation, more
21 commonly referred to as Metra.

22 Metra is a commuter rail provider for the
23 Northeast Illinois-Chicago area. We are one of the
24 largest public railroads in the country, serving a

1 population of almost 8 million people. We thank the
2 Surface Transportation Board for the opportunity to
3 comment on the Draft Environmental Impact Statement for
4 the proposed merger.

5 As you know, rail service in the Chicagoland
6 area is one of the most complex in the nation.
7 Currently, six of the seven Class I railroads compete
8 with shortline railroads, Amtrak, each other, and Metra,
9 for time and space on Metra tracks. This proposed
10 merger stands to conservatively bind commuter rail
11 service to the additional merger-related traffic on the
12 Metra-owned Milwaukee District lines. In their regional
13 application, applicants failed to protect
14 industry-standard RTC modeling to show the impact of the
15 merger to our region. Instead, Metra conducted this
16 model which shows that applicants significantly
17 understated the increase in traffic, a degradation of
18 Metra's lines. This was not considered in the Draft
19 Environmental Impact Statement, which only reviewed the
20 applicants' subjective traffic increases and impacts.
21 Metra urges the Board to consider the impact indicated
22 by Metra's rail traffic modeling which Metra submitted
23 to the Board.

24 Further, the Draft Environmental Impact

1 Statement does not address serious safety concerns
2 raised by Metra and the Chicago area communities
3 regarding the impact of the merger on the many grade
4 crossings and passenger rail stations on the Milwaukee
5 District lines.

6 And to earlier comments to the Board, Metra
7 demonstrated that the Canadian Pacific's current
8 dispatching operational practices create unsafe
9 conditions at Metra stations. This is because the
10 Canadian Pacific at times blocks the Metra's -- blocks
11 Metra's lines or dispatches freight and passenger trains
12 on the tracks in a manner that forces passengers to
13 cross tracks unnecessarily, dodging oncoming freight
14 trains, or circumventing idling freight trains at Metra
15 stations. The Environmental Impact Statement does not
16 sufficiently address increased safety risks caused by
17 this practice.

18 In light of the additional traffic, the delays
19 from Metra's modeling shows it will result from the
20 merger. It is vitally important that the Board force
21 environmental analysis conducted using accurate
22 information in order to properly determine the level and
23 extent of the impact of the proposed merger. Metra
24 requests that the Board take into considering these

1 points.

2 Thanks to the Board again for the opportunity
3 to speak. Metra will also be submitting written
4 comments on the Draft Environmental Impact Statement by
5 the deadline.

6 Thank you.

7 MS. ANDRE: The next speakers, we have Kari Harris,
8 Douglas Halverson, and David Webb.

9 MR. HALVERSON: Good evening. My name is Douglas
10 Halverson, and I have the privilege of being the Chief
11 for the Bensenville Fire Protection District.

12 I want to take everyone back to the late
13 1970s. Two crucial fires had a significant impact due
14 to profuse delays by trains. The loss of the Montgomery
15 Ward's building and the Watrous fire resulted in a total
16 loss, and it affected several businesses that surrounded
17 them. All taxing bodies in Bensenville lost tax
18 revenues and sales revenue as neither business rebuilt
19 after the fire. Mentioning these fire is significant
20 because the impact to the local taxpaying community felt
21 compelled to build another station on the north side of
22 our tracks.

23 I am here to advocate for the Bensenville Fire
24 Protection District, the City of Bensenville, its

1 taxpaying community, and the men and women who protect
2 it. This merger will cause a burden and, once again,
3 fall on the taxpayers, as history has proven. This
4 merger directly affects the local residents due to
5 constraints on the staffing and apparatus to maintain
6 reasonable response times and the shared resources that
7 we offer. Our fire district is already short-staffed
8 and uses both the north and south stations to supplement
9 each other to provide the best service possible.

10 This merger is projected to create 50 percent
11 more train traffic by adding trains as well as the
12 expansive train cars and extra time prohibiting us --
13 prohibiting us to do -- effectively do our job.

14 Bensenville is the first town bordering the
15 west and directly connects to the Canadian Pacific yard
16 which immediately impacts the traffic and directly
17 delays response to emergency calls, specifically when
18 trains sit at the crossings waiting for authority to
19 move forward or restrictive block signals that require
20 reduced speed before passing.

21 This will also have a significant impact on
22 the insurance rates with the commercial and industrial
23 building seeing the biggest increase. Fire service ISO
24 ratings are heavy impacted by response times, and with

1 the projected 50 percent increase in train traffic, our
2 ISO ratings will inevitably elevate cost in our
3 community once again.

4 We operate from two stations, one on each side
5 of the tracks, full staffed 24/7/365. Station 108 is
6 located on the north side and staffed with a squad
7 company only able to carry out initial EMS services, and
8 it only consists of three personnel. We have a
9 battalion chief and a jump company on the south side.

10 Our district is 6.4 square miles and do
11 respond to an average of 3900 calls a year. Given our
12 limited staffing, a vehicle from both stations that do
13 on the majority of responses is causing our crews to
14 cross the tracks multiple times daily to supplement each
15 station. If crews are delayed by trains, that leaves
16 the north side of the district without an available
17 medic, even a delay in the paramedic's care and
18 transport to the hospital.

19 Ultimately, we need an underpass on York Road,
20 and at a minimum, we would require six additional
21 personnel, two a day to staff in a central needed
22 ambulance on the north side, the lack of funds to do so.
23 This is what our fire district requires to run
24 unimpaired, and these funds should not derive from the

1 local taxpaying community. This impact was created by
2 CP and should be resolved by CP at their expense which
3 they -- in good faith in repairing previous askings for
4 damages to the entire community. This merger is the
5 largest of its kind, and the ramification will be felt
6 by the community for millenniums to come and should not
7 come at the expense of our taxpayers who have paid not
8 only in revenues, but quality of life. As the railway
9 is the only establishment that stands to profit
10 significantly, the railway, they should render the
11 capital and make the appropriate changes for a safer
12 Bensenville.

13 We have a strong saying in the fire service:
14 The first 5 minutes dictates the next 5 hours. This can
15 be a difference between a rescue of a victim versus
16 recovery or an offensive attack versus a defensive. We
17 cannot wait behind a freight train and watch entire
18 businesses go up in flames literally.

19 Thank you.

20 MS. HARRIS: Good evening. My name is a Kari
21 Harris, and I am the Manager of Environmental Impact for
22 the U.S. operating railroad subsidiaries of the Canadian
23 National Railroad Company doing business as CN. I am
24 based at CN's U.S. headquarters in Homewood, Illinois,

1 and I live in Kendall County

2 At CN, we take our role as a neighbor very
3 seriously. With that role comes the responsibilities
4 that will require us to be open, honest, and present in
5 the communities we serve. I am here on behalf of CN
6 tonight to emphasize two points from CN's comments that
7 we submitted on September 6th on the Draft EIS for the
8 proposed merger.

9 First, there continued to be pervasive issues
10 in the accuracy of CP's and KCS's traffic data that they
11 submitted to the STB, and these issues are reflected in
12 the Draft EIS. Accurate data is vital to an adequate
13 EIS, but the data keeps changing with almost every CP
14 and KCS submission. This is not a revival basis for the
15 Board to assess the environmental impacts of the
16 proposed merger. Proper base year data, for example, is
17 important to understanding the environmental and
18 operating impacts of a merger. Here, CP -- CP and KCS
19 selected 2019 as the base year, but they did not use any
20 actual 2019 data. Instead, they modeled a 2019 base
21 year using monthly snapshots of traffic from 2020 and
22 2021. The modeling produced numbers that are plainly
23 inaccurate and that change from submission to
24 submission. That is not a reliability approach for an

1 environmental analysis. The STB recognized these
2 problems in April and directed CP and KCS to provide
3 amended operating plan data that were consistent with
4 the data they gave to the STB's environmental office.
5 The STB expected that the data would be essentially the
6 same, but in May, CP and KCS submitted yet another set
7 of data in their amended operating plan. It's not
8 essentially the same as the data used in the EIS, and
9 none of these different modeled sets of data represents
10 actual traffic for the base year of 2019. In its
11 comments, CN has given multiple examples of line
12 segments where the CP and KCS numbers inaccurately
13 reflect traffic on the line. Without accurate and
14 reliable data, OEA cannot determine whether and where
15 relevant thresholds for significant environmental
16 impacts may be triggered and what the extent of those
17 impacts will be.

18 Second, there are missing line segments in the
19 Draft EIS. Specifically, the Draft EIS does not include
20 analysis of CN's line segment between the Franklin Park
21 and Schiller Park yard. CP uses CN's track to reach the
22 Schiller Park yard. CP disclosed that the merger will
23 increase in truck activity and carload activity that
24 exceeds the STB's environmental thresholds at the

1 Schiller Park yard, yet CP never disclosed any data for
2 the line segment owned by CN between the Franklin Park
3 and Schiller Park yard. The line segment is absent from
4 CP's operating plan, amended operating plan, and
5 environmental submissions. CN has no idea of how much
6 merger-related increase and post-merger's traffic CP
7 projects to move over CN's track; however, since CP's
8 increase in activity at the Schiller Park yard exceeds
9 the thresholds, it seems likely that CN -- CP's traffic
10 on the track to the Schiller Park yard could also exceed
11 the thresholds and that should be at least be studied.

12 I see I'm out of time, so in conclusion, CN
13 does ask STB's environmental staff to perform additional
14 analysis in a supplement EIS and allow for public
15 comment on the full scope of potential actions before
16 the STB.

17 Thank you for your time, and we will be
18 submitted additional comments on the -- in writing for
19 the record. Thank you.

20 MR. WEBB: Good evening. I am David Webb, W-E-B-B,
21 and I am the Deputy Village Manager for the Village of
22 Hanover Park.

23 As proposed, the quality of the air we breathe
24 and the impact on human lives out of this \$31 billion

1 merger by giving one freight railroad access to Mexico,
2 the United States, and Canada and all stops along the
3 way is nonnegotiable. For some cities that already
4 endure a lot of air pollution, it will mean even more
5 resulting in serious health risks, particularly for
6 people with heart and lung diseases.

7 The vast increases in rail and truck traffic
8 will increase the burden of pollutants in areas of a
9 concentrated rail activity, such as intermodal
10 terminals. Air quality analysis should be required at
11 rail yards, grade crossings, and junctions.

12 The potential impact on low income and
13 minority communities along the Milwaukee District West
14 line must be mitigated appropriately by environmental
15 justice requirements. The impact on these communities
16 must be clear because, according to the Environmental
17 Protection Agency, exposure to diesel exhaust can weaken
18 severe health conditions like asthma and respiratory
19 illness and can worsen existing heart conditions, lung
20 disease, and special needs in children and the elderly.
21 These conditions can result in increased emergency room
22 visits, hospital admissions, absences from work and
23 school, and premature deaths.

24 Further, the environmental impact on low

1 income and minority communities from diesel engine
2 emissions contributes to the production of ground-level
3 ozone which damages crops, trees, and other vegetation.
4 Also created is acid rain which affects soil, lakes and
5 streams, and enters the human food chain via water,
6 produce, meat, and fish. These emissions also
7 contribute to property damage and reduced visibility.

8 The merger cannot come through our communities
9 risking human life and the environment, particularly
10 when the most significant price will impact our low
11 income and minority populations. You cannot overlook
12 our most vulnerable residents.

13 Thank you for your time.

14 MS. ANDRE: The next speakers are Shubhra Govind and
15 Michael Wolfe.

16 ATTENDANT: She already spoke.

17 MS. ANDRE: Okay. And then Wayne Richards.

18 MR. RICHARDS: Good evening, everybody. My name is
19 Wayne Richards, a resident of DuPage County here.

20 A lot of things have been said, you know, the
21 360 degree curve that will alter lifestyles and safety
22 and everything else. The one thing, Americans with
23 Disabilities Act, I have not heard anything with that.
24 These poor soles will be standing there with crutches

1 and wheelchairs waiting for these land bridges to go by
2 with tickets.

3 Another thing, if CP claims to be such a good
4 neighbor, as they have emphasized in the newspapers,
5 they should be responsible for people's property values
6 that will decrease due to the lifestyle change -- nobody
7 wants to live by the tracks or in the area, period --
8 and the infrastructure that will be needed to add to the
9 safety of the existing communities. I mean, duplication
10 of police stations, fire, and maintenance to the way of
11 meaning the public works and things and whatnot.

12 That's all I've got to say.

13 MS. ANDRE: Thank you.

14 MR. WOLFE: Good evening. Michael Wolfe, W-O-L-F-E
15 a long-time resident of Itasca.

16 Let me begin by saying, A, that the draft
17 impact study is underwhelming. No credible evaluation
18 depends on averages to characterize data. Your analysis
19 is irresponsible and ignores the reality nurturing
20 tonight.

21 As one who lives apparently on the wrong side
22 of the tracks in Itasca, I shutter to imagine traffic
23 when multiple crossings are down at the same time. If
24 you have driven in that area, you would see why. At two

1 of the crossings at Walnut and Catalpa the crossings are
2 just a few car length off of Irving Park Road, a major
3 thoroughfare through the area; so when the crossings are
4 down, you can't turn off of Irving to clear traffic. If
5 the crossing gates are down for an extended period of
6 time, you would block Irving entirely in both
7 directions.

8 Think beyond the numbers. How long will it
9 take an emergency vehicle in Itasca to get across the
10 tracks when the vehicle can't even get out of the
11 station on Irving Park Road? How long will it take them
12 to get around the traffic if a driver has unwittingly
13 blocked the shoulder trying to get out of the way of
14 traffic on Irving?

15 This plan demands significant mitigation to
16 deal with these issues, and it should be by CP at their
17 expense, not mine.

18 Thank you.

19 MS. ANDRE: The next speakers are George Foran
20 (phonetic), George Foran. The next one, I apologize, I
21 cannot read your last name. It's probably my eyes, but
22 John Ciesdal. It's C-I-E-S-D-A-L?

23 MR. CIESLAK: Is that Cieslak?

24 MS. ANDRE: Maybe. Is that you? Come on up.

1 MR. CIESLAK: Hi. As you have found out, I am John
2 Cieslak. I live in Wood Dale. I have been in Wood Dale
3 since the late '70s, 1978. I currently live south of
4 the West line, less than a city block length, and my
5 concerns are with all of the chiefs said about public
6 safety, delays in emergency responses, and I am here to
7 advocate through my neighbors.

8 We have been subjected to noise from O'Hare's
9 expansion project. Talking about mitigation for noise,
10 we have none. They're using an outdated map that
11 doesn't include O'Hare's expansion to decide who gets
12 any type of noise mitigation, so that's another concern.

13 I have noticed as a resident more trains
14 carrying hazardous chemicals through town, tankers cars,
15 cars with hazardous warning signs on them, flammability
16 signs on them, and I am concerned about spills along the
17 tracks there.

18 And finally, for those of you who have lived
19 long enough and use Irving Park Road as an east-west
20 thoroughfare past the airport and has had to deal with
21 CP rails and their railroad crossings there, I don't
22 believe a word that comes out of there mouths because
23 we've sat at crossings at Irving Park and York Road for
24 20, 30 minutes at a time, and to me, they are in

1 violation, and I think this has to be documented of
2 state laws that allow trains to block highways in
3 Illinois.

4 So those are my concerns. I just wanted to
5 voice them.

6 Thank you.

7 MS. ANDRE: Mary FitzGerald Ozog.

8 MS. OZOG: I've already spoke.

9 MS. ANDRE: Okay. Great. That's what I though. I
10 just wanted to make sure.

11 And Enrique Romero, Enrique.

12 ATTENDANT: He already spoke.

13 MS. ANDRE: He did? Okay.

14 Okay. I just want to go through a couple of
15 names just to make sure I did not miss someone.

16 Mary Ferrill, James McCarthy, Thomas Fox, and
17 Raymond Castellano, anyone here with those names who
18 wants to speak?

19 Okay.

20 Well, that is all of the pre-registered
21 speakers.

22 MR. KASZYNSKI: I have a brief comment.

23 MS. ANDRE: Oh, okay. Are we taking a few? 9:30.
24 Yes, we have a hard stop at 9:30, so please just state

1 your name for the record.

2 MR. KASZYNSKI: My name is Ed Kaszynski. I live in
3 Wood Dale.

4 And I was just investigating when the speaking
5 was going on about the Keystone XL pipeline that was
6 canceled, and that was to move tar sand, oil, the dirty
7 oil, the worst oil west. If you looked at the map of
8 where that was originally proposed, it's eerily similar
9 to what this route will be, and they supposedly canceled
10 that because it wasn't environmentally friendly, but
11 pipelines are a hell of a lot safer than rail cars. And
12 better yet, supplying that open fracking again on
13 federal lands. I know that's out of the scope, but I
14 had to say that.

15 MS. ANDRE: Anyone else interested in making a
16 formal record -- I'm sorry, comment for the record?

17 So just a couple of reminders. First of all,
18 I just want to say thank you for hanging in there with
19 us tonight. It was really, really wonderful to see all
20 of you here.

21 A couple of reminders. One, as Josh
22 mentioned, we do have an online public meeting on
23 Monday, September 19th, so it's a very similar
24 presentation given by OEA and then a very similar feel

1 where people can have three minutes to make their
2 comments; so please tell other people in the community
3 that may not be able to have been here tonight that we
4 would love to see them at that online meeting.

5 Again, making comments electronically, filing
6 them electronically, we have comment sheets over there.
7 If you want to take them home with you, mail them in.

8 So please, thank you again for everybody's
9 comments tonight, participating, and please tell the
10 rest of your community to write in or participate in
11 Monday's online.

12 Anything you want to close with?

13 Okay. Thanks so much, everyone. I hope you
14 have a wonderful small rest of your evening and rest of
15 the week.

16 (Whereupon, the proceeding concluded at 9:11 p.m.)

17 - - - - -
18
19
20
21
22
23
24

1 STATE OF ILLINOIS)

) ss:

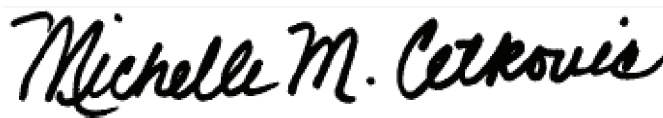
2 COUNTY OF C O O K)

3 The within and foregoing proceeding was taken
4 before MICHELLE M. CETKOVIC, C.S.R., and Notary Public,
5 at the place, date and time aforementioned.

6 I do hereby certify that I reported the
7 proceeding before the Surface Transportation Board
8 regarding Docket FD 36500 and that the foregoing is a
9 true and accurate transcript of my stenographic notes
10 and is a true record of the testimony given during the
11 foregoing hearing.

12 I further certify that I am not employed by or
13 related to any party to this action by blood or marriage
14 and that I am in no way interested in the outcome of
15 this matter.

16 Witness my official signature and seal as
17 Notary Public in and for Cook County, Illinois, on this
18 October 26, 2022

19 

20 _____
MICHELLE M. CETKOVIC, C.S.R.

21 Notary Public

22 License No. 084-002406

One North Franklin Street

Suite 3000

23 Chicago, Illinois 60606

(312) 442-0987
24

0	127 5:23	1955 101:8	2024 110:13
084-002406 134:21	128 6:1 101:8 110:14	1970s 119:13	2050 36:22
1	12th 90:21	1975 7:11	20926 134:19
1 17:2 55:20 75:2 79:4	13 74:14,17,19 74:20 75:4	1978 130:3	23 112:7
1,134 52:1	13,000 48:15 60:9	1996 33:11	23,000 43:23 50:21 87:5
1,285 50:23	130 6:2	19th 132:23	23rd 3:13 31:11
1.262 100:16	132 6:4	2	24 65:11 87:16 87:18 88:24 89:9
1.82. 100:15	14 3:10 43:3 45:17 60:3,13 61:17 62:6 66:23 69:6,15 72:20 86:2 87:23 95:9 96:4 96:15,20 104:1 106:6 110:19 112:18 113:2	2 45:15 63:18,23 67:3 73:5 79:4 84:16,24 85:10 95:9,18 106:5 107:9	24,500 54:18
1.9 78:7	147 96:21	20 30:20,21 48:6 50:19 69:19 73:5 78:22 93:13 130:24	24/7/365 121:5
10 30:16 49:17 80:5 91:8,11,12 91:20 101:13	149 109:24	20,000 75:10	25 34:3 76:22
10,000 48:9 86:19	14th 18:23 24:12 26:1	2000 101:11	26 55:18 134:18
100 80:8 99:22	15 11:14 30:20 48:21 56:7 75:2 78:22 99:15 101:17	2001 93:17,17	27 73:14
100,000 101:2	15,000 50:20	2006 97:22	2700 68:23 69:2 70:15
103 5:7	150 65:7	2007 103:12	27606 2:8,16
105 5:9	163,000 41:13	2010 93:18	28 47:22 70:9
106 18:6	1700 75:13	2012 93:18	285 54:20
108 5:10 121:5	18 47:12 48:22 62:7 66:22	2014 36:13 103:14	29 3:11
11 3:5 47:10 52:4 86:2 101:3	18,000 52:14 61:8	2017 62:1	3
11.25 113:4,8	19 84:9 85:9 89:5 90:24 91:5 95:10	2018 36:14 93:21	3 20:21 45:16 47:9 48:19 55:22 60:14 67:3 72:23 73:7 74:16
112 5:12		2019 77:6 123:19 123:20,20 124:10	3,180 67:12
114 5:13		2020 60:7 94:1 123:21	3,249 96:11
115,000 62:24 83:11 105:14		2021 56:10 88:14 90:21 123:22	3.14.4.5 92:4
116 5:15		2022 1:9 55:14 56:1 60:8 94:3 134:18	3.6.1.3 90:8
117 115:7			3.6.1.4 90:19 91:7
119 5:17			3.85 100:24
12 1:9 3:7,8 95:11			30 50:17 73:15 77:22 78:20 89:16 111:15
122 5:19			
125 5:21			

130:24 300 96:11 110:5 300,000 42:14 3000 134:22 30th 60:7,8 31 3:12 42:23 125:24 312 134:23 32 3:14 80:15 33 81:17 34 96:19 99:16 340 96:2 35 72:23 350 96:13 36 3:15 33:10 50:20 360 127:21 36500 1:4 13:14 26:4 134:8 38 63:1 39 3:17 3900 121:11	49 3:23 4th 12:1	600 96:6 60606 134:23 61 4:7 62 4:8 64,000 22:23 41:10 65 20:23 66 4:10 68 4:11 68,500 105:16 6th 123:7	87 4:21 89 4:23 8th 3:22 46:16
	5		9
	5 54:21 69:18,18 75:6 77:8,10 79:1 87:18 101:4 122:14,14 5,000 96:14 5,280 62:3 5.5 61:7 5.93 100:20 50 11:24 86:15 88:6 102:2 120:10 121:1 50,000 105:16 500 2:7,16 504,000 77:9 51 4:1 525 96:17 53 10:19 54 4:2 48:6 55 110:14 5500 62:3 56 100:21,21 563 74:24 57 4:4 57,900 77:7 59 4:5 5:49 1:10 5th 18:19 24:11	7	9,000 69:7,8 90 69:16 110:6 911 71:19 74:20 92 5:1 115:3 937 96:9 940 2:7,16 95 5:3 97 5:4 96:20 99 5:6 9:11 133:16
			a
4			a.m. 87:18 91:13 abide 75:6 ability 41:5 44:23 55:4 70:23 107:21 able 27:16 35:1 46:10 55:4 82:1 82:4 101:18 121:7 133:3 absences 126:22 absent 125:3 absolute 22:4 absolutely 85:12 113:16 115:8 acceptable 75:5 accepted 107:14 accepting 18:22 24:12 25:11 accepts 40:18,24 access 102:11 104:23 105:24 126:1
4 3:14 33:1 51:8 55:18 40.6 100:24 400 1:8 110:4 42 3:19 432 96:21 44 3:20 442-0987 134:23 458 113:2 45th 3:11 30:1 46 3:22 101:6 47 67:6 48 67:6 75:15	6	8	
	6 51:8 6,307 21:5 6.4 121:10 60 48:14 60:9 60,000 17:12 111:19	8 28:1 45:17 60:3 69:5 86:2 87:23 95:9 96:1 96:11,20 104:1 106:6 110:19 112:18 113:1 117:1 80,000 34:19 800 113:3 82 4:19 83 12:21 62:13 70:2 86 4:20 862 50:23	

accident 21:23 86:17 100:13,18 100:19,20 accidents 22:5 53:16 56:12 80:10 100:16,20 100:23 account 50:6 52:2 53:4 90:13 accountabilities 89:17 accounted 116:8 accuracy 46:23 123:10 accurate 118:21 123:12 124:13 134:9 accurately 47:15 91:17 112:12 achieve 100:12 acid 127:4 acknowledge 33:22 acquire 16:6 acquisition 1:1 13:12,14,24 14:13 15:1,20 16:14 17:1,4,11 17:24 19:4 20:18 21:7,9,21 22:20,23 23:4,19 23:23 24:2,19 25:3 26:4,9 66:10 acquisitions 15:13 21:13 23:15	acronyms 15:24 act 15:18 17:18 17:18 18:7,8 20:2 127:23 acting 14:8 action 44:13 134:13 actions 24:1 82:2 125:15 active 84:15 activities 11:20 activity 16:18 72:20 124:23,23 125:8 126:9 actual 40:22 43:16 49:22 50:10,13 92:1 123:20 124:10 adapt 107:2,21 add 94:16 96:1 98:1 108:1 128:8 added 34:22 37:15 41:14 95:9 101:22 102:22 107:6 adding 16:21,22 53:14 85:10 94:23 96:20 120:11 addition 16:19 31:15 32:14 34:19 56:9 71:3 94:11,20 95:10 112:6 additional 13:1 20:3 27:20 40:13,16 43:23	44:11 45:10 50:20,23 51:8 52:21,22 54:2 65:3 69:5,14,16 73:12,17,20 74:3 78:5 80:18 87:23 89:10 94:9 96:11,15 97:10 113:1 117:11 118:18 121:20 125:13 125:18 additionally 82:3 address 24:22 25:21 33:3,9 37:1 46:23 47:17,18 59:3 69:5 70:24 71:5 75:21 87:9 115:7 118:1,16 addressing 69:10 adds 73:2,5 adequate 65:4 81:20 123:12 adequately 46:23 47:18 adjacent 94:8 110:7 112:17 administration 100:6 administrative 87:15 administrator 3:19 5:5 42:9 97:21	admission 91:3 admissions 126:22 adopt 11:22 adopted 93:19 adopting 94:3 advancing 17:7 adverse 20:20 21:6,10,14,16 41:4,13 87:6 adversely 23:15 41:12 advertised 28:1 advocate 119:23 130:7 affect 23:8,15 33:6 37:20 77:1 79:13 afford 67:19 82:11 aforementioned 134:5 afternoon 46:12 46:13 100:11 agencies 14:15 17:19 19:16 80:19 101:19 agency 15:9,11 36:9,17,21 69:17 126:17 agency's 38:7 aggregating 50:17 ago 33:19 34:12 55:24 72:1 78:21 agree 28:12 31:16
--	---	---	--

ahead 36:2 46:13 79:22 aid 70:16,19,20 70:20,24 82:4 83:21 air 20:2,3,13 23:6,7 32:3,11 32:18 38:9 125:23 126:4,10 aircraft 92:6,12 airplane 32:8 airport 32:6 42:16 130:20 alan 2:3,20 14:2 albrecht 5:13 114:12,13,14 allocating 76:8 allow 63:12 68:3 76:4 77:14 79:13 125:14 131:2 allowed 57:7 77:2,19 allowing 54:11 57:15 62:20 79:11 103:7 allows 34:12 104:9 alongside 80:2 alter 127:21 altering 43:21 97:13 alternate 30:22 69:22 75:4 77:13 ambulance 10:14,22 11:8 43:5 73:17	75:12 77:23 85:5 121:22 ambulances 48:24 amended 124:3 124:7 125:4 amenities 104:24 107:15 america 62:2 america's 17:2 41:11 american 77:21 78:6 americans 127:22 amount 22:11,17 60:6 79:2 86:10 102:13 105:22 112:19 113:12 amounts 105:3 ample 40:12 amtrak 117:8 ana 4:8 60:21 62:18 95:8 analysis 2:13,19 2:21 13:17,21 14:9,12 15:15 17:15 18:17 21:8 39:24 40:13,16 41:4 43:20 44:10,12 47:21 53:5,23 90:16 91:21 97:15 115:10 118:21 124:1,20 125:14 126:10 128:18	analyze 112:13 analyzed 20:10 52:2 ancillary 30:10 andre 2:4 7:1 13:5 27:14 29:23 31:6 32:20 35:15 38:19,22,24 39:6 39:8 42:1,5 44:15 46:9 49:12 51:11 54:7 57:10 59:2 59:13 60:21 66:2 74:7 79:15 82:18 89:20 92:20 93:4 95:1 97:17 102:24 103:9 105:8,11 108:22 109:10 109:13,15 112:3 114:9 119:7 127:14,17 128:13 129:19 129:24 131:7,9 131:13,23 132:15 andrew 60:21 angle 68:18 anne 3:19 39:2 42:7,9 announce 42:5 annoyance 88:1 annually 22:24 69:2 70:15 anomaly 88:11 answers 28:19	anticipate 64:17 anticipated 63:11 92:8 anxious 27:15 anyways 8:14 apart 61:22 apartment 110:6 114:23 apologize 129:20 appalling 116:4 apparatus 120:5 apparently 128:21 appear 90:16 91:8 appears 39:23 appendices 24:8 applicant 91:13 applicants 14:24 15:22 16:24 17:10 22:10,14 40:19,24 41:10 117:13,16,20 application 16:4 117:13 applies 91:11 apply 88:9 91:16 91:20,24 appointment 51:1 appreciate 12:21 39:18 approach 100:18 100:22 123:24 approaches 76:6 approaching 52:19
---	--	---	--

appropriate 19:19 40:16 73:24 81:23 114:5 122:11 appropriately 81:18,24 126:14 approval 72:19 73:23 111:7 approve 25:3,4 30:19 approved 43:3 51:7 67:22 81:3 87:16 110:6 approving 31:2 approximate 81:17 approximately 11:23 22:23 48:6 65:7 67:2,5 69:2 75:13 87:5 april 124:2 archeological 23:16 area 11:3 32:17 34:2,7,9 36:21 36:23 40:14 41:22 44:12 49:21 52:4,10 54:1 56:4 58:23 64:5 81:17 87:19 88:24 90:11 91:20 97:4,11 98:6 100:1 103:11 105:21 106:19 116:12,23 117:6 118:2 128:7,24 129:3	areas 20:1 23:11 63:22 80:22 83:14 89:1 90:6 91:19 126:8 armed 55:19 armored 65:15 arrest 73:14 77:23 78:5 arrival 78:2 83:22 arrivals 50:6 arrive 84:14 arrived 46:11 55:20 article 56:23 ash 12:7,10,11 12:19 asked 18:15 asking 30:11 116:5,6,7,10,10 askings 122:3 asks 116:9 assess 9:17,19 41:22 47:15 49:4 52:16 68:3 123:15 assessed 20:10 21:8 assessment 24:6 82:2 assessor 34:21 assets 111:13 assist 55:10 assistance 35:21 35:24 37:4,4,7 37:10 64:21 65:3 82:5	associated 52:11 association 77:22 78:7 assumes 90:20 asthma 126:18 astounding 50:13 attachment 26:14 attack 7:24 8:7 9:2 122:16 attacks 75:18 attain 87:18 attempt 67:16 87:18 attend 11:19 attendant 38:21 105:10 127:16 131:12 attendee 29:22 attendees 28:10 attending 14:7 27:13 46:14 attention 38:15 90:6 attributed 91:9 august 18:2,19 24:11 55:24 60:7,7 authority 16:5 43:9 120:18 auto 101:6 availability 81:21 available 7:3,4 70:1 121:16 avenue 58:7,9,21 76:3,9	average 20:21 20:22 22:7,10,12 48:4 50:1 54:15 55:3 57:5,5 62:2 65:8 66:15 67:1 68:22 69:12 72:22 91:10 121:11 averages 31:17 31:24 128:18 averaging 48:9 avoid 73:20 107:3 avoidable 88:21 avoiding 107:7 b b 11:14 12:24 71:22 79:24 125:20,20 baby 34:18 99:11 back 12:9 18:11 24:11 27:6 28:20 55:12 58:10 61:13 101:24 107:24 119:12 backed 12:14,17 backing 44:3 95:21 backup 55:8,20 61:15 64:24 113:17 backups 64:4 107:9 backwards 107:23
---	--	---	--

bad 34:14	believe 11:22	bike 58:17 105:1	34:5,9 51:8
balance 111:19	40:6 112:9	105:2	63:18 64:13
bank 84:2 85:18	130:22	bill 59:2,3	65:5 67:18 72:7
106:2	believed 56:3	billion 42:23	84:17 95:18
banks 55:13	believes 40:8	89:16 125:24	107:10 113:13
barry 3:5 11:14	bells 52:18	billions 30:13	blocks 10:11
11:14	benefit 97:8	bind 117:10	34:20 61:14,23
bartlett 3:6 4:10	107:18 108:11	biological 23:21	118:10,10
4:18 5:5,11	benefits 17:11	biology 85:5	blood 78:9
11:15,17,21 12:1	bensenville 3:16	bisected 102:8	134:13
31:13 37:14	4:7,23 5:12,18	bisects 99:24	board 1:7 2:10
42:11 66:8,12,21	36:6 37:15	bit 27:16 30:13	2:12,15,18,21
67:10,23 80:1,4	41:14 42:11	39:8 57:19	3:14 11:21
97:21,22 98:5	46:18 50:12	bleed 62:5	13:22 14:10,23
108:24 109:17	61:4,21 81:17	block 11:7,8,8	15:10,10,15,16
110:1,8,16,21	89:24 112:5,15	12:12 45:18	15:17 16:5,6
bartlett's 12:2	112:17,21,24	48:10 61:22	17:16 18:4 19:3
base 123:16,19	113:10 119:11	62:4,7 63:24	19:13,23 24:20
123:20 124:10	119:17,23,24	69:9 75:3	24:23 25:17
baseball 58:14	120:14 122:12	110:17 115:1	26:22,23 27:10
based 19:2 22:9	benz 5:15 114:11	120:19 129:6	27:11,12 28:10
24:16 39:23	116:18,18	130:4 131:2	30:18 32:24
85:4 122:24	best 44:23 45:2	blockage 50:5	33:10 48:7
bases 41:9	120:9	57:24 67:14	73:23 103:15,19
basis 11:18 55:6	better 72:4 99:8	72:9	112:10,23 113:6
123:14	132:12	blockages 38:8	117:2,21,23
battalion 75:13	beyond 88:1	48:13,23	118:6,20,24
121:9	114:19 116:2	blocked 10:1,1	119:2 123:15
battered 113:18	129:8	10:21 43:23	134:7
batteries 56:12	bielawski 82:19	47:20 50:15,16	board's 19:22
bearing 104:16	87:1	50:21 52:24	25:19,23 26:15
began 18:18	bifurcated 60:1	57:20 58:5	26:17 90:6
behalf 30:4	bifurcating	65:10 66:18	boarding 52:17
36:16 39:16	61:19	67:4 68:5 72:13	bodies 119:17
51:19 53:22	big 43:13,14	72:17,22 96:8	border 70:3
87:4 93:7 123:5	bigger 73:11	113:5 129:13	bordering
behavior 28:13	biggest 120:23	blocking 8:4	120:14
102:20		10:17 11:4,12	

borne 82:14 bothered 43:8 bottleneck 67:8 bottom 59:20 boulevard 1:9 box 59:19,20 bozik 4:13 66:4 66:5 71:21,21 brain 78:8,8 85:6 brand 86:14 break 109:8 breaks 28:7 breathe 10:4 125:23 brian 82:19 92:20 bridge 64:1 bridges 86:12 105:17 106:2 128:1 bridgman 3:8 12:23,23 brief 14:17 24:4 131:22 briefed 103:20 briefly 14:22 15:1,3 20:15 79:11 103:7 bring 27:20 52:22 101:18 broad 15:11 97:3 broken 112:22 brought 27:19 74:3 108:5 brustlin 2:2	budgets 43:11 build 17:3 119:21 building 56:5 81:21 82:5 110:7 114:23 115:1 119:15 120:23 buildings 23:16 75:9 110:5 built 34:11,19 81:20 109:24 bulk 59:23 bumps 96:20 burden 75:11 76:13 97:11 98:24 120:2 126:8 burdened 76:15 burglaries 56:12 burglary 56:4 burke 4:11 66:3 66:4 68:7,7 burn 78:16 bus 52:16 buses 43:24 50:22 busiest 106:16 106:18 business 5:20 11:19 46:5 75:9 106:11 108:11 108:12,14,15 119:18 122:23 businesses 42:18 43:7 66:15 67:13 88:6 105:23 110:23	119:16 122:18 buy 86:19	67:24 80:6 89:7 113:6 118:7,10 120:15 122:22
		c c 2:1,15 7:7 12:7 61:3 129:22 134:2 c.s.r. 134:4,20 cabin 33:20 cagann 4:19 79:17 82:22,22 95:7 calip 3:4 7:6,6 call 9:20 16:9 27:4 59:8 63:17 64:15 69:4 74:20 75:14 113:14,17 calling 33:21 calls 43:6 48:15 60:6,9,11 64:10 64:18,24 65:7,8 68:23,24 69:2,18 69:19 71:14,19 75:14,15,16 79:6 79:8 113:21 120:17 121:11 campus 2:7,16 94:7 canada 16:12 42:24 86:13 87:10 97:1 126:2 canadian 1:2 5:20 13:12,24 15:23 16:1,8 41:2 42:20 47:2 47:4 66:10	canceled 132:6,9 candice 2:4 27:7 capabilities 81:23 capable 17:5 capital 16:19 19:8 101:12 122:11 car 54:15 55:3 58:4 70:13 129:2 card 29:3,4 cardiac 73:14 77:23 78:5 85:6 care 7:9,12 45:5 77:4 85:4 94:8 121:17 cargo 10:24 55:9 carie 3:19 39:2 42:7,9 carload 124:23 carolina 2:8,16 carrier 16:2 carriers 112:9 carry 80:12 121:7 carrying 29:8 130:14 cars 12:14 30:20 43:24 50:21 54:22 55:3,16 57:20 120:12 130:14,15 132:11

case 9:2 14:24 15:22 70:4 88:22 89:13 castellano 114:11 131:17 casualty 70:22 catalpa 7:17 10:20 129:1 cause 12:8 65:21 71:18 101:2 102:19 103:4 120:2 caused 47:20 65:18 73:8 84:9 101:21 107:9 118:16 causes 32:17 causing 98:19 99:1 121:13 caveat 90:23 ccu 7:10 10:7 cda's 92:7 cell 85:7 cells 78:8 center 67:11 68:19 74:24 93:18,20 94:5,24 104:21,23 centerpoint 100:1 centers 42:18,19 84:24 central 58:7 65:14 72:4 106:15 121:21 ceo 86:11 certain 23:1 78:17 88:9	certainly 19:14 78:11 97:3 106:23 certainty 63:9 certified 81:9 certify 134:6,12 cetera 33:1,8 34:10 cetkovic 1:8 134:4,20 chain 127:5 chair 33:2 chairman 27:11 39:18,18 chairperson 42:10 chairs 27:19,21 27:21 chance 28:16 73:15 80:22 101:3,5 chances 102:14 change 20:13 86:12 98:20 115:8 123:23 128:6 changes 16:15 16:16,18 19:1,7 24:16 77:19 86:10,11 94:4 122:11 changing 73:18 123:13 chanting 28:13 character 97:13 characterize 128:18	charles 7:7 chart 61:18 check 9:4,5,6,7 chemical 23:10 85:20 chemicals 130:14 chicago 1:8 30:7 33:12 36:8,11,17 38:13 40:14 41:22 42:15 47:23 88:9 97:4 97:10 116:23 118:2 134:23 chicago's 38:17 92:8 chicagoland 117:5 chief 4:3,4,7,9,10 4:12,13,15,16,18 4:19 5:15,18 54:9 57:14 61:3 62:7,19 66:7 68:8 71:22 74:12 75:13 76:20 79:24 82:23 95:7,7 116:18 119:10 121:9 chiefs 45:21,21 130:5 children 43:6 103:18,23 104:2 126:20 choke 67:8 chris 49:12 christopher 49:15	church 11:19 ciesdal 129:22 cieslak 6:2 129:23,23 130:1 130:2 circle 103:18 circumventing 118:14 cities 83:7 108:9 108:9 126:3 city 1:1 4:3,9,19 5:3,3,6,9 13:12 13:24 15:23 16:2,3,8 54:9 62:19,22,24 63:15 64:3,23 66:11 80:7 82:23 83:15,18 84:8,23 85:14,15 85:24 92:8 95:4 95:12 96:23 99:14 100:5 102:14 105:13 105:14,19 106:4 108:4,8 119:24 130:4 city's 63:19 64:14 65:14 84:4 106:15 claims 128:3 class 15:22 17:2 43:11 96:24 117:7 clean 20:2 clear 56:8 88:18 126:16 129:4 cleared 55:22 56:5
--	---	---	---

clearer 39:4 clearly 39:11 51:6,14 57:10 61:1 75:5 79:19 95:1 108:22 109:15 clears 61:13 climate 20:13 close 98:7 133:12 closely 77:18 closer 47:12 closes 24:13 closest 69:24 closing 44:9 club 12:1 cmap 36:12,13 37:3,13 38:6,10 38:16 cn 5:20 122:23 123:2,5 124:11 125:2,5,9,12 cn's 122:24 123:6 124:20,21 125:7 coalition 3:18 36:4 37:13 39:15,16,21 40:8 40:10 41:1,6,20 42:10 47:3 49:19 51:18 52:5 53:22 63:3 81:4,15 90:13 111:8 coalition's 38:12 coast 97:2 code 10:22 94:4	coexisted 110:1 collapse 8:22 collapses 79:2 collateral 108:16 colleague 28:24 31:15 colleagues 14:1 collective 95:23 96:2,17 collectively 96:5 96:19 college 94:7 collision 21:24 22:2 colors 20:7 com 111:11 combination 78:19 combine 16:7 17:1 combined 16:17 20:24 22:8 96:10 come 10:23 29:17,19,23 30:7 30:21 46:10 61:6 92:22 115:22 122:6,7 127:8 129:24 comes 21:15 58:4 77:12 123:3 130:22 coming 38:21 44:20 58:8 103:11 comment 7:2,4 13:15 15:6 19:1 24:12,13,15 25:7	26:16 27:7,17,23 28:1,17 29:15 35:24 49:9 59:7 117:3 125:15 131:22 132:16 133:6 commenter 28:24 commenters 29:2 commenting 24:10 26:19 comments 3:3 14:4,15,19 18:2 18:21,22 19:3 20:16 24:16 25:2,9,10,11,12 25:14,15,20,22 25:24 26:3,11,13 27:16 28:3,18,20 29:7,11 118:6 119:4 123:6 124:11 125:18 133:2,5,9 commerce 30:6 30:9 88:14 100:5 102:11 commercial 63:22 93:20 106:14 110:4 120:22 commission 88:14 100:5 commitment 81:12 committee 33:3 36:13 70:8	committing 56:3 commodities 80:20 common 89:3 110:22 commonly 116:21 commonplace 106:5 communities 30:2,4,19 31:3 35:6,13 36:10 37:6,7,8,12,16 37:17,22 38:13 39:21 40:2,5,10 41:7,17 42:11,14 42:17,21 43:2,4 43:10,17,22 44:8 45:21 46:1,4,5 46:17 47:3,6,9 47:11 48:1,3,11 49:3,4 52:6 53:10,10 57:2,7 63:5 71:7 80:13 81:3,15 82:5,12 82:14,16,24 85:1 85:24 88:19 89:12 90:14 97:4,7 98:12,24 107:16,20 111:2 111:11 113:24 114:18 115:2,21 115:23 116:1,11 118:2 123:5 126:13,15 127:1 127:8 128:9 community 3:16 5:1 28:17 36:4
---	---	--	--

38:5 42:18 45:6 45:13 46:2,6 48:20 64:11 65:6 71:2 75:11 75:24 76:14,21 80:3,19 83:3 85:16 92:24 93:6,11 94:7 97:23 99:15,17 99:24 107:12,22 109:24 112:8,14 112:16 113:4,7 115:13,15,18 119:20 120:1 121:3 122:1,4,6 133:2,10 community's 87:4 88:3 commuter 5:16 42:21 52:4,23 54:16 57:5 72:7 85:12 94:1,2 95:11 97:12 106:12,15,17,18 106:20 107:6 110:3,10 116:20 116:22 117:10 commuters 42:16 52:15,15 94:16 97:8 102:11 companies 30:14 82:15 company 5:20 68:22,23 82:10 89:16 99:1 121:7,9 122:23	compelled 119:21 compete 117:7 competitive 17:3 compiled 95:20 complaints 89:4 complete 18:3 77:5 completed 101:14 completely 45:24 68:12 91:21 98:21 106:2 complex 117:6 complicate 88:8 complies 18:4 comply 88:14 components 78:15 comprehensive 36:18 82:6 93:19 computer 115:6 concentrated 126:9 concentration 87:20 105:20 concern 11:9 44:5 45:6 55:3,3 55:6 76:1 100:4 103:21 130:12 concerned 18:17 46:21 54:17 130:16 concerning 87:10	concerns 38:7,12 38:17 44:8,11 46:8,24 47:4,18 49:10 63:4,8,10 63:12 83:1 90:4 95:8,15 116:8 118:1 130:5 131:4 concluded 21:12 133:16 concludes 20:17 23:13 39:23 114:7 conclusion 40:7 51:3 125:12 conclusions 24:7 24:17 41:9 conditions 8:1 10:6 78:17 90:12,13 107:3 118:9 126:18,19 126:21 condo 114:24 conduct 40:13 44:11 conducted 24:6 41:4 117:15 118:21 conducting 19:23 configuration 99:23 confronting 56:15 confronts 85:8 congestion 57:18 congressional 49:10	congressman 3:22 44:5 46:10 46:12,16 connect 105:1 connects 104:20 120:15 consequences 63:10 65:21 75:23 79:5 conservatively 117:10 consider 17:19 24:23 31:2 32:3 32:7 49:2 57:6 60:18 97:14 112:1 114:4 117:21 consideration 38:14,18 62:11 76:7 111:14 112:2 considerations 38:9 considered 23:22,23 31:14 32:17 76:11 90:17 91:12 100:17,19 101:15 117:18 considering 32:6 44:7 118:24 consistent 107:8 124:3 consists 121:8 consolidate 72:3 constraints 120:5
---	--	---	--

construction 76:8 consult 43:8 49:3 91:4 consultations 115:13 consulted 49:7 contact 27:3,4 contain 84:12 container 55:9 containments 82:3 contains 26:6 contamination 85:20 contemplated 96:4 contested 40:21 continue 76:24 77:2,19 continued 123:9 continues 84:5 continuing 97:5 continuous 42:23 contribute 24:2 30:12 127:7 contributes 127:2 control 80:8 conversations 115:13 conveying 40:15 cook 77:8 105:1 134:17 cooperate 88:19 core 93:11 106:16 107:1	corner 12:10 corporate 43:13 corporation 5:16 116:20 correct 92:3 corrective 93:17 correctly 91:24 correlation 77:24 corresponding 24:8 corridor 32:4 54:14 corridors 37:11 cost 35:2 38:6 76:12 81:22 101:15 121:2 costly 98:18 costs 74:3 cotton 78:22 council 53:17 103:16 counsel 3:18 39:15 count 56:14 country 47:22 113:11 116:24 counts 47:5 county 3:14,24 3:24 5:23 32:24 33:2 37:14 39:22 40:6 42:13 49:16,16 70:13 77:7 105:1,2 115:16 123:1 127:19 134:2,17	couple 25:22 27:19,21 28:9 55:24 72:18 79:20 131:14 132:17,21 course 25:8 33:4 48:22 62:15 coursing 48:20 court 7:2 cover 14:21 60:17 coverage 70:17 covered 48:5 covering 54:23 62:24 covid 90:24 91:5 cp 16:1,1,4,6,24 27:4 43:20 47:8 51:22 53:9,13 54:2 88:14,18 89:11 92:16,17 95:3 97:15 104:5,8 106:4 122:2,2 123:13 123:18,18 124:2 124:6,12,21,22 125:1,6 128:3 129:16 130:21 cp's 47:14 123:10 125:4,7,9 cpkc 3:18 16:9 36:4 39:15 42:10 51:19 52:5 53:22 cpr 8:8,14 78:2 craig 5:7 97:18 103:10,12	crash 101:5 crashes 51:24 101:3,6,8 create 42:23 63:12 93:16 97:1 98:10,15,22 107:4 118:8 120:10 created 37:3 93:18 110:19 111:13 122:1 127:4 creating 67:5 82:15 93:10 110:3 credible 128:17 crews 71:9 121:13,15 crises 56:12 cristopher 3:23 critical 7:9,11 51:2 68:13,14 71:19 77:18 78:4,10 79:8 83:13 84:24 86:4 100:12,15 100:22 critically 85:3 crops 127:3 cross 48:1 50:11 52:15 53:3 55:9 68:17 69:3 118:13 121:14 crosses 70:14 crossing 12:11 12:19,20 20:12 22:12 34:1 43:20 44:10
--	--	---	---

53:11 54:18,23 55:9 56:6 61:21 64:19 65:10 67:14,17 68:15 68:16,19 70:11 70:11 71:11 72:6,7,9,12,13 72:16,24 74:16 95:11,22 96:5,10 96:16 97:7 99:19 103:18 104:13,14 105:4 110:18 113:9 129:5 crossing's 96:2 crossings 21:20 22:3,8,13,17,18 38:9 45:12,19 47:20,22 48:3,6 48:10 49:2 50:2 50:18,23 51:5,23 52:1,3,8,10,18 53:5,15,21,24 54:4 57:18 60:16,17 62:5,8 63:19 64:1,5,14 65:5 66:18,20 67:4 68:4 69:9 70:9 72:21 74:17 75:4 77:13 84:18 87:14,17 88:10 88:12 89:2 95:19 98:5,5 99:20 100:3 101:7 102:3 105:6,18,20,21 106:8,21 107:11	112:20,24 113:5 118:4 120:18 126:11 128:23 129:1,1,3 130:21 130:23 crosswalks 104:15 crucial 85:22 119:13 crude 85:21 crutches 127:24 crying 99:11 csr 1:8 cst 1:10 culminating 110:13 cumulative 32:3 32:8,13,18 50:6 92:7 current 17:7 30:16 46:19 54:22 96:7 107:12 114:2 118:7 currently 16:10 22:21 24:9 54:9 61:5,11,17 69:24 74:5 80:12 81:6 94:5 96:9 102:2 104:21 105:2 112:23 117:7 130:3 curve 127:21 customers 17:7 cut 37:21 102:9 cuts 43:1 59:21 61:9 74:22 112:15	cutting 61:19 cyclist 104:22 cyclists 105:3 d d 3:1 4:20 7:6 12:6,24 86:6 90:22 100:11 101:19 129:22 d.c. 3:18 39:16 dailly 105:8,9 daily 43:3,23 50:1 66:19,22 75:9 87:23 95:9 96:1,4,8 98:11 99:6 101:18 110:15,20 121:14 dale 3:7 4:3,12 5:6 6:3,4 12:21 31:12 42:13 54:9,14,19 68:8 68:15,15,17 69:10 70:10,14 71:11 99:14,19 99:22 100:2,5 101:5,11,13,18 102:6,7 130:2,2 132:3 dale's 68:12 damage 84:12 84:16,20 108:16 127:7 damages 122:4 127:3 dan 61:2 dangerous 45:9 79:3 80:3	daniel 4:7 60:21 danielle 2:17 13:16,18,19 14:7 darker 20:7 data 46:23 47:4 47:14 95:20 123:10,12,13,16 123:20 124:3,4,5 124:7,8,9,14 125:1 128:18 date 134:5 dated 90:21 dave 11:14 105:8 105:9 david 3:5 4:21 5:9,21 87:3 97:17 105:12 119:8 125:20 day 13:3 20:1,3 20:6,22 33:19 45:17,17 47:10 47:10,13 48:20 48:22,23 49:24 50:12,20,21,24 52:15,15 54:20 60:4,13 61:6,16 62:7 65:8 69:16 70:23,23 72:19 72:21 84:9 86:1 86:3,16,23,23 89:5 91:10 95:24 96:3,6,9 96:13 99:4 100:3 102:2 104:1 106:6 112:18 113:1,2,3 113:5,8 121:21
---	---	---	--

days 33:21 43:2 77:22 80:8 deadline 119:5 deal 62:5 129:16 130:20 death 11:6 85:7 108:3 114:19 116:3 deaths 126:23 decades 36:11 98:9 107:24 110:11,12 december 97:24 decibel 91:8,11 91:20 decibels 20:22 20:23 115:4 decide 25:4 130:11 decided 59:5 deciduously 97:5 decimated 33:6 decision 19:4 24:19 25:3 72:3 83:5 decisions 17:20 35:8 decrease 22:13 22:15 23:7 78:11 128:6 decreased 79:1 decreases 79:2 defeat 91:21 defensive 122:16 deferred 88:13 defibrillator 8:9 8:12	defies 115:9 define 20:20 definitive 85:4 degradation 117:17 degree 127:21 deis 53:5,8 69:20 delay 20:12 22:7 22:7 43:20 44:10 48:14 49:19,21 50:3,4 50:7,9 51:4 54:15,21 60:2 63:17 65:3 69:12 72:6 73:7 73:11,13 75:17 79:4 84:19 96:18,19 102:4 121:17 delayed 22:17 55:17 57:2 60:11 64:19 85:6 96:12 121:15 delaying 51:2 71:18 delays 47:20 48:19,23 49:2 50:16 56:10,11 57:6 63:22 65:18 67:5 68:3 70:7 71:1,5 84:9 85:9 96:15 101:2,21 103:5 106:22 107:4,9 107:13 118:18 119:14 120:17 130:6	delegation 44:4 deliver 25:10 deliveries 43:7 delivery 83:10 demanded 98:23 demands 129:15 demonstrated 41:3 118:7 dense 96:22 densely 80:21 density 48:3 63:22 64:7 88:4 denying 73:21 department 7:19 7:20 10:15 48:18 57:14 60:8 62:8,16,23 63:12 70:23 71:2 74:15 77:3 77:17 83:9 84:14 85:8 100:7 department's 63:8 65:13 84:7 departures 50:7 depends 128:18 depleted 65:1 deploy 84:11 deployed 65:20 83:16 depot 116:11 deprived 78:9 deputy 5:22 14:8 125:21 derail 106:23 derailment 80:7 85:20 102:17	derailments 21:23 80:5 102:15 derive 121:24 described 85:16 describes 74:22 describing 63:2 115:2 deserve 98:23 deserves 38:15 design 84:5 designations 98:1,4 designed 64:3 70:20,24 83:20 desire 102:12 desirous 97:3 despite 40:20 41:1 72:15 84:8 destinations 107:5 destroy 74:18 88:2 115:21 determine 91:5 118:22 124:14 determined 91:18 determines 50:4 detour 72:10 detrimental 85:23 94:12 devalued 34:17 developed 36:22 development 3:16 5:1 36:5,13 37:1,18 38:4 88:4 92:24 93:6 93:14,15,23,24
--	---	--	---

94:3,4 98:6,7 104:19,21 107:23 111:2 115:1 developments 93:21 devices 105:5 dialogue 41:18 diane 3:12 31:10 dictates 103:4 122:14 die 10:2 78:8 diesel 126:17 127:1 difference 63:7 122:15 different 8:8 21:2 25:7 26:20 29:10 32:12 38:15 63:5 81:16 124:9 differently 57:19 difficult 8:22,23 13:2 33:7 diligence 44:7 diligently 94:15 dire 75:23 79:5 direct 53:19 102:10 directed 124:2 directions 129:7 directly 26:12 33:10,13 58:12 78:3 84:11 85:19 120:4,15 120:16 director 2:18 3:16,24 4:1,6	5:1 13:17,20 14:8 36:5 49:15 51:17 59:17 92:24 93:6 104:19 directors 103:15 dirty 132:6 disabilities 127:23 disappointed 39:22 disaster 58:24 disclosed 124:22 125:1 disconnected 72:14 discover 8:23 discussed 112:11 114:20 116:14 discusses 20:10 discussions 21:18 disease 126:20 diseases 126:6 disimone 5:12 109:11 112:4,5 dispatch 55:14 104:17 dispatches 118:11 dispatching 118:8 displayed 29:3 90:22 disproportionate 112:19 disproportiona... 21:10,13	disrupted 34:15 disruption 101:15 107:19 110:18 disruptive 28:12 distance 90:18 distances 70:5 distress 75:18 district 3:11,13 3:14,22 4:12,15 4:18 5:18 30:1 31:11 33:1 46:16 47:3,11 49:10 66:23 67:23 68:9,10,19 69:1 70:6,14 71:4 74:13 76:1 80:1 83:24 85:17 93:18 94:2 99:20 112:15 117:12 118:5 119:11,24 120:7 121:10,16 121:23 126:13 district's 70:3 diversion 23:3 divert 22:23 diverting 104:11 divided 10:13 83:19 105:15 divides 7:14 divisions 81:16 dnl 91:11,18,21 docket 1:4 13:13 26:2,3 134:8 doctor's 51:1 documented 56:10 104:5	131:1 dodging 118:13 dogs 58:16 doing 5:20 43:15 49:17 108:14,14 122:23 dollars 30:13 34:21 36:21 37:6 38:3,3 43:13 111:5,10 domestic 56:11 door 114:21 115:3 doors 28:5 dorie 3:4 7:6 double 16:22 52:20 78:18 doubles 70:4 73:9 75:22 douglas 5:17 119:8,9 downloaded 115:5 downriver 85:24 downtown 33:13 34:5,5,9,11 64:3 64:5 80:6 87:17 87:19 88:1,5,12 88:24 89:6 93:10,16 94:10 94:22 98:6 105:19 106:15 106:20 107:1,8 110:4,10,14,18 114:15 116:1 downtowns 37:11,19,21 38:1 38:5 43:1
--	--	---	--

dozens 43:13 109:20 draft 13:10,23 14:16 15:4,7 18:1,18,20,22 19:2,5,10,18,20 20:4,9,17 21:18 23:13 24:4,7,11 25:1,8,12 26:8 38:12 39:22 40:14,18,23 41:16 44:2,6 45:24 46:21 47:13,18,21 49:18 50:9 51:3 51:20,24 52:2 68:12 87:6,12 88:2 89:10,16 90:5 92:4 112:11,12 113:23 117:3,18 117:24 119:4 123:7,12 124:19 124:19 128:16 dramatic 78:14 dramatically 77:1 98:12 drastic 38:1 draw 90:6 drink 115:24 drinking 85:15 drive 2:7,16 12:7 12:11,19 67:16 driven 128:24 driver 58:19,20 102:18,19 129:12	driving 107:2 drop 95:23 duckworth 44:4 due 22:15 44:7 50:4 52:12 56:20 67:6 78:24 90:24 92:1 112:20 113:22 119:13 120:4 128:6 dupage 3:14,24 5:23 32:24 33:2 37:14 39:21 42:13 49:16 53:17 77:7 103:15 105:2 127:19 duplicate 71:12 duplication 128:9 durbin 44:4	easier 26:2 easiest 73:19 easily 62:4 east 33:24 58:4 63:19 64:1,9 65:14 70:2 83:19 84:2 100:1 102:8 105:15,16,24 106:7 130:19 eastview 67:11 echo 114:16 economic 3:16 5:1 15:11 36:5 36:13 37:1 92:24 93:6 95:12 97:6 104:19 107:1 economical 17:8 ed 6:4 132:2 edge 62:13 edward 7:7 eerily 132:8 effect 50:6 78:14 91:2 effective 53:18 81:22 83:18,23 effectively 84:6 120:13 effectiveness 95:13 effects 32:3,18 efficiency 23:5 efficient 17:3,6 83:17 85:2 effort 93:13 efforts 65:23 67:22 106:24	eight 20:1,6 39:21 41:21 73:10,10 eis 13:23 14:16 15:7 17:22 18:3 18:22 19:3,5,10 19:12,18,20 20:9 20:17 21:18 23:13 24:7,11,14 24:16,17,23 25:1 25:1,8,12 26:8 38:12 39:22 40:18 44:2,7 45:24 47:13,18 47:21 49:1,18 50:9 51:3,24 52:2 53:23 54:1 68:12 69:5,12 70:8 87:6,12 88:2 89:10,16 90:3,5,22 92:4 98:3 112:11,12 113:23 114:6 123:7,12,13 124:8,19,19 125:14 either 10:2 12:17 64:9 77:12 eje 41:21 elderly 126:20 elected 14:15 19:16 29:13,16 29:21 31:6 32:20 35:15 electronically 25:16 29:7 133:5,6
	e e 2:1,1 3:1 7:6 26:24,24 38:24 38:24 42:7 57:13 61:3 79:24 87:3 100:10 125:20 128:14 129:22 earlier 19:8 60:15 70:8 85:16 95:6 104:18 118:6 early 67:11 101:11 earmarked 110:7		

elementary 67:10 94:6	48:14,15 49:2 50:22 51:2	engaged 15:6 26:20 41:18	5:19 13:11,17,21 14:9,11,12 15:2
elevate 121:2	55:14 57:2	engine 33:18,20 68:22,23 75:12	15:5,14,18,19 16:16 17:11,15
elgin 4:9,19 5:3 5:9 37:14 40:19 42:12 46:18 50:12 62:19,22 62:23 63:3,8,12 63:20 64:9 65:7 81:17 83:9,13,15 83:24 84:2 85:1 85:1,8,14,17,23 96:16,19,23 97:13 105:13,14 106:9,13 107:8 107:16,19,22 108:3,4,8 116:12	66:17 67:10,15 67:19 68:2,3 69:8,11,11,21 70:9,11,15,21 71:22 72:9,23 73:3,7 77:4,15 79:9,13 83:10,18 84:7 102:10,20 102:22 103:3 113:13 120:17 126:21 129:9 130:6	127:1 engineer 3:24 33:16 49:16 engineering 49:20 50:3 enhancing 88:5 enrique 4:20 86:6 131:11,11 ensure 53:12 71:9 77:15 81:20 89:16 92:3 114:2 ensuring 47:14 enter 79:4 entered 33:16 entering 100:14 100:21 enters 127:5 entertainment 107:3 entire 21:5 24:24 24:24 31:18 32:1 48:5 54:14 65:1 76:4 88:1 122:4,17 entirely 106:6 107:10 129:6 entirety 115:2 entrance 62:14 environment 17:20,24 37:2 106:12 127:9 environmental 2:12,13,14,19,21	17:17,18,21 18:1 18:5,10,12,15,19 18:20,24 19:2,11 19:14,22,24 20:4 21:11,14,17 24:4 24:10,14,18,22 24:24 26:16,21 38:11 40:9,15,23 41:8,16,22 44:12 46:22 51:20 117:3,19,24 118:15,21 119:4 122:21 123:15 123:17 124:1,4 124:15,24 125:5 125:13 126:14 126:16,24 environmentally 132:10 eps 113:10 equal 112:16 equally 25:13 44:22 75:7 equipment 65:16 69:3 71:4,12,13 81:6 82:8 equipped 81:19 81:24 equivalent 92:12 ergo 3:19 39:2 42:7,7,9 eric 4:16 74:8 76:19
elgin's 64:1 65:17 82:23 84:5,18,22 85:13 95:4,7,12,14,19 95:22 96:5 105:24 106:7,20 106:23 107:12	emissions 23:6,7 23:8,8,9 127:2,6 emphasize 123:6 emphasized 128:4 employ 30:9 employed 134:12 ems 68:13 69:18 69:19 71:14 77:5 78:2,3 79:6 121:7 enact 84:12 encourage 24:5 25:15 62:10 76:7 93:14,20,24 110:24 111:3 endangered 18:7 endeavors 94:13 endure 31:4 74:2 84:8 126:4 energy 23:5	engaged 15:6 26:20 41:18 engine 33:18,20 68:22,23 75:12 127:1 engineer 3:24 33:16 49:16 engineering 49:20 50:3 enhancing 88:5 enrique 4:20 86:6 131:11,11 ensure 53:12 71:9 77:15 81:20 89:16 92:3 114:2 ensuring 47:14 enter 79:4 entered 33:16 entering 100:14 100:21 enters 127:5 entertainment 107:3 entire 21:5 24:24 24:24 31:18 32:1 48:5 54:14 65:1 76:4 88:1 122:4,17 entirely 106:6 107:10 129:6 entirety 115:2 entrance 62:14 environment 17:20,24 37:2 106:12 127:9 environmental 2:12,13,14,19,21	eligible 23:17 92:6 eliminate 65:23 eliminating 86:9 ellyn 33:1,13 34:5,6,11,14 elongated 64:13 emergencies 9:24 10:7,11 48:2 55:5 emergency 7:23 8:2,24 9:20,21 11:7 32:15 41:6 43:24 47:20,21

erratic 102:19 escape 78:23 especially 34:6 41:2 essence 8:5 9:3 9:14 10:5 11:1 67:19 essentially 36:8 36:20 37:5,18,20 37:21,23 39:23 124:5,8 establish 97:23 106:11 established 83:4 97:24 99:7 establishing 88:23 89:8,12 106:24 establishment 98:17 122:9 estimated 66:21 67:1 69:16 72:20 estimating 40:11 et 33:1,8 34:10 ethics 5:15 116:19 evaluates 47:21 50:13 evaluating 9:11 evaluation 34:22 51:21,23 128:17 evan 4:23 89:21 89:22 evening 13:5 25:11 29:24 31:10 39:14 42:8 44:18	46:15 49:14 51:16 54:8 57:15 58:16 59:16 62:18 66:6 68:7 71:21 74:11 76:19 79:23 82:22 89:22 95:6 99:13 103:10 112:4,11 119:9 122:20 125:20 127:18 128:14 133:14 event 70:18,21 70:22 73:15 82:3 everybody 27:15 28:15 86:23 127:18 everybody's 133:8 evidence 41:17 50:8 92:11 exact 8:15 exactly 25:13 examine 17:22 17:23 example 47:8 123:16 examples 55:13 124:11 exasperate 102:5 exceed 19:21 125:10 exceeds 70:23 124:24 125:8 excess 110:13	exchanges 61:12 excited 13:8 excuse 31:19 93:2 executive 18:6 exercise 44:23 44:24 exhaust 32:11 126:17 exist 32:9 43:10 existing 16:21 86:1 95:10 97:12 98:9,19 126:19 128:9 exit 62:14 expand 81:16 expanded 17:5 94:1 expansion 130:9 130:11 expansive 120:12 expect 16:14 17:10 22:9 23:2 23:14,19 113:7 113:21 expected 22:21 23:4,5 77:12 78:13 124:5 expenditures 82:13 expense 37:22 38:1 97:3 101:12 116:7 122:2,7 129:17 experience 21:1 21:6 48:19 55:6 102:3 112:24	113:15 experienced 33:18 54:21 80:4 expert 43:14 expertise 49:21 explain 68:10,11 explaining 70:19 exposure 80:16 126:17 express 40:6 expressed 38:7 expressing 95:15 extend 16:12 28:2 extended 72:9 129:5 extending 16:21 extension 107:24 extensively 36:12 extent 118:23 124:16 extra 11:22 12:3 77:12 120:12 extremely 46:21 78:6 eyes 129:21
f			
f 12:7 38:24 99:18 100:8,10 101:19 128:14 fabrics 78:24 face 32:4 46:18 56:2 facilitate 27:7			

facilities 16:19 19:7 23:1 85:3 facility 16:22 94:8 facing 43:11 113:4 fact 40:20 41:1 52:8 69:22 70:13 75:22 78:19 factors 104:7 facts 43:19 failed 56:8 112:12 117:13 failing 100:11 fails 47:13 52:2 90:22 failure 53:4 87:12 fair 28:15 30:18 fairly 44:22 faith 122:3 falco 3:7 12:6,6 fall 18:11 120:3 false 40:7 53:2 familiar 36:14 50:14 families 58:15 58:16 99:9 family 50:24 far 15:2 40:12 47:23 48:4 55:12 70:2 83:8 89:15 farthest 70:6 fast 9:16 86:8 101:20	fastest 17:2 fatalities 53:20 fatality 101:8 fatally 66:16 father 45:3 fd 1:4 13:14 26:4 134:8 february 55:13 federal 15:8,11 15:21 17:19 29:13,15,16 36:20 37:6 38:3 44:4 87:15 100:6 115:16 132:13 federally 36:19 feel 10:22 43:12 54:24 55:1 56:16 59:7,7 115:17 132:24 feet 48:9 62:3,3 68:18 69:7 88:6 99:22 110:5 114:21 fellow 28:10 felt 54:14 119:20 122:5 fend 55:7 ferrill 109:11 114:9 131:16 field 49:22 fields 58:14 fighths 56:13 figures 47:13 figuring 111:22 file 26:14,14 filed 16:4 29:8 47:3	filing 133:5 fill 78:20 final 18:3,24 19:3,4,11,13 24:13,14,17,17 24:21,23 25:1,2 49:1 53:23 54:1 114:6 finally 26:1 50:16 85:14 92:15 101:14 130:18 financial 98:14 find 23:9 30:22 57:22,23 58:1,6 58:7 62:1 86:19 110:22 finding 56:5 58:21 findings 15:4 fine 86:11 108:16 109:9 finest 113:10 finish 102:24 finished 94:3 fire 4:12,12,13 4:15,16,18,18,19 5:18 7:19 45:12 45:21 65:22 67:9,23 68:8,8 68:13,20,21 69:17 70:14,22 70:23 71:2,8,22 72:2 73:9 74:12 74:15,18,23 75:12,22,23 76:10,12,20 77:17 78:14,15	78:17,17,19,23 79:24 80:1,8 81:6,9 82:23 83:9,17,20 84:5 84:6,11,12,14,15 84:16,19 85:8 95:7,13 113:7 114:3 119:11,15 119:19,19,23 120:7,23 121:23 122:13 128:10 firefighter 76:21 firefighters 80:8 firefighting 83:23 fires 71:14 79:6 84:2 119:13 firm 49:20 first 7:19 8:3,6 8:19 9:1,3,12,16 10:10 11:4 12:18 16:11 27:18 29:12 30:22 33:3 41:5 41:19 42:19 45:8 46:1 47:2 53:1 55:4 60:19 64:11 66:13 69:13 70:1 81:14 83:15 95:13 109:20 120:14 122:14 123:9 132:17 fish 127:6 fitzgerald 3:14 32:24 131:7 five 30:2 84:3 87:14 110:6,12
--	---	--	---

flag 108:1 flames 122:18 flammability 130:15 flat 51:5 flawed 41:3 47:7 90:7 fleeing 56:2 flexibility 107:20 floor 79:2 flow 47:6 78:9 flowing 100:8 111:23 flows 17:9 fly 41:12 focused 101:16 focuses 19:5,20 20:5 36:24 98:7 focusing 83:13 folks 49:7 following 49:8 50:19 91:1 food 127:5 foot 69:8 foran 129:19,20 force 83:23 118:20 forced 113:19 forces 118:12 foregoing 134:3 134:8,11 foreseeable 23:24 forgot 29:18 form 16:7 26:16 formal 7:1 13:15 26:19 28:18	132:16 formulas 40:1 fors 4:16 74:8 76:19,19 forth 19:10 24:17 forward 14:5 49:8 79:14 87:10 107:24 116:14 120:19 forwarding 101:20 forwards 92:13 found 22:4 62:2 77:7 88:10 130:1 four 7:16 10:19 45:11,18 48:11 60:15,17 61:14 61:21 63:18,24 64:5 65:10 81:16,18 84:18 90:6 95:18 96:3 96:12 98:4 105:17,19 106:7 106:21 107:11 107:11 fourth 34:18 106:16 fox 64:2 65:14 65:18 83:19 84:1 85:14,18,18 105:15 106:16 114:10 131:16 fra 88:13,17 fra's 88:8 fracking 132:12	frame 22:21 77:18 frank 5:12 109:11 112:4 franklin 124:20 125:2 134:22 free 59:7 100:8 freeze 90:15 freight 11:23 12:4,8 20:11 21:19 22:12,16 34:16 40:22 42:20 43:2,3 45:11,15,18 46:19 47:5,9,10 47:10,12 48:8,19 48:22 49:22,24 52:11,13,21,23 55:2,18,22 56:7 60:2,12,12,16 63:18,24 64:6,13 65:5,19 66:15,22 66:23 67:1,7 68:1 69:6,14 72:6,19,20 73:8 74:16 80:12,18 81:2 83:12 84:10,17 85:10 85:10 86:3 87:24 91:7 94:10,11,20,23 95:10,18,23 96:1 96:4,7,8,15,18 97:10 101:22 102:2,4,12 104:1 104:6,8,9,15 106:3,5,23 107:5 107:10,17	110:15 112:18 112:20 113:13 113:20 116:3 118:11,13,14 122:17 126:1 frequency 45:16 100:13,16,20,23 frequent 78:9 103:4 frequently 48:2 friend 45:3 friendly 110:3 110:10 132:10 front 114:21 115:3 frozen 90:17 frustrated 58:19 58:20 frustration 89:6 102:19 full 12:12 14:19 42:17 49:5 56:2 121:5 125:15 fully 88:19 fumes 32:11 functioning 84:6 functions 71:24 fund 53:13 54:2 88:19 98:21 fundamental 50:3 fundamentally 97:12 funded 15:21 43:11 105:2 funding 53:11 71:12 73:24
---	---	--	--

funds 76:8 121:22,24 further 17:5 44:13 53:8 67:16 117:24 126:24 134:12 future 17:7 23:24 94:22 101:21 104:24 futures 108:12	generation 106:9 geoffrey 4:10 66:3,4,4 geographic 100:1 105:21 geographical 83:4 geographically 83:19 george 129:19 129:20 getting 9:12 18:2 35:20 39:4 59:5 give 27:14 28:15 given 38:14 49:24 55:14 69:22 70:13 91:13 101:4,6 121:11 124:11 132:24 134:10 gives 53:1 giving 126:1 glen 33:1,13 34:5,6,11,14 go 7:22 10:12 12:20 15:3 20:14,14 36:2 46:13 51:12 55:12 58:3,17 61:17 62:12,13 73:1 79:22 86:16 87:10 104:3 105:5 107:23 115:3,23 122:18 128:1 131:14 goal 108:8	goeffrey 66:7 goes 63:21 76:2 96:21 going 7:13,14 9:6 12:12,13 14:2,3 15:3,24 20:13,14 27:6 28:2,24 30:2,19 31:1 32:8,9 35:1 35:2,3,17 37:20 46:18 56:19 57:16,17,23 58:1 58:6,6,8,18,18 58:22,23 61:17 62:6 71:18 82:18 86:17,22 94:9,17 102:23 103:23 111:19 111:20,20,23 132:5 good 8:12,14 9:12 13:5 29:24 30:12 31:10 35:5 39:14 42:8 44:18 46:12,13 46:15 49:14 51:16 54:8 59:16 62:5,18 66:6 68:7 71:21 74:11 76:19 79:23 82:22 86:22,23,23 89:22 99:13 103:10 112:4 119:9 122:3,20 125:20 127:18 128:3,14	goods 78:20 gosselin 2:17 13:16,19,20 governing 101:19 government 15:22 govind 5:1 92:23 92:23 93:5,5 104:19 127:14 grab 115:24 grade 12:11 20:12 21:20,20 22:2,8,13 45:11 45:19 50:1,23 51:5,22 52:1,3,8 53:4,20,24 60:16 60:17 61:21 62:5 66:17,20 67:4,14 68:14 69:9 70:9 71:10 72:7,9,16,21,24 74:17 77:13 87:14 88:10 96:10 98:5 99:18,19 101:7 101:14 102:3 118:3 126:11 graham 3:8 12:23 granted 115:11 great 13:3 35:4 35:16,19 67:3 78:17 101:24 105:22 109:3 131:9 greater 30:12 80:16,22 84:4,15
g			
g 12:23,24 42:7 79:24 gabrenya 4:17 79:16,23,24 gamble 67:19 gao's 62:1 gas 23:7 56:2 gate 22:10 49:23 50:19 53:18 96:2 103:23 104:3 gates 50:14 53:15 54:3 69:15 95:22 96:5,16 103:18 103:22 111:18 113:1,9 129:5 gathered 18:13 gauged 37:13 general 19:23 generalized 18:9 generate 17:11 64:6 generates 96:19 105:22			

84:15,20 87:20 88:3 89:15 greatly 68:2 75:19 104:2 green 61:14 greenhouse 23:7 greg 4:2 51:12 51:13 54:7,8 gridlock 100:9 110:19 gross 110:15 ground 28:9 90:12,15 110:22 127:2 grounds 40:12 group 29:20 33:9 59:13 76:24 grow 113:21 growing 17:2 grows 78:15,17 113:2,3 growth 97:6 guarantee 63:16 83:17 guarantees 81:1 guessing 67:21 gulf 97:2 gun 55:16 gut 113:16	99:24 113:1 hallway 28:6 halted 106:2 halverson 5:17 119:8,9,10 halves 112:16 hand 41:8,12 59:8 hands 109:7 hangen 2:2 hanging 132:18 hanover 4:16 5:2 5:8,22 31:13 37:14 42:12 76:20 93:1,7,9 103:14 104:20 125:22 happen 58:24 80:10 102:23 104:4 happened 49:5,6 80:3 happens 10:4 35:11 57:20 happy 36:1 hard 131:24 harder 40:9 hardship 99:1 harm 43:17 46:2 harris 5:19 119:7 122:20,21 hazardous 23:20 67:8 71:15 79:7 80:9,13,14,16,21 81:5,7,8,13,19 82:6,8 85:19,21 102:13 130:14 130:15	hazards 83:10 he'll 42:5 headquarters 65:13 122:24 health 56:12 75:24 77:3 85:13,23 94:8 126:5,18 hear 13:6 14:14 14:14 19:15 20:16 25:9 27:19 28:3 31:20 38:23 39:9 40:4 44:11 44:16 45:20 46:3 48:13 49:10 57:17 59:12 76:24 93:2 95:14 113:16 heard 31:17,24 40:4 42:19 45:8 76:14,23 78:16 95:6 104:18 127:23 hearing 14:5 39:5 116:14 134:11 heart 7:24 8:6,10 8:12 9:2 75:17 77:21 78:1,6 98:6 105:18 126:6,19 heartens 115:17 hearts 83:6 heavily 39:24 heavy 12:8 76:13 120:24	held 9:23 18:13 41:21 hell 132:11 hello 13:9,19 32:23 36:3 86:6 86:6 92:22 105:12 help 8:2 30:23 36:1 43:12 63:18 70:20 82:16 helping 29:1 herron 4:4 51:13 57:12,13 hi 14:6 29:24 49:12 61:2 66:6 92:23 97:20 114:14 130:1 high 21:10,13 24:3 31:23 34:8 63:21,22 64:6,17 64:24 75:8 100:18,19 highest 52:9 70:13 highly 40:21 107:15 highway 88:10 highways 17:13 32:5 41:11 131:2 hinder 11:20 hire 43:13 hiring 49:19 historic 2:20 18:7 23:18 93:11 105:19
h			
h 12:23 57:13 61:3 half 37:23 50:20 60:2 61:9,19 62:9 65:17 75:15 96:6,17			

[historical - impacting]

Page 22

historical 23:15 historically 100:4 history 9:14 104:5 120:3 hit 103:24 hold 12:4 109:5 109:5 holding 39:17 home 33:12,15 34:18,19,20,24 50:24 74:24 75:8 78:23 87:20 113:10 133:7 homeowner 33:10 homes 21:4 34:22 78:20 homewood 122:24 honest 123:4 honor 103:13 hope 67:17 115:22 133:13 horn 88:8 horns 87:24 88:15 89:5 99:3 106:22 107:13 horrible 12:13 hospital 77:4,23 121:18 126:22 hospitals 42:19 84:22,23 hour 30:21 65:11 87:16,19 88:24 89:9 96:10 100:10,11	hours 33:17 50:20,23 54:21 56:16 87:24 89:5 91:12 95:24 96:3,6,13 96:17,19,20,21 101:2 111:17,22 112:1 113:1,4,8 122:14 house 14:20 33:23 34:17 41:21 73:9 74:15,18,23 86:19 houses 68:20,22 housing 37:1 86:17 94:6 huge 116:9 human 125:24 127:5,9 hundred 34:12 68:18 hundreds 30:14 38:2 50:11 60:10 111:4,9,17 hurry 58:23 husband 45:3 i icc 88:15,23 icu 7:9 10:7 idea 116:3 125:5 identified 20:23 21:5 87:8 113:24 identify 24:1 idling 103:5 111:21 118:14	idot 100:24 idph 77:6 ignore 54:5 ignored 41:12 45:24 46:4 ignores 68:12 128:19 illinois 1:9 3:11 3:13,22 5:16 11:15 30:4,5 31:11 35:9,9 44:3 46:17 47:23 54:10 70:2 77:3 81:7 88:13 100:5,7,17 100:23 102:7 105:13 116:20 116:23 122:24 131:3 134:1,17 134:23 illness 126:19 illustrated 112:23 illustrates 99:8 image 80:2 103:17 imagine 59:19 59:24 60:13 101:21 128:22 immeasurable 43:17 immediate 64:16 65:19 77:8,9 82:1 immediately 30:24 76:8 120:16	immense 96:23 impact 2:14 5:19 13:11 14:11 15:5 17:22 18:1 18:12,15,19,20 18:24 19:2 20:4 20:18,20 21:1,6 23:20 24:4,14,18 32:6,15 33:4 35:7 38:11 40:1 40:15,23 41:8,16 41:23 43:16 46:22 47:19 50:2,10 51:4,8 51:20 52:22 53:19 54:12,24 65:12,19 66:11 66:17 69:7,20 75:19 80:18 85:12,23 87:9,14 89:5 91:17 92:10 94:12,13 94:21 95:12 103:6 112:13,18 112:20 114:4 117:3,14,19,21 117:24 118:3,15 118:23 119:4,13 119:20 120:21 122:1,21 125:24 126:12,15,24 127:10 128:17 impacted 35:10 91:19 92:13 94:9,17 102:21 120:24 impacting 64:7 106:21
---	---	---	---

impacts 16:16 17:19,23 19:6 20:4,11,19 21:10 21:14,16 23:2,14 23:23 24:1,22 26:9 40:9,11,13 41:5,9,13 43:22 44:12 47:15 49:5 50:13,19 51:22 54:13 63:4 83:1,7,11 87:7 92:7 95:16 96:22 102:10 117:20 120:16 123:15,18 124:16,17 impartially 44:22 impediments 83:4 implementing 36:22,24 implore 114:4 importance 99:9 important 9:22 11:5 17:9 29:18 30:7 35:7,12 45:23 52:7 54:5 75:7 91:2 92:17 118:20 123:17 importantly 74:18 impose 25:5 88:18 89:14 imposing 97:11 impossible 64:16 91:14,16	improved 56:24 improvements 16:20 19:8 54:3 88:20 98:21 101:17 inability 56:20 inaccurate 123:23 inaccurately 91:20 124:12 inadequate 92:11 incident 21:23 65:2,20 70:22 incidents 56:9 56:13,19 72:1 77:7 79:7 80:17 80:22 81:13 103:20 include 16:16 53:23 54:1 94:2 114:5 124:19 130:11 included 89:15 includes 25:1 26:10 51:21 53:8 56:11 89:10 90:23 including 15:12 16:20 18:6 19:6 20:11 21:11,23 23:7 24:24 26:7 28:12,13 43:24 48:11,24 50:21 51:23 52:4 71:13 83:4 106:22	income 21:12 94:5 126:12 127:1,11 inconsistent 47:7 inconvenient 34:10 increase 12:13 19:24 20:6,21 21:24 22:2,8,18 22:20 23:1,4,5 23:11 37:23,24 45:16 47:9 50:15,16,19 52:12 53:14 55:1 56:18 66:22 67:2,8 69:6 72:20 73:20 77:24 78:10 80:16 81:2,12 84:19 86:2 88:21 91:15 96:7,13,18 96:22 98:11,16 102:12,17 104:1 104:2 110:15 117:17 120:23 121:1 124:23 125:6,8 126:8 increased 21:21 22:16 32:16 51:4 52:11 66:15 74:1 103:5 118:16 126:21 increases 19:6 19:21 20:8 75:10 81:5 83:12 86:3 96:2	102:13,14 117:20 126:7 increasing 42:20 64:20 78:2,3 81:13 102:16 116:4 incumbent 71:4 independence 67:11 independent 15:11 independently 78:1 indicate 51:6 indicated 44:2 72:12 115:12 117:21 induce 93:23 industrial 120:22 industry 75:6 83:22 92:2 117:14 inevitably 121:2 information 22:9 26:7 27:4 63:16 68:4 95:3 95:20 118:22 informed 48:7 infrastructure 17:6 30:8 106:10 128:8 inhibit 85:6 initial 78:1 82:1 82:2 121:7 initially 96:1 initiated 49:19
--	--	--	--

injured 85:3 injuries 53:20 injustice 87:13 innovative 116:13 input 18:13 installations 53:18 installed 88:16 98:18 instances 101:23 insulated 92:5 insulating 92:13 insulation 92:6,9 92:12 insurance 120:22 integral 79:9 intend 80:7 intended 107:4 intent 18:11 73:22 interactive 26:8 27:1 interest 13:9 26:7 interested 24:5 89:12 132:15 134:14 interests 17:7 66:14 interfere 11:23 12:4 interference 34:16 intermodal 16:19 19:7 23:1 126:9	internal 83:21 international 42:16 intersecting 99:21 intersection 56:8 70:12 100:9,14 100:15,17,19,22 101:1,9,12,18 102:6 103:8 intersections 7:16,18 10:19 intervene 104:8 intimacy 114:17 114:21 introduce 13:16 introducing 14:23 15:8 84:16 invalid 98:9 invested 93:22 investigating 132:4 investment 82:12 106:10 110:14 111:11 investments 88:5 98:15 invite 115:22 involve 22:3 37:17 involvement 26:10 irresponsible 128:19 irving 12:8,10 12:11 54:19 58:4,8 68:16,17	70:10 72:10 73:1,4 99:23 101:4,7,13 129:2 129:4,6,11,14 130:19,23 iso 120:23 121:2 isolated 50:5 issue 19:4 40:14 71:5 85:4 issued 18:1,11 18:20 19:3 24:11 issues 18:16 37:3 46:24 52:10 63:2 83:1 123:9 123:11 129:16 itasca 1:9 3:4,19 3:21 4:6,15 6:1 7:11,13,15,16,18 7:19,23 10:13,18 31:12 42:8,10,12 44:19 45:11,17 46:6 48:7,12,14 48:15,18 59:18 60:8,16 61:10,22 62:6 74:12 76:5 128:15,22 129:9 iv 8:19,22	jeopardy 11:3 45:10 74:19 jim 74:8 79:15 job 17:15 18:4 120:13 jobs 26:1 30:10 86:8,8,9 john 6:2 74:7,11 129:22 130:1 johnson 60:21 join 26:23 joined 14:1 joining 14:4 27:13 jointly 16:4 josh 14:2,2,7 28:20 29:6 41:10 132:21 joshua 2:11 3:10 journal 77:21 juliana 89:20 93:8 july 12:1 90:21 jump 8:9 121:9 jumps 98:11 junctions 126:11 justice 21:11,14 21:17 126:15
		j	k
		james 4:11,14 66:3,4 68:7 109:11 114:9 131:16 jason 82:19 87:1 jeff 3:20 42:1 44:15,18 82:19	k 38:24 71:22 87:3 95:4 134:2 kansas 1:1 13:12 13:24 15:23 16:2,3,8 66:11 80:6 kaptain 5:9 105:8,9,12,12

108:19 109:4,19 kara 2:6 28:24 kari 5:19 119:7 122:20 karyn 4:1 51:12 51:13,16 kaszynski 6:4 131:22 132:2,2 kcs 16:2,4,6,24 97:15 106:4 123:14,18 124:2 124:6,12 kcs's 123:10 kcsmergereis.c... 25:18 27:4 kcsmergereis.c... 26:6 keep 14:17 29:9 30:8 62:8 82:16 86:9 keeps 123:13 kefauver 38:20 38:20,24 kendall 123:1 kevin 5:10 105:8 105:9 108:23 109:16 key 78:15 90:6 keystone 132:5 kick 8:10,12 29:12 kid's 51:1 kids 58:15,17 killed 33:14 kind 8:4 33:23 46:2 110:9 122:5	kindly 87:1 knew 28:4 know 7:10,11 8:7,8,10,13,15 8:16,16,18,20 9:4,5,8,10,10,13 9:16,18 10:5,8 10:14 11:9 27:15 30:5,6,20 31:22 35:1,2 36:24 37:12 43:7 57:16 58:23 68:4 80:9 86:21 89:7 90:1 91:14 92:15 98:1 110:11 111:16 116:14 117:5 127:20 132:13 known 16:8 63:13 90:15 knows 59:4 kozal 5:3 89:21 92:20 95:2,4 krishnamoorthi 3:22 44:5 46:15 46:16 krista 38:20,20 38:24 ksc 16:1 kurtis 3:15 35:18,19,20 36:2	labor 33:19 lack 87:8 121:22 lakes 127:4 lalley 4:8 60:22 62:18,18 95:8 land 128:1 lands 132:13 lane 34:13 large 42:18 60:6 70:21 75:16 101:11 larger 20:8 largest 47:24 106:18 116:24 122:5 larry 7:8 late 58:22 119:12 130:3 laws 15:19 115:9 131:2 lead 84:20 98:17 102:18 leaders 46:6 115:14,15 leads 75:23 leakages 102:14 learned 42:22 learning 24:6 67:11 leave 26:18 leaves 121:15 leaving 42:24 73:4 left 55:7 length 37:24 48:9 69:6 102:16 106:6 129:2 130:4	lengths 22:15 66:16 67:2 level 20:23 24:3 73:24 74:4 77:10 84:24 91:11 94:10 100:9 118:22 127:2 levels 20:21 40:22 54:22 81:8 90:20 100:11 114:3 lewis 3:11 29:24 30:1 liability 111:12 library 11:21,24 58:13 license 134:21 lies 68:19 lieu 71:3 life 11:2,2,6,11 37:2 43:21,22 55:5 56:14 57:6 74:19,20 84:21 94:14 98:2 100:4 107:19 114:19 116:2 122:8 127:9 lifestyle 128:6 lifestyles 127:21 light 72:11,13 118:18 lights 52:18 likelihood 84:15 limited 41:23 121:12 limits 28:21
	I		
	I 7:7 12:7 61:3 87:3 95:4 128:14 129:22		

line 10:21 27:4 31:14 37:9,12,19 38:14 43:1 52:20 59:20,21 59:22 60:10 63:21 66:24 84:1 97:1 98:12 99:20 106:1 112:15,19 124:11,13,18,20 125:2,3 126:14 130:4 lines 22:1 33:7 83:6 84:1 97:7 97:12 111:3,12 117:12,18 118:5 118:11 link 63:19 linked 78:3 linking 64:1 97:1 lions 12:1 lips 9:8 list 26:24 70:10 listed 23:17 70:9 92:8 listen 14:4 28:16 99:5 listened 99:2 listing 23:17 literally 74:19 74:22 102:8 122:18 little 27:16 30:13 31:19 39:3,8 57:19 live 10:9,16 11:17 12:7 57:2 86:21 105:16,16	114:22 123:1 128:7 130:2,3 132:2 lived 7:11 130:18 lives 86:1 102:1 108:8,10 113:18 125:24 128:21 living 94:14 lobbyists 43:14 local 22:24 29:13 32:20 35:15 37:3,4,6,9 41:16 43:9 48:1 49:3,7 56:2 111:10 115:15 119:20 120:4 122:1 located 37:19 48:18 52:3,5 54:1 62:16 64:23 65:18 67:13 68:15 70:1 74:24 84:23 90:14 105:18 112:17 121:6 locating 94:19 location 67:18 72:4 100:18 location's 65:15 locations 19:20 20:5 21:2 90:10 90:11 logarithmic 91:10 long 10:24,24 11:9 34:7 35:1 36:23 45:15	48:10 60:1,14 62:3 63:23 65:19 67:3 69:8 74:14 76:2,12 83:4 84:17 85:10 95:10,18 103:23 107:10 110:1 128:15 129:8,11 130:19 longer 45:18 59:9 69:7 78:9 84:13 85:11 101:22 102:4,12 102:18 103:4,5 106:5 107:10,17 look 9:10 14:5 18:17 30:18 40:9 49:8 74:21 103:17 108:15 116:14 looked 50:1 61:24 132:7 looking 42:20 45:24 58:9 108:13,13 lose 8:20,21 11:3 losing 8:17 loss 84:21 119:14,16 lost 119:17 lot 8:17 9:1 10:2 26:2,6 31:17,24 37:6 57:17 94:1 94:2 111:16 126:4 127:20 132:11 lots 29:10	loud 39:9 louder 31:19 39:8 love 45:5 115:18 133:4 low 21:12 22:6 94:5 126:12,24 127:10 lowered 96:6 lung 126:6,19 lungs 9:4
m			
m 1:7 12:23,24 134:4,20 ma'am 32:22 mabas 81:16 mail 25:20 26:24 26:24 133:7 main 2:7,16 11:10 14:13 58:7 114:22 115:7 maintain 98:19 120:5 maintained 114:3 maintains 77:4 maintenance 23:11 128:10 major 20:17 23:20 24:1 32:5 38:12 66:11 94:3 100:4 129:2 majority 21:16 45:13 59:22 78:21 121:13			

makers 24:19 making 15:16 25:2 35:8 43:7 77:12 83:5 94:14 106:9 132:15 133:5 maller 89:20 93:8 manage 72:1 management 73:19 manager 2:5,14 4:23 5:3,19,22 14:10 71:22 89:23 95:5 122:21 125:21 mandate 87:12 mandated 36:19 87:11 mandates 88:18 manner 56:21 71:10 77:16 118:12 map 20:7 26:8 58:2 74:21 130:10 132:7 maple 58:7,9 mark 4:13 66:3 66:5 71:21 marriage 134:13 marshal 81:10 martin 27:11 mary 3:14 32:23 109:11 114:9 131:7,16 masks 56:3 mass 70:22	material 85:19 85:21 102:13 materials 23:20 71:15 78:16,21 79:7 80:9,13,14 80:17,20 81:5,7 81:8,13,19 82:6 mathematical 40:1 matter 11:6,7 80:10 84:13 102:21 134:15 matters 40:16 88:8 114:19 116:3 mayor 3:21 4:22 5:6,8,9,11,12 44:19,21 45:4,6 48:8 60:15 74:21 87:3 89:3 95:15 99:14 102:24 103:13 105:12 108:6,18 108:23 109:4,19 110:11 112:5,6 mayors 45:2 mccarthy 109:11 114:9 131:16 mean 45:1 57:22 73:8 126:4 128:9 meaning 37:23 128:11 meaningfully 97:14 meaningless 69:13	means 21:22 29:4 48:23 52:20 53:5 69:1 73:9,11,13,16 105:4 meant 27:2 measure 40:11 53:9 91:18 measured 115:4 measurements 90:9,9 92:1 measures 50:14 53:13,19 88:16 89:11 98:18 107:16 measuring 91:22 meat 127:6 medic 121:17 medical 11:7,10 75:16 medication 8:24 9:22 medinah 31:12 72:17,22 89:2 meet 17:20 19:21 meeting 13:10 13:23 14:14 17:16 25:9 26:19 27:1,8,18 28:1,2,15 83:21 92:17 115:24 132:22 133:4 meetings 18:13 39:17 41:22 meets 15:17 member 3:14 12:1 27:12	32:24 members 19:15 24:20 27:10 64:11 65:6 75:24 80:19 memory 55:12 men 120:1 mental 56:12 mentioned 15:9 17:14 19:8 24:9 26:5 28:20 29:6 41:10 70:8,17 94:13 109:19 132:22 mentioning 119:19 mere 48:19 79:4 merge 37:20 merger 11:16,20 16:10 24:22 30:3,10,19 31:2 31:15 33:6,11,14 37:9 38:2 40:2,9 40:22 41:5 42:23 43:17 44:6 45:9 46:2,7 46:20 47:7,8,16 47:24 48:5 50:3 50:18 51:4,7,21 51:22 53:7,12 54:12 56:23 60:18 67:22 68:11 71:18 72:19 73:21,24 74:2,3 75:10 76:2,16,17 77:2 77:19 79:13 80:15 82:10
--	---	---	--

83:2,8 87:7,10 96:5 97:15 98:3 98:8,19 106:4 110:16 111:7 112:13 113:22 114:1,4 117:4,10 117:11,15 118:3 118:20,23 120:2 120:4,10 122:4 123:8,16,18 124:22 125:6 126:1 127:8 merger's 40:13 47:19 95:24 125:6 mergers 15:13 35:4 49:5 merging 96:24 mermuys 82:19 meter 115:4 methodologies 90:7 methodology 90:3 metra 33:4,4 34:15 41:2 47:2 47:11 48:20 60:11 66:23 84:9 85:9,11 90:23 91:4 94:18 95:11 99:20 101:1 104:11,18,20,24 106:3,12,16 107:6 110:2,24 116:21,22 117:8 117:9,12,15,21 117:22 118:2,6,9	118:14,23 119:3 metra's 42:21 90:21 91:3 103:15,19 106:14,19 107:13,21 117:18,22 118:10,11,19 metric 91:11 metropolis 47:24 metropolitan 36:9,17,23 97:4 97:11 106:19 mexico 16:13 42:24 86:13 97:2 126:1 michael 6:1 127:15 128:14 michelle 1:7 27:12 134:4,20 microphone 31:22 middle 29:19 67:11 74:22 midnight 87:18 midwest 61:7 90:14 97:2 migration 87:8 mike 28:8,16,22 29:17,19 31:7 42:6 79:17,17 82:18 mile 33:15,24 34:7 62:3,4 63:18,23 74:16 84:16 85:10 86:17 95:9,18 105:20 107:9	miles 30:21 45:15 48:6 60:14 61:8 63:1 67:3 81:17 106:5 121:10 millenniums 122:6 million 30:16 34:21 51:8 78:8 93:22 100:14,21 110:14 117:1 millions 30:15 42:16 82:11 111:4,10 milwaukee 33:7 66:23 83:24 85:17 99:20 106:1 112:15 117:12 118:4 126:13 mind 29:9 mine 129:17 minimal 69:22 70:7 72:6,8 minimize 53:15 minimum 121:20 minor 23:14 40:3 44:1 51:4 minority 21:11 126:13 127:1,11 minute 27:14 28:23 29:4,5 46:10 55:20 67:6,6 72:8 73:7 73:10 75:2,22 78:8,18 108:20 108:21,21 109:2	109:5,5,6 minutes 30:20 39:20 45:20 50:4 54:20 55:18,23 56:7,11 56:15 60:2 63:7 69:16,18,19 72:18,23 73:2,5 73:10,17 74:14 74:18,19,21 75:4 75:6 77:8,10 78:10,23 79:1,5 85:6 102:21,22 122:14 130:24 133:1 mischaracteriz... 50:10 mishaps 102:15 missing 51:1 124:18 mitigate 63:17 72:1 74:1 88:20 92:10 mitigated 35:12 126:14 mitigating 88:24 mitigation 19:11 19:14,17,18 24:21 25:5 30:16 40:16 52:12 53:9,11,13 53:18 54:2 63:13 67:22 71:9,17 76:2,9 80:9 82:8 87:9 89:10,15 98:21 129:15 130:9,12
--	--	---	--

[mitigations - neighboring]

Page 29

mitigations 70:12 87:11 111:8 114:1,6 model 50:4,4 91:16,23 112:13 117:16 modeled 123:20 124:9 modeling 39:24 92:3 115:6 117:14,22 118:19 123:22 models 91:17 modes 32:12 moment 61:12 95:14 monday 108:5 132:23 monday's 133:11 money 86:12 monitor 29:1 99:6 monitors 77:17 montgomery 119:14 monthly 123:21 months 90:15 morning 100:10 motor 22:3 mouth 9:6 mouths 130:22 move 22:22 26:18 38:16 79:14 86:17,18 107:24 120:19 125:7 132:6	movement 68:1 102:11 104:7 106:7 movements 104:6,8 moves 22:22 101:24 moving 113:20 mpo 36:20 multiple 49:23 56:11 65:9,10 66:17 72:15 85:10 121:14 124:11 128:23 multiply 60:3 municipal 83:16 municipalities 63:3 97:13 municipality 59:24 mutual 70:16,19 70:19,20,24 82:4 83:21	74:11 76:19 79:18,23 82:22 86:6 87:2 89:22 92:23 93:3,4,5 95:1 99:13 103:12 108:22 109:15 112:4 116:18 119:9 122:20 127:18 129:21 132:1,2 names 131:15,17 nation 30:12 117:6 nation's 17:13 national 5:20 15:18 17:17,18 18:6 23:17 41:2 47:2 69:17 122:23 nationally 83:22 natural 58:9 78:21 nature 65:22 91:4 near 12:7,24 19:7 23:1 59:19 89:1 nearby 112:8 nearly 48:15 60:8,9,14 62:24 74:16 75:10 78:18 110:4 112:16 necessarily 35:5 necessary 19:1 24:16 77:11 81:23 88:16 98:22	need 8:2,5,7 17:5 30:17,23 32:2 35:21,24 38:5 52:12 71:10 76:10,11 77:16 81:12 82:15 84:11 85:3 98:17 99:4 103:3 108:21 109:6,8 121:19 needed 64:20 70:17 121:21 128:8 needing 64:8 needless 94:22 needs 66:14 68:13 69:3 72:4 81:20 126:20 negate 98:9 111:9 negative 35:6 47:19 83:1,7 85:12 87:9 89:4 94:21 95:16 98:20 102:10 103:6 negatively 64:7 95:12 negligible 23:2 40:2 44:1 neighbor 123:2 128:4 neighborhoods 12:15,18 37:11 58:13 neighboring 70:16,20 71:1 85:16 106:13
	n n 2:1 3:1 12:6,24 57:13 79:24 name 7:7 12:6 13:19 14:7 31:10 32:23 38:23 39:11,14 42:4,5,8 44:17 44:18 46:15 49:13,14 51:14 54:8 57:10,13 59:8,16 60:24 61:2 62:18 66:6 68:7 71:21 74:9		

107:20 111:2 neighbors 71:6 130:7 neither 119:18 network 16:8,11 16:17 17:4 20:24 21:5 22:9 22:14 23:12 26:10 83:17,20 84:5 networks 16:7 16:10 neurological 9:15 never 72:14 125:1 new 16:7,21 60:16 67:6 76:10,12 86:14 86:14,14 98:7,17 104:23 106:19 107:21 newspaper 56:23 newspapers 128:4 night 20:22 91:10 99:3 nightmare 60:4 nighttime 91:10 91:12,24 nine 109:17 nitrogen 23:9 noise 20:12,18 20:20,21 21:1,3 21:6,15,16 27:20 32:3,6,7,18 38:9 39:4 70:18 87:7	87:9 88:2 89:1 89:14 90:2,8,20 91:8,8,11,16 92:4,6,7,10 98:17 110:19 115:6 130:8,9,12 noises 32:9 non 21:17 34:2 69:19 116:12 nonattainment 20:2 23:11 nonnegotiable 126:3 normal 66:19 70:23 normally 104:10 north 2:8,16 7:14,18,23,24 10:9,13,16 12:2 17:9 33:12 41:11 45:14 55:16,21 58:3,4 60:10 67:13 68:20 70:6 74:15 75:1,15 76:11 93:11 99:24 102:8 119:21 120:8 121:6,16,22 134:22 northeast 5:16 116:19,23 northeastern 35:9 100:17,23 northern 75:7 northwest 1:8 notary 134:4,17 134:21	note 25:21,23 41:9 59:5 90:22 noted 48:21 77:9 88:1 91:2 notes 41:20 51:24 90:11 134:9 notice 18:11 41:15 61:15 noticed 130:13 notified 73:3 notify 52:18 noting 49:23 number 13:13 16:15 19:5 20:10 22:16 25:14 26:3,4 45:4,6 50:15 52:13 69:15 91:7 96:14 108:7 113:2,3 numbers 123:22 124:12 129:8 numerous 40:5 83:11 nunzio 5:6 97:17 99:13 nurse 7:9,10,12 11:10 nursing 21:4 nurturing 128:19 nutshell 39:21	128:14 134:2,2 o'connor 4:5 59:2,3,16,17 62:7 o'hare 42:15 90:1 o'hare's 130:8 130:11 oath 44:21 oberman 27:11 39:18 objectively 95:20 observation 92:2 observations 49:22 95:16 observe 40:10 observed 49:24 observing 39:19 obstacles 79:12 occasions 49:23 occupied 104:10 occur 16:6 21:17 23:9 63:23 64:18 80:23 83:2 85:20 occurred 101:7 101:8 occurring 22:5 64:4 84:16 91:12 95:17 october 18:23 24:12 26:1 134:18 oddly 104:2 odds 104:2 oea 14:12 39:16 40:8,12 41:4,15
		o	
		o 2:15 7:6 12:7 42:7 57:13 71:22 95:4	

www.veritext.com

pacific 1:2 13:13 14:1 15:23 16:1 16:8 33:11,21 42:20 47:4 66:10 67:24 80:6 87:11 89:7 113:6 118:10 120:15 pacific's 118:7 page 3:2 26:11 paid 122:7 pandemic 33:5 90:24 91:6 107:22 paperwork 61:13 pappas 3:12 31:10,10,21,24 parade 12:2,4 paragraph 103:1 parallel 85:17 106:1 parallels 84:1 paramedic 68:21 68:24 76:21 paramedic's 121:17 paramedics 77:5 paramount 63:7 71:16 parents 43:6 park 1:8 4:16 5:2,8,22 12:8,10 12:11 31:13 34:1 37:15 41:15 42:12 54:19 58:4,8 68:16,17 70:10	72:10 73:1,4 76:20 93:1,7,9 99:23 101:4,7,13 103:14 104:20 112:8 124:20,21 124:22 125:1,2,3 125:8,10,22 129:2,11 130:19 130:23 parked 33:17 parking 52:16 58:13 94:20 parks 58:14 75:9 parkside 7:17 10:21 part 21:15 31:14 32:2 42:22 44:22 53:5 67:22 92:6 97:15 108:14 participate 133:10 participating 13:7 133:9 particularly 21:3 89:7 126:5 127:9 parties 41:2 partner 110:3 partners 36:22 party 134:13 pass 7:13 22:12 36:20 37:5 54:23 56:16 67:15 96:15 passenger 20:11 21:18 90:19,20 104:7,10 118:4	118:11 passengers 104:12 118:12 passes 106:3 passing 16:21 20:19 22:16 50:5 63:15 90:10 94:10 96:18 101:1 120:20 path 57:22 58:1 105:1,2 patient 8:7,21 9:5,9,14,15,15 9:17,19 10:3 11:2 73:14,16 78:6 97:19 patient's 9:5 patients 10:2 71:15 78:4,12 79:8 patrons 11:24 patterns 107:3 paula 5:4 92:21 97:19,20 pause 46:9 pay 43:14 paying 71:7 pdf 26:14 peach 2:6 28:24 pedestrian 51:24 52:3,9,22 53:5,6 53:12,14,15,16 53:18,20,24,24 54:3,3 63:23 100:3 108:4 110:9	pedestrians 22:4 52:19 53:2 54:4 64:8 104:20,22 105:3 pediatric 73:16 penalty 91:9,11 91:21 people 7:15 8:14 8:15 10:3 11:2,3 11:11 12:16 18:16 25:10 27:22,23 28:7,22 30:9 51:12 59:4 61:8 75:10,20 79:21 85:4 105:5,14,16,16 107:2,7 108:14 108:16 114:10 117:1 126:6 133:1,2 people's 128:5 percent 11:24 48:14 60:9 73:15 75:15 80:15 96:3,6,13 96:17,21 101:3,5 110:15 113:2,3 120:10 121:1 percentage 75:16 perfect 13:6 perform 125:13 period 24:13 38:10 60:7 65:11 92:2 96:12 101:10 128:7 129:5
--	---	--	--

person 73:12 personal 113:15 personnel 67:9 67:15 68:3 81:6 121:8,21 persons 56:13 perspective 62:21 pervasive 95:17 106:22 123:9 peter 7:8 phone 115:5 phonetic 129:20 physics 84:13 115:9 piece 69:2 pielski 87:1 pileski 4:21 87:3 97:17 pipeline 132:5 pipelines 132:11 place 134:5 placed 64:12 98:24 114:1 places 21:3,4 23:18 58:14,15 65:5 plainly 123:22 plan 36:23 40:24 91:14 96:1,24 106:4 124:3,7 125:4,4 129:15 planned 23:24 28:7 97:5 planner 2:6 36:7 36:11 planning 36:9,18 36:18 37:10	38:4 111:9 plans 38:6 91:5 93:19 111:5 plastics 78:24 platform 104:13 104:14 platforms 52:17 play 58:15 played 99:10 please 25:21,23 26:2 27:15 28:10,15 29:9,17 29:23 31:2 35:23 36:2 39:8 39:11 42:3 44:17 46:13 49:12 51:14 57:10 59:2,5 60:18,24 74:9,21 79:18 92:22 95:1 102:24 103:17 108:9,22 109:15 131:24 133:2,8,9 plus 42:14 84:9 85:9 102:2 point 35:4 37:16 43:16 45:23 52:7 72:11 99:21 104:23 109:3 111:15 points 40:17 67:9 70:6 119:1 123:6 police 4:3,4,6,7,9 4:10 7:20 10:15 43:5 45:12,21 48:16,17,24 54:9	55:3 57:14,14 59:17,21 60:4,8 61:3,9 62:8,15 62:16,19,21,23 63:6,8,12 64:15 64:19,22,23 65:1 65:4,13,22 66:7 67:9 95:7,13 112:7 113:7,11 113:16 114:2 128:10 policy 15:18 17:17,18 83:5 pollutants 126:8 pollution 32:4 32:12,18 56:24 111:23 126:4 poor 127:24 popular 96:22 populated 56:24 80:21 population 62:9 65:17 75:9 76:5 84:4 117:1 populations 21:11,12,15,17 127:11 portion 24:10 26:19 27:8,18 29:5 portions 16:17 posing 80:13 position 11:22 40:18 64:12 71:24 positive 78:11 possibility 80:14	possible 14:19 20:16 25:16 28:8,23 29:2 63:23 70:17 102:16 113:13 120:9 possibly 28:3 111:5 post 40:22 91:5 107:22 125:6 posters 99:8 postmarked 25:24 potential 17:23 18:16,16 19:6,14 20:11 21:22 22:2 24:21 26:9 30:3 40:11 45:8 52:10,22 65:23 67:3 72:5 80:16 86:4 102:17 125:15 126:12 potentially 38:2 73:18 111:6 potter 12:16,17 12:18 pozsgay 3:15 35:18 36:3 practical 116:13 practice 51:1 118:17 practices 107:22 118:8 pre 25:10 27:23 32:21 77:4 131:20 precarious 65:6
---	---	--	--

precious 56:14 precise 91:23 precursor 23:10 predecessor 41:21 predictable 63:11 65:23 predicted 63:9 predictively 105:22 preliminary 19:10 premature 126:23 premerger 114:3 prepare 9:21 18:3,12,23 19:12 24:13 39:2 prepared 17:24 preparing 14:12 17:21 18:18 38:11 61:24 presence 64:5 95:9,17 106:20 106:23 107:5 present 43:19 50:8 75:1 80:15 101:20,23 123:4 presentation 14:3,17,22 31:17 132:24 presents 27:9 preservation 2:20 18:7 preserve 98:13 president 2:3 109:17	pressure 8:16 pretkelis 4:10 66:3,4,6,7 pretty 37:7 prevent 106:7 preventing 99:3 previous 122:3 price 34:24 35:2 127:10 primary 71:24 97:8 principles 93:15 94:17 prior 73:3 78:16 prioritizing 104:6 priority 64:18 64:24 66:13 108:6 private 93:23 privilege 44:19 103:14 119:10 proactively 93:22 probability 84:19 probably 34:20 61:12 62:5 86:15 129:21 problem 71:5 problems 32:16 71:1 124:2 proceed 57:8 proceeding 1:6 41:21 133:16 134:3,7 process 15:2 18:2,10,10 19:12	24:10 26:22 76:10 108:14 processes 94:19 produce 127:6 produced 123:22 production 127:2 professional 54:17 profit 30:15 43:15 76:15 122:9 profits 82:11 profuse 119:14 program 37:4,5 92:9 progressive 83:15 prohibiting 120:12,13 project 2:5,14 13:9 14:10 15:20 22:14 25:17 26:5,23,24 93:21 101:13 110:13 130:9 projected 20:8 21:21 22:20,23 47:11 50:2 120:10 121:1 projections 40:19,20 projects 5:15 37:14,17 38:4 47:8 53:11 116:19 125:7 prominently 90:22	promptly 89:11 89:13 proper 38:14 123:16 properly 91:9 118:22 property 34:23 127:7 128:5 proposal 45:14 proposals 77:20 proposed 1:1 13:11,13,23 14:13,24 15:20 16:14 17:1,4,10 17:23 19:4 20:18 21:7,9,21 22:19,22 23:4,15 23:19,22 24:2,18 25:3 26:4,9 37:8 38:2 40:1,24 41:5 46:7,20 47:6,15 50:2,18 51:3,21,22 52:12 53:12 54:12 66:10 68:11 71:17 80:15 81:2,10 83:2,8 83:12 87:7 95:24 98:3 105:1 106:4 117:4,9 118:23 123:8,16 125:23 132:8 proposing 43:21 prospect 76:3,9 prospective 112:10
--	--	---	---

protect 66:14 117:13 120:1 protection 2:12 4:12,15,18 5:18 67:23 68:8 69:17 74:4,13 80:1 119:11,24 126:17 protects 62:24 protesting 28:13 proud 115:17 proudly 74:12 prove 50:9 109:22 proven 120:3 provide 7:1,3 28:18 29:10 45:22 62:20 67:24 70:17 71:11 74:4 82:1 82:4,7 83:21 85:15 95:3 113:7 120:9 124:2 provided 22:10 74:1 77:11 81:10 92:12 107:16 provider 116:22 provides 83:9 providing 28:20 65:4 81:22 95:2 proximity 42:15 90:1 98:8 114:17,20 pruyn 3:20 42:1 44:15,18,18 60:15 74:21	public 13:10,23 14:15 18:13,14 18:21,22 19:15 24:9 25:23 26:10 27:7,18 33:2 39:17 46:23 47:17,19 54:13,17 64:8 66:11,12 72:5 77:3 78:7 80:19 98:8 112:14 114:5 116:24 125:14 128:11 130:5 132:22 134:4,17,21 pulice 5:6 97:17 99:13,14 102:24 103:1 pull 61:11,20 purchased 33:12 purpose 14:13 17:1 25:8 91:22 108:7 put 8:16 33:23 45:5 74:19 85:18 86:13 98:23 101:24 108:18 112:12 puts 62:3 putting 86:20 102:1 puzzling 88:11	98:2 107:19 122:8 125:23 126:10 quarter 34:21 59:20 95:24 96:3,10,13 questions 27:3 28:19 quickly 27:8 107:7 quiet 87:12,16 87:16,17,19 88:17,20,24 89:9 89:12 97:23,24 98:4,9,13,18,19 98:22 99:7,9 quite 51:6 61:16 quote 34:15 40:2 69:21 88:11 90:24	67:7 83:6,8,24 88:10 92:10 97:7 99:18 102:16 106:17 106:18 110:1 111:3,12 112:19 113:5 116:22 117:5,10,22 118:4 126:7,9,11 132:11 railroad 5:16,20 10:11,11,12 12:3 12:20 14:13,24 15:12 16:11,23 30:9 31:14 32:7 33:13 35:10 43:20 44:10 51:23 52:5,16 54:19 56:22 60:18 61:8 66:18,20 67:4,13 67:14,17 68:4 72:14 74:3,17 82:7,14 83:2 84:1,3,18 86:20 86:21 87:15 88:7 94:8 95:22 98:21 100:6 102:3,15 103:16 105:4 108:4 110:5,22 112:24 116:20 122:22 122:23 126:1 130:21 railroaded 43:12 railroads 15:12 15:23 17:3 30:7 35:5 43:11,15
		r	
		r 2:1 7:6 11:14 11:14 12:6,23,24 38:24 42:7 57:13,13 79:24 radio 113:17 rage 12:13 rail 11:18 16:2,7 16:17,18,20 17:4 17:8 19:6,9,21 20:5,8,11 21:19 21:22,23,24 22:20,22,24 23:3 23:12 38:8 42:24 52:1,14,20 53:17 54:22 60:10 66:15,22	
	q		
	quadruple 46:19 qualify 88:17 quality 20:4,13 37:2 38:9 94:14		

80:24 81:10 96:24 99:1 108:11 116:6,24 117:7,8 rails 130:21 railway 5:20 122:8,10 rain 127:4 raise 59:8 90:3 raised 118:2 raja 3:22 46:16 raleigh 2:8,16 ramification 122:5 ranged 36:23 rapid 85:2 rate 78:15 100:13,13,15,20 100:22 rated 100:15 rates 120:22 rating 100:12 101:19 ratings 120:24 121:2 raymond 114:11 131:17 reach 71:9 77:16 124:21 reaching 20:22 75:17 83:8 107:4 read 129:21 readily 84:7 reads 90:24 ready 31:9 35:20 42:2 51:12 82:20 109:13	real 57:6 86:8 113:4 realistic 70:4 77:15 realistically 71:8 reality 128:19 realization 107:8 realized 72:5 realizing 110:9 really 8:1,14 13:8 28:6 32:2 34:13 35:7,12 114:17 132:19 132:19 realtime 68:4 realtor 86:19 reason 58:22 115:5 reasonable 54:16 63:9 120:6 reasonably 23:24 reasons 22:19 reassurances 80:24 rebuilt 119:18 receive 24:15 26:24 74:5 89:4 received 25:2,24 48:16 49:18 receptors 20:24 21:1,6 92:5 recite 44:22 recognition 82:2 83:6 107:14	recognize 27:9 recognized 83:22 110:21 124:1 recom 19:17 recommend 70:11 73:23 recommendati... 19:11,13 24:21 recommended 19:17 reconcile 47:13 reconnected 72:14 reconstruct 101:12 record 13:2 24:24 25:1 39:11 49:13 51:14 57:11 61:1 74:10 79:19 81:1 109:18 125:19 132:1,16,16 134:10 recording 3:9 12:24 99:6,10 records 77:4 recovery 75:19 122:16 red 108:1 redevelopment 106:10 reduce 68:2 reduced 34:24 107:19,20 120:20 127:7	reducing 53:19 reestablish 98:22 106:24 refer 15:24 reference 26:2 referred 116:21 referring 21:2 refers 16:1,3 reflect 124:13 reflected 123:11 refused 88:14 regard 47:5 92:17 regarding 54:12 62:21 118:3 134:8 regardless 76:5 80:24 region 38:13 43:18 117:15 region's 36:18 36:19 97:8,12 regional 5:16 81:18,21,24 82:4 116:20 117:12 regions 88:9 register 23:17 registered 25:10 27:23,24 29:14 29:16 32:21 131:20 registration 27:24 regular 11:18 55:6 104:13 107:6 regularly 34:4 64:4 107:4
--	--	---	--

regulations 18:5 regulatory 15:12 rehabilitation 73:13 reiterate 109:19 relate 69:11 related 15:18 18:5 21:23 98:16 117:11 125:6 134:13 relates 62:22 88:19 relationships 37:15 relatively 84:8 release 23:20 80:15 released 85:21 relevant 124:15 reliability 47:14 123:24 reliable 17:8 124:14 relied 49:21 relies 39:24 85:14 relocate 116:11 rely 64:22 85:2 87:21 remain 22:6 remainder 26:21 remaining 29:4 remains 116:9 reminder 29:6 35:20 60:24 74:9 79:18 reminders 132:17,21	remiss 75:21 removal 28:14 98:4 removed 41:11 removing 17:12 render 122:10 repairing 122:3 repeat 49:6 repeatedly 76:15 replace 71:10 replicate 27:2 report 56:1 62:1 68:12 77:6 87:6 reported 45:16 134:6 reportedly 55:19 reporter 7:2 31:19,22 38:23 39:3,7,9 42:3 44:16 59:11 93:2 108:20 109:1,5,9,12,14 reports 77:5 reposed 44:24 45:1 represent 30:5 46:17 52:9 60:5 112:13 representative 3:11,13 30:1 representatives 40:5 92:16 represented 81:4 81:15 82:5,24 representing 20:7 42:11 represents 30:2 31:12 124:9	reputable 49:20 reputation 37:1 request 77:6 88:15 requested 53:23 requesting 67:24 111:8 requests 72:15 118:24 require 53:13 54:2 65:9 81:4 82:13 98:20 120:19 121:20 123:4 required 80:7 82:8 126:10 requirement 81:11 requirements 126:15 requires 17:18 104:12 121:23 requiring 65:2 89:11 rerun 91:22 rescue 122:15 rescues 71:15 79:7 research 78:7 reserve 20:16 residence 81:14 98:23 residences 21:4 resident 3:4,6,7 5:14,23 6:1,3,4 11:15 54:16 55:15 99:16 114:15 116:5	127:19 128:15 130:13 residential 12:9 12:14,18 58:12 67:12 88:3 89:1 92:9 93:20 98:7 106:11 110:4,8 116:12 residents 7:24 30:11,15 31:3 35:10 42:14 43:15 46:5 55:1 55:6 56:15 57:1 57:7 59:23 62:24 66:14 70:18 74:5 83:11 85:1,13 87:5,13,20 89:4 89:6,17 94:16 98:2,10 99:2 103:2 105:23 106:13,13 108:10,11,15 110:23 113:8 120:4 127:12 resistance 57:22 resolve 65:9 resolved 56:20 122:2 resource 81:20 resources 23:21 23:21 65:3,9,15 65:20 70:24 71:2 84:12 120:6 respect 28:11,11 28:21
--	---	---	---

respectfully 32:14 44:9 respective 63:5 95:8 respiratory 75:18 126:18 respond 18:24 24:15 29:8 48:2 55:5,15 68:24 74:15 75:13 89:11 121:11 responded 56:1 89:13 responder 9:4 9:17 57:5 69:13 responder's 60:4 responders 7:19 8:3,6,19 9:1,12 10:10 11:5 30:22 41:6,19 48:1,14,18 49:4 49:7 50:22 55:4 64:12 70:1 77:15 81:14 95:14 109:20 responding 56:4 56:21 63:17 64:10,19 65:2 67:9 78:14 113:19 responds 65:7 response 47:21 57:2 63:6 64:16 64:20 65:4,19 66:17 67:20 68:2 69:8,11,18 69:21 70:5 71:14,19 73:2,6	75:5,11 77:1,6,8 77:10,24 78:3,10 78:13 79:9 81:19,21,23 82:6 82:9 83:18 84:20 87:2 102:20 103:3 113:24 114:2 120:6,17,24 responders 51:2 responses 28:21 65:17 70:15 75:22 77:9 121:13 130:6 responsibilities 15:17 17:17,21 112:6 123:3 responsible 15:16 128:5 rest 133:10,14 133:14 restaurants 87:21 restrictive 120:19 restrooms 28:5 result 16:15,15 21:7,9,13,21 22:1 23:6,23 28:14 50:18 53:6 56:19,24 64:18 98:4 112:17 118:19 126:21 resulted 119:15 resulting 126:5 results 50:17 51:5	resume 55:10 resurgence 95:21 return 91:5 revealed 77:7 revenue 119:18 revenues 119:18 122:8 review 15:2 18:10,21 19:22 19:24 24:7,10 25:7 26:21 44:10 56:10 90:5 reviewed 117:19 revise 38:6 revisit 38:5 revival 123:14 rfp 93:23 rhythm 78:1 richard 89:21 92:20 richards 5:23 127:17,18,19 rick 5:3 95:4 ridership 33:5 106:17 rides 58:17 right 8:6,10,13 8:19 9:11,18,20 9:21,23 16:20,23 19:9 25:6 26:12 28:6 29:19 34:8 35:17,23 41:24 43:1 54:18 61:9 61:15 63:21 79:23 86:12,20 95:22 115:24	rise 75:8 risk 22:4 52:22 53:6 72:1,8 73:19 101:24 102:1,23 risking 113:18 127:9 risks 65:24 73:20 74:1 118:16 126:5 river 63:19 64:2 64:14 65:5,14,18 83:20 84:1,18 85:15,18,18 95:19 105:14,15 105:18,21 106:1 106:16,21 road 7:16 12:8 12:10,11,13,21 54:19 57:20 58:1,3,3,4,5,10 61:14 68:15,16 68:17 70:10,10 71:11 72:10,12 72:17,17,22,22 72:24 73:1,4 84:5 89:2 99:22 101:4,6,7,13 102:7,10 121:19 129:2,11 130:19 130:23 roads 41:14 57:1 102:9 111:20 roadway 21:20 52:1 roadways 42:17 robb 4:19 79:17 79:17 82:22
---	---	--	---

95:7 robbery 56:3 robert 4:5 59:2,3 59:16 robles 4:1 51:12 51:15,16 rodenburg 89:1 rodney 5:7 97:17 103:12 rohlwing 7:16 role 123:2,3 romero 4:20 86:6,7 131:11 room 9:20,21 27:1 35:19 79:21 103:22 126:21 roselle 4:4,13,22 5:14 31:12 37:15 42:12 57:14 58:3,3,5 58:10 71:23 72:2,12,17,22,24 73:9 87:4,13,15 87:19 88:22 89:13,18 114:15 114:22 116:1 roselle's 88:12 rotting 86:15 roughly 77:9 101:17 114:21 route 12:21 48:9 55:10 58:9 62:13 70:2 75:4 77:13 132:9 routes 30:22 69:22 113:13	routine 66:19 routinely 57:21 72:16 routing 97:9 rsip 92:7 rtc 117:14 rules 28:9 88:9 88:13 run 12:1 28:1 68:22 121:23 running 33:20 43:3 52:21 83:6 106:1 107:17 110:2 runs 12:2 43:5 rush 100:10,11 rushing 43:5	64:8,11 65:12 66:12 75:24 80:19 81:1,10 88:16 98:18 99:18 100:4 101:17 103:16 104:7 105:5 108:6,7 112:14 114:5 118:1,16 127:21 128:9 130:6 safety's 66:13 sales 119:18 sand 132:6 sandra 3:7 12:6 sarah 5:13 114:11,13,14 sat 36:12 130:23 satellite 94:7 save 11:2 saving 56:14 74:20 saying 41:10 85:5 122:13 128:16 says 53:9 scale 70:21 100:8 101:17 scene 82:1 84:14 schaumburg 4:1 42:12 51:18 schedule 18:9 90:21,23 91:3,6 scheduled 104:7 104:10,11 schedules 91:1 scheduling 33:8 107:6,21	schiller 41:15 112:8 124:21,22 125:1,3,8,10 schneidwind 4:14 74:8,11,12 school 34:8 43:6 50:22 67:10,12 94:6 126:23 schools 21:4 42:18 59:22 75:8 102:11 schultz 27:12 39:18 schulze 4:7 60:21 61:2,2 schumacher 5:4 92:21 97:20,20 scope 18:14 125:15 132:13 scoping 18:18 score 41:20 screen 25:18,21 26:12 27:5 seal 134:16 seat 79:22 seating 87:21 seats 79:20 second 52:24 54:15 69:19 72:23 73:5 75:2 124:18 secondly 84:22 90:19 seconds 55:18 56:7,14 63:7 67:6 102:21 111:15
	s		
	s 2:1 12:6 61:3 87:3 129:22 sacrifice 116:6 sacrifices 31:3 safe 53:2 63:6 82:16 94:19 109:23 safely 56:20 94:19 safer 57:3 122:11 132:11 safety 20:12,12 21:19,19 45:4,4 45:7,22 46:1,8 46:23 47:17,19 49:5 52:10,23 53:6,13,14,17,24 54:3,4,13,17 55:7 57:1 60:19		

section 13:16 18:6 90:8,19 91:7 92:4 sectional 38:14 sector 93:23 securing 53:11 security 53:2 see 10:23 13:8 14:20,20 27:22 29:3 35:16 43:2 43:3 46:9 58:2 58:18 59:13 61:18 79:4,21 92:18 94:2 103:24 108:1 111:1 115:22 116:1 125:12 128:24 132:19 133:4 seeing 58:18 120:23 seek 94:4 seeking 16:5 55:2 105:23 seemingly 116:7 seen 33:5 57:21 77:24 116:9 segment 52:19 100:19 124:20 125:2,3 segments 124:12 124:18 selected 123:19 sell 35:2 senator 31:11 senators 44:4 send 25:20	sending 71:1 senior 2:5 42:19 sense 11:6 53:2 115:8 sensitive 21:3 64:17 78:6 sent 99:7 sentiment 76:14 separately 32:10 separating 77:13 separation 101:15 september 1:9 123:7 132:23 serious 65:21 118:1 126:5 seriously 123:3 serve 41:6 42:9 52:14 66:7 72:4 75:20 76:4 89:23 123:5 served 112:7 serves 62:23 106:12 108:6 service 14:23 34:15 43:5 60:6 60:9,11 64:10,15 64:21 65:8 71:7 71:8 77:11 81:6 83:10 97:1 100:10 117:5,11 120:9,23 122:13 services 32:15 38:8 62:21 65:22 69:12 73:8 75:17 79:13 113:7 121:7	serving 17:9 76:21 99:15 103:15 116:24 session 27:18 28:17 set 24:17 48:5 107:24 124:6 seth 3:11 30:1 sets 19:10 124:9 seven 83:17 96:6 96:17 117:7 severe 126:18 severely 41:3 102:20 shake 109:7 share 44:5 63:3 83:1 89:6 shared 114:16 120:6 sheets 133:6 shift 65:1 shipping 102:13 shopping 11:19 107:2 short 14:3 31:21 120:7 shortline 117:8 shortly 48:13 shoulder 129:13 show 115:6 117:14 showing 26:8 shown 20:7 25:17,21 26:12 27:5 111:16 shows 18:9 26:16 43:20 78:7 115:7,9	117:16 118:19 shubhra 5:1 92:23 93:5 104:19 127:14 shutter 128:22 side 7:20,23,24 8:3 9:7,9,24 10:9,12,14,16,16 11:17 12:2,3 45:14 48:17 55:15,17 57:24 58:6 60:5 61:10 62:9 64:9 65:14 70:2 72:2 74:15 74:23 84:3,3,23 105:16,17 119:21 121:4,6,9 121:16,22 128:21 sides 63:20 64:1 105:24 sidings 16:21,22 sighting 34:2 signals 120:19 signature 134:16 134:19 significance 89:15 significant 38:6 51:8 55:1 56:18 64:4,24 65:12 80:22 85:22 86:2 94:12,21 98:14 107:15,18 111:10 119:13 119:19 120:21 124:15 127:10 129:15
---	---	---	---

significantly 40:21 86:3 91:19 117:16 122:10 signs 111:16 130:15,16 similar 54:13 63:4 95:15 103:20 132:8,23 132:24 similarly 32:11 simply 70:7 84:13 85:5 112:12 simultaneous 112:9 simultaneously 48:11 63:24 64:13 66:18 84:17 95:18 110:17 single 43:9 54:20 68:20,22 69:3,8 97:1 115:15 siren 99:11 sit 30:20 113:19 120:18 site 110:7 sites 23:16,21 90:12 sits 61:12 sitting 35:23 55:8 108:16 111:18,21,24 situation 8:4 34:6 74:20 80:3 102:1 103:3	situations 8:24 34:14 65:2,6 67:10 six 63:19,24 84:18 95:19 105:17 107:11 117:7 121:20 size 73:10 78:18 skate 58:14 skill 44:23 sleep 86:22 slide 18:9 26:16 26:18 slides 20:15 71:18 slightly 84:4 slow 112:21 slower 85:11 slowly 93:4 slurred 9:9 small 32:2 42:18 43:10 61:7 105:21 133:14 smaller 101:17 smallest 17:2 smile 9:8 snapshots 123:21 snyder 3:23 49:14,15 soccer 51:1 soil 90:12,17 127:4 sole 85:4 soles 127:24 solid 90:15 solve 71:5	somebody 86:20 somebody's 74:19 soon 14:18 sorry 31:21 42:6 59:15 92:22 109:2,6 132:16 sort 27:1 71:17 sound 13:5 20:22 88:21 89:5 91:10,22 92:1,9,12 115:4 115:8 116:3 sounding 87:24 88:15 99:11 south 7:15,18,20 7:22 8:3 10:13 10:14,16 11:17 12:3,19,20 17:9 45:12 55:15 58:3 68:21 70:6 74:23 94:1 99:24 102:8 120:8 121:9 130:3 southern 1:1 13:12,24 15:23 16:3 66:11 80:7 space 27:2 37:2 117:9 spain 79:17 82:18 span 110:13 spanish 35:21 speak 29:14,17 36:15 39:3 46:5 51:19 54:11 57:16 59:6,9	61:24 79:12 103:7 114:10,15 119:3 131:18 speakers 51:11 59:14 74:7 89:20 119:7 127:14 129:19 131:21 speaking 11:15 42:4,4 76:24 93:7 115:19 132:4 special 5:15 34:22 38:15 116:19 126:20 specialist 2:12 2:20 specialized 49:20 65:16,16 82:7 species 18:7 specific 38:17 40:17 56:9 63:3 63:4 102:6 specifically 8:5 21:8 62:21 93:19 120:17 124:19 specified 91:1 speech 9:9 speed 63:14 78:17,18 120:20 spell 42:3 spelled 7:7 spend 73:12 spent 36:21 38:4 111:5 113:8
---	--	---	---

spills 21:24 102:15 130:16 split 37:23 75:14 spoke 127:16 131:8,12 spoken 115:14 115:16 116:17 sponsored 15:21 25:17 26:22 sporadic 27:21 squad 121:6 square 59:19 61:8 63:1 121:10 squarely 98:24 ss 134:1 stack 32:10 staff 28:11 71:2 71:3 75:12 121:21 125:13 staffed 120:7 121:5,6 staffing 71:13 120:5 121:12 stakeholders 14:16 18:14 19:16 stand 44:3,6 80:2 standard 69:17 91:24 117:14 standards 75:6 83:22 92:2 standing 115:19 127:24 standpoint 73:19 stands 82:10 117:10 122:9	start 8:9,19,22 9:22 14:22 15:8 29:15 35:17 70:19 113:20 started 8:11 13:15 18:10 93:21 starting 9:18,19 state 3:11,13 17:4,10 29:13,21 30:1,6 31:6,11 39:11 44:17 49:12 51:14 57:10 60:24 74:9 79:18 81:9 93:4 95:1 108:22 109:15 115:16 131:2,24 134:1 stated 56:22 60:15 69:15 statement 2:14 12:7,22 13:11 14:11 15:5 17:22 18:1,12,15 18:19,20,24 19:2 20:5 24:5,14 38:11 40:15,23 41:9,16 46:22 51:20 117:3,19 118:1,15 119:4 states 16:12 69:20 90:9 92:5 98:3 106:17 126:2 station 45:12 56:2 59:22 61:10 68:20,21	72:2,12 73:4 75:3 76:11,12 83:20 84:5 93:12,14 94:15 101:1 104:20,23 104:24 119:21 121:5,15 129:11 stationed 10:17 10:18 stations 52:5,14 52:17,21 71:12 72:3 83:17 84:2 106:12,15 118:4 118:9,15 120:8 121:4,12 128:10 statistics 39:24 statutes 18:5 stay 15:6 26:20 stayed 34:18 stb 38:7,10 43:8 47:14 49:1 88:18 89:14,17 97:14 103:10 114:1,4 123:11 124:1,5 125:16 stb's 124:4,24 125:13 stenographic 134:9 steps 15:6 93:17 steve 4:4 51:13 51:13 57:13 stipulates 82:7 stop 3:18 36:4 39:15 41:24 42:10 51:18 52:5 53:22 61:20 88:15	112:21 131:24 stopped 56:6 96:14 100:24 stops 126:2 storefronts 114:23 story 110:6 stp 114:1 strategic 83:5 strategically 83:16 93:10 strategies 36:24 63:13,17 116:13 streams 127:5 street 12:15,19 58:7 61:15 74:24 114:22 115:7 134:22 streets 12:9,15 57:24 58:6 64:3 93:24 streetscape 93:21 stretch 37:12 stroke 8:1 9:2,11 9:13,20 73:12 78:5 strokes 75:18 stroll 58:16 strong 8:15 122:13 strongly 46:7 76:7 104:17 structure 71:14 78:14 79:3,6 structures 23:16 92:14
--	---	---	---

struggled 98:13 studied 125:11 studio 3:9 12:24 13:2 study 49:19,21 50:9,13 51:5 52:1,4,10 54:1 69:5,12,20 70:9 90:11 128:17 studying 91:20 stunned 39:22 subdivision 40:20 subject 55:19 88:13 subjected 95:19 130:8 subjective 117:20 subjects 56:2 submission 123:14,23,24 submissions 125:5 submit 25:13,15 25:22 26:3,11,13 44:9 91:13 submitted 117:22 123:7,11 124:6 125:18 submitting 119:3 subsequently 91:24 subsidiaries 5:20 16:2,3 122:22	substantial 80:14 81:4 106:10,20 107:5 substantially 101:22 103:5 113:22 suburban 103:11 suburbs 106:14 success 94:22 successful 71:16 79:10 106:24 succinct 39:20 suffer 96:15 suffered 108:3 sufficient 59:7 91:14 92:9 sufficiently 118:16 suggest 70:7 suite 2:7,16 134:22 summarize 15:4 summary 24:4 summer 99:4 summers 4:23 89:21,22,23 summerville 2:3 supervisor 55:17 supplement 40:14 120:8 121:14 125:14 supplying 132:12 support 53:10 64:22 104:17 supporting 40:17	supposed 92:15 supposedly 132:9 suppression 84:11,20 sure 15:17 17:15 18:4 28:4 29:1 39:13 51:15 57:12 111:22 131:10,15 surely 101:23 surface 1:7 2:10 2:12,15,18,21 13:21 14:9 15:9 15:10,15 16:5 17:16 24:19 27:9,10 30:17 73:22 105:6 112:10 113:6 117:2 134:7 surrounded 119:16 surrounding 85:1 107:16 survival 75:19 77:22 78:4 surviving 73:15 suspects 55:22 56:6 suspicious 56:13 sustainable 107:15 swath 97:4 swears 108:7 synthetic 78:20 78:24 system 22:5 31:18 32:1,2	42:24 83:10 105:1 106:17,18 110:1 t tabachnick 2:20 14:2 table 27:24 tactics 113:12 take 10:1 22:11 40:8 46:24 58:11,16 60:2,6 62:10 67:21 74:14 75:4 76:10 79:21 82:2 103:17 110:24 118:24 119:12 123:2 129:9,11 133:7 taken 1:6 44:13 65:24 90:10 92:1 93:17 115:10 134:3 takes 8:23 44:21 58:12,13 75:2 84:14 talk 8:8 9:9 15:1 15:5 57:16,19 90:2 talking 7:10 10:8 36:8 130:9 talks 69:12 tanker 55:9 tankers 130:14 tar 132:6 tardy 50:24 tax 119:17
---	---	---	---

taxes 34:23	57:17 114:7	things 9:16	threshold 19:23
taxing 119:17	134:10	25:22 27:17	20:3
taxpayer 43:11	texas 97:2	90:2 127:20	thresholds 19:22
111:10	thank 7:5 11:12	128:11	124:15,24 125:9
taxpayers 71:6	12:5 13:7 14:4,6	think 11:5,5	125:11
76:13 120:3	27:12,13 31:4	30:15 31:2 45:9	tickets 128:2
122:7	32:19 35:14	57:4,4 60:19	tif 93:18 94:1
taxpaying	38:18,18,19	108:18 109:3	time 7:12 8:5,18
119:20 120:1	39:10,16 41:24	129:8 131:1	8:18,23 9:1,3,13
122:1	44:14,19 46:14	thomas 114:9	10:2,5,23 11:1
team 82:4	49:8,9,11 51:10	131:16	14:19 18:13,23
teams 81:18,21	54:6,11 57:9,15	thoroughfare	20:16 22:11,11
81:22,24	59:1 60:20,23	129:3 130:20	27:16 28:21,23
technical 37:3,4	62:17,20 66:1,2	thought 87:23	35:1 36:11
37:7,9 71:15	66:9 68:6 71:20	111:18	45:19 49:19,21
79:7	74:6,10 76:18	thousands 38:3	50:8,14 60:7
technician 81:8	79:11 82:17,21	50:11 54:22	62:17 64:17
technology 68:1	86:5 89:19	111:9,17,17,21	67:5,18 69:10
68:2	92:19 95:2	111:24	71:20 74:6 75:2
tell 9:10 89:3	97:16,19 99:12	threat 55:16	75:5,5,11 77:8
103:19 113:15	103:7,9 105:7,11	56:15 81:13	77:10,18 78:6
133:2,9	108:17 111:14	85:19 86:1,4	79:1,2,9 80:11
temporarily	112:2,3 114:7,14	threatening	87:2 89:19 96:2
91:2	115:18 116:16	28:14 43:22	96:11,12,17
temporary 40:3	117:1 119:6	55:5	101:16,20
44:1 91:4	122:19 125:17	three 20:3 23:11	104:11,15
tempted 104:3	125:19 127:13	28:23 29:5 34:2	110:22 111:24
105:5	128:13 129:18	39:20 43:4 60:1	113:4 114:8
tens 102:21	131:6 132:18	61:5,16 69:9	117:9 120:12
111:21,24	133:8	72:18 73:2,12,17	125:12,17
tenure 103:19	thanks 13:2	74:7 75:8 79:16	127:13 128:15
term 76:2,12	49:12 119:2	80:8 83:13	128:23 129:6
terminals 126:10	133:13	87:17 88:12	130:24 134:5
terms 22:7 33:7	thing 11:11	89:20 91:7	timely 56:21
38:8	29:18 33:23	99:19,21 101:9	63:6 71:10,14
testified 109:20	45:4,23 108:2	106:12,14,14	77:16
testimony 43:14	127:22 128:3	121:8 133:1	timer 29:2
45:22 46:3			

times 32:16	133:3,9	54:24 55:16,17	101:24 102:12
34:13 37:22	tonight's 14:14	55:21 61:10,13	102:16,18 104:9
45:16,17 49:23	25:8 26:19 27:7	65:10 67:13	104:22 105:23
50:19 60:11	27:17	68:17 69:3	106:2,21 107:3,8
63:14 64:20	tons 110:15	70:14 72:2,6	107:13 116:4
65:11 69:11,21	top 32:10 34:17	74:24 75:1,16	117:11,17,20,22
70:5,15 72:18	90:23	76:11 77:14	118:18 120:11
73:11 77:1,6,24	topic 36:7	80:5 84:3 85:17	120:16 121:1
78:3,13 91:23	topics 14:21 20:9	86:14,20,21 88:7	123:10,21
102:20 103:20	total 42:14 75:2	94:8 102:9	124:10,13 125:6
108:5 113:24	113:4 119:15	104:9,14 105:4	125:9 126:7
114:2 118:10	totaling 48:22	108:4 110:5	128:22 129:4,12
120:6,24 121:14	town 10:9 11:7	114:22 117:9	129:14
tod 94:16 110:8	11:11,12 55:10	118:12,13	train 7:13,14,21
111:5	61:6,7,7,9,19	119:22 121:5,14	7:21 8:3 10:17
today 41:17	62:13 74:16,23	128:7,22 129:10	10:17 11:4,9
43:19 61:24	75:7,14 76:4	130:17	12:17 13:1
62:17 72:16	102:7 115:23	trade 17:9 108:9	19:24 22:12,14
78:19,23 96:7,18	120:14 130:14	tradeoff 108:13	32:9 33:17,19,22
96:22 109:21	towns 43:8 61:6	tradeoffs 107:12	34:16 37:24,24
114:20 116:17	70:16,21	traffic 12:8,9,12	40:22 47:5 48:1
told 10:6 99:2	townsend 82:19	12:17 13:1	49:22 50:5
tom 3:17 39:1,14	92:20	16:17 19:6,7,21	51:24 52:19,23
105:8,9	township 34:22	19:24 20:5,8	53:1,16 55:18,22
tones 55:14	track 16:22,23	21:22 22:20,24	56:6,10,18 58:5
tongue 9:6	34:2 40:19 48:6	32:16 34:5,10,13	58:20,21 60:2
tonight 10:22	52:24 53:1 61:9	37:24 46:19	61:11 62:2
13:8,22 14:1,5	67:24 68:1	47:9 49:20 50:1	63:14,18,24 65:5
27:24 28:8,9,22	104:12 124:21	50:3 52:11 55:2	65:10 66:16,19
29:12 36:8,15	125:7,10	56:18 59:23	67:2,15,17,24
40:6 42:13 46:3	tracked 52:20	61:13 63:21,23	69:8 70:18 71:1
49:10 54:11	tracks 10:12	64:7 66:15,22	71:5 72:20,23
55:2 79:12	11:18 12:3,20	67:7 72:7 73:21	73:21 74:16,22
82:24 87:4	13:1 33:15,16	80:18 81:3	75:3 76:5 80:18
92:17 103:8	34:23 42:21	83:12 86:2,10,13	81:2 83:12
114:16 115:14	45:13,14 48:1,5	86:18 95:20	85:12,17 86:1
115:17 123:6	48:17 50:12	96:7,8 97:10	88:8 89:5 90:19
128:20 132:19	52:16,24 54:19	98:11,16 100:2,3	90:20,21 91:8

93:12,14 94:14 95:23 96:7,8,18 97:10 98:11,16 99:3,10 101:3,5 101:6 102:16,18 103:24 106:3,3 106:12,20,23 107:5 110:16,24 112:22 113:13 113:20 114:22 120:11,12 121:1 122:17 trained 81:7,19 81:24 training 81:5,11 81:11 82:7 85:11 113:12 trains 10:24,24 11:1,23 12:4 20:1,3,6,19 22:16 30:21 34:1,4,9 43:2,3 45:11,15,18 47:10,10,12 48:8 48:19,22 49:24 52:13,21 54:23 56:7,16 57:18 60:3,12,13,17 61:5,16,20 62:6 63:15 64:6,13,20 65:19 66:23 68:1 69:6,7,14 72:7,19,21 73:8 75:1 77:12 78:9 78:10 80:12 84:9,10,17 85:9 85:10 86:3,16 87:24 90:10	91:9,15,23 94:10 94:11,20,23 95:10,11,18 96:1 96:4,11,15,20,21 100:24 101:22 102:2,3,12,18 103:4 104:1,2,6 104:7,10,11,12 104:13 106:5,6 107:10,17 110:18,20 112:18,20 113:2 113:3 115:3 118:11,14,14 119:14 120:11 120:18 121:15 130:13 131:2 transaction 22:1 41:23 transcribed 29:7 transcript 1:6 134:9 transfer 90:17 transit 33:3 37:17,19 38:8 88:4 93:15 98:6 106:11 111:2 transition 27:15 translations 35:22 translators 35:22 transport 85:2 121:18 transportation 1:7 2:6,10,12,15 2:18,21 4:1 13:21 14:9,23	15:10,10,15 16:5 17:6,8,16 24:20 27:10,11 30:18 32:13 41:19 49:15 51:17 73:23 98:8 100:8 112:10 113:6 117:2 134:7 transported 80:21 transportation 3:24 transversed 100:2 trapped 71:16 79:8 trauma 73:16 84:24 traumatically 66:16 travel 11:18 64:9 70:5 75:2 77:14 107:7 traveling 48:8 110:16 traverse 42:17 84:7 traversing 112:18 treat 28:10 treated 25:12 trees 127:3 tremendous 102:4 tried 109:22 triggered 124:16	triples 70:5 truck 22:22,24 124:23 126:7 trucks 17:12 22:24 23:3 41:11,13 43:24 50:22 111:19 true 40:18,24 134:9,10 trust 35:6 44:23 44:24 45:2,5 116:8 trustee 11:21 try 28:3 31:4 39:20 57:23 68:11 trying 27:20 94:15 129:13 turn 25:6 27:6 47:1 129:4 turning 111:11 twice 80:4 two 8:1 10:6 15:22 16:7,10 17:2 27:9 30:14 33:5,21 34:20 35:22 36:11 43:2,11 46:24 48:16 49:23 56:7 60:7,12 61:23 71:8,24 72:16,18 75:8 80:4 84:2,22 96:24 99:21 100:3 106:14 112:8 119:13 121:4,21 123:6 128:24
---	---	--	---

type 78:16 85:21 130:12 types 19:18 23:13 113:21	undesirable 94:15 undoubtedly 76:13 unduly 11:20,23 unfair 30:17,23 75:11 unfeasible 101:16 unfortunately 33:24 36:15 113:11 unimpaired 121:24 unimpeded 84:8 unintended 63:10 union 33:11,21 86:8,8,9 unique 68:16 83:3 99:23 112:10 uniquely 112:16 unit 68:21,24 110:6 united 16:12 42:24 44:6 106:17 126:2 units 64:19 67:12 72:24 73:3 unjust 30:13,17 unknown 102:22 unnecessarily 118:13 unplugged 109:6 unproven 92:10 92:11	unreliable 47:7 unsafe 102:19 109:21 118:8 unsuccessful 87:22 untrue 70:7 untrustworthy 115:10 unwilling 89:8 unwittingly 129:12 updates 26:24 upgrades 72:13 urban 36:7,10 urge 57:4 urges 117:21 use 11:24 67:16 69:24 72:10 77:13 78:24 80:7 102:12 123:19 130:19 uses 120:8 124:21 utilize 72:17 73:4 utilizing 70:3 73:1 utmost 76:1	various 80:12 vast 126:7 vegetable 10:3 vegetation 127:3 vehicle 47:20 49:2 50:6,16 63:22 65:15,16 69:13,21 70:11 96:18 99:19 101:2,3,5 121:12 129:9,10 vehicles 22:3,17 41:6 43:23 44:1 50:11,15,21 51:9 54:18 64:7,8 71:16 72:10 79:8 81:5 84:7 96:9,9,11,14,14 100:14,21 102:10 vehicular 19:7 59:23 100:2 101:23 105:22 106:7 veins 8:22 vent 39:4 venue 28:18 verbal 7:4 verge 110:8 versus 101:6 122:15,16 vesta 4:2 51:13 54:7,8,8 vhb 2:2,15 viability 94:21 viable 97:9 vibrant 93:16 110:9
u	unduly 11:20,23 unfair 30:17,23 75:11 unfeasible 101:16 unfortunately 33:24 36:15 113:11 unimpaired 121:24 unimpeded 84:8 unintended 63:10 union 33:11,21 86:8,8,9 unique 68:16 83:3 99:23 112:10 uniquely 112:16 unit 68:21,24 110:6 united 16:12 42:24 44:6 106:17 126:2 units 64:19 67:12 72:24 73:3 unjust 30:13,17 unknown 102:22 unnecessarily 118:13 unplugged 109:6 unproven 92:10 92:11	unreliable 47:7 unsafe 102:19 109:21 118:8 unsuccessful 87:22 untrue 70:7 untrustworthy 115:10 unwilling 89:8 unwittingly 129:12 updates 26:24 upgrades 72:13 urban 36:7,10 urge 57:4 urges 117:21 use 11:24 67:16 69:24 72:10 77:13 78:24 80:7 102:12 123:19 130:19 uses 120:8 124:21 utilize 72:17 73:4 utilizing 70:3 73:1 utmost 76:1	various 80:12 vast 126:7 vegetable 10:3 vegetation 127:3 vehicle 47:20 49:2 50:6,16 63:22 65:15,16 69:13,21 70:11 96:18 99:19 101:2,3,5 121:12 129:9,10 vehicles 22:3,17 41:6 43:23 44:1 50:11,15,21 51:9 54:18 64:7,8 71:16 72:10 79:8 81:5 84:7 96:9,9,11,14,14 100:14,21 102:10 vehicular 19:7 59:23 100:2 101:23 105:22 106:7 veins 8:22 vent 39:4 venue 28:18 verbal 7:4 verge 110:8 versus 101:6 122:15,16 vesta 4:2 51:13 54:7,8,8 vhb 2:2,15 viability 94:21 viable 97:9 vibrant 93:16 110:9
u 38:24 61:3 u.s. 5:19 122:22 122:24 ultimately 71:18 121:19 unacceptable 102:1 103:2 unavoidable 87:7 unbelievable 109:22 uncertain 64:12 uncle 45:3 unconscious 8:21 underestimated 53:7 80:20 underpass 34:11 72:11 73:1,5 121:19 understand 30:7 35:8,9 understanding 97:6 123:17 understands 77:17 understate 40:21 understated 117:17 underwhelming 128:17	unduly 11:20,23 unfair 30:17,23 75:11 unfeasible 101:16 unfortunately 33:24 36:15 113:11 unimpaired 121:24 unimpeded 84:8 unintended 63:10 union 33:11,21 86:8,8,9 unique 68:16 83:3 99:23 112:10 uniquely 112:16 unit 68:21,24 110:6 united 16:12 42:24 44:6 106:17 126:2 units 64:19 67:12 72:24 73:3 unjust 30:13,17 unknown 102:22 unnecessarily 118:13 unplugged 109:6 unproven 92:10 92:11	unreliable 47:7 unsafe 102:19 109:21 118:8 unsuccessful 87:22 untrue 70:7 untrustworthy 115:10 unwilling 89:8 unwittingly 129:12 updates 26:24 upgrades 72:13 urban 36:7,10 urge 57:4 urges 117:21 use 11:24 67:16 69:24 72:10 77:13 78:24 80:7 102:12 123:19 130:19 uses 120:8 124:21 utilize 72:17 73:4 utilizing 70:3 73:1 utmost 76:1	various 80:12 vast 126:7 vegetable 10:3 vegetation 127:3 vehicle 47:20 49:2 50:6,16 63:22 65:15,16 69:13,21 70:11 96:18 99:19 101:2,3,5 121:12 129:9,10 vehicles 22:3,17 41:6 43:23 44:1 50:11,15,21 51:9 54:18 64:7,8 71:16 72:10 79:8 81:5 84:7 96:9,9,11,14,14 100:14,21 102:10 vehicular 19:7 59:23 100:2 101:23 105:22 106:7 veins 8:22 vent 39:4 venue 28:18 verbal 7:4 verge 110:8 versus 101:6 122:15,16 vesta 4:2 51:13 54:7,8,8 vhb 2:2,15 viability 94:21 viable 97:9 vibrant 93:16 110:9
	v	v 38:24 vacuum 32:7 value 98:1 values 128:5 vanasse 2:2 variables 63:13 variety 90:12	

vibration 20:13 38:10 88:21 90:8,9,17 110:19 vibrations 92:13 vice 2:3 39:18 victim 122:15 victims 75:17 view 53:1 village 3:16,19 3:19,21 4:1,4,6,7 4:10,13,16,22,23 4:23 5:1,5,5,8,11 5:12,22,22 36:5 42:9 51:17 59:18,24 60:5 61:3,21 66:8,12 66:21 67:23 71:23 73:8 74:1 74:2 88:16,23 89:8,23,23 93:1 93:7,9,16,18,19 94:5,23 97:21,21 103:13 104:21 104:23 109:17 110:2 112:5 125:21,21 violation 131:1 virtually 27:2 visibility 127:7 visit 26:22 43:8 visiting 49:9 visitors 105:23 visits 126:22 vital 30:8 123:12 vitality 88:5 95:13 97:6 107:1	vitality 118:20 voice 131:5 volume 46:19 47:5 52:9 70:13 75:14 90:20 volumes 50:1 voluntary 53:8 volunteer 30:11 voted 45:1 vulnerable 127:12	27:8 30:5,6 33:9 46:9 52:7 59:6,9 59:19 79:21 90:2 107:23,23 108:15 112:1 114:15 119:12 131:14 132:18 133:7,12 wanted 13:22 28:4 131:4,10 wants 128:7 131:18 ward's 119:15 warning 29:3 106:22 107:13 130:15 warrants 64:16 washington 3:18 39:15 waste 38:2 wasting 10:23 watch 122:17 watching 77:18 water 23:21 85:15 127:5 waterway 85:22 86:4 watrous 119:15 way 7:22 12:14 12:17 16:20,23 19:9 46:18 57:23,24 62:11 62:12 70:17 73:20 81:22 86:13,14 126:3 128:10 129:13 134:14	wayland 2:11 3:10 14:2,6,7 wayne 5:23 127:17,19 ways 25:7,14 26:20 29:10 77:15 109:22 we've 130:23 weaken 126:17 wearing 56:2 weather 70:22 webb 5:21 119:8 125:20,20 website 25:17,19 25:23 26:5,15,17 26:23,23 week 133:15 weekday 85:9 95:11 weekend 33:19 95:11 weeks 55:24 73:13 weight 29:8 weighted 20:21 welcome 13:10 13:22 31:8 42:8 welcoming 30:6 welfare 85:13,23 west 58:4 63:19 64:1,9 65:18 66:23 83:19,24 84:2,3,23 85:17 85:18 99:20 100:1,18 102:8 105:15,17,24 106:1,2,7 112:15 116:12 120:15
	w		
	w 125:20 128:14 wager 48:4 wait 12:16 32:15 67:15 109:1,1,1 113:20 122:17 waited 73:17 waiting 50:23 55:8 56:16 58:20,24 104:13 111:18 120:18 128:1 waking 99:3 walk 28:5 58:15 58:16 walkable 110:3 wallace 5:10 105:8,9 108:18 108:23,23 109:3 109:8,10,16,16 walnut 7:17 10:20 129:1 walters 74:8 79:15 want 13:9 14:17 19:15 20:15		

126:13 130:4,19 132:7 western 33:12 100:21 westin 1:8 whatnot 128:11 wheaton 33:1 34:6 wheelchairs 128:1 wilcox 3:17 39:1 39:13,14 william 4:17 5:15 79:16,17,24 114:11 116:18 wind 58:8,18 window 99:4 winter 90:13,15 wish 98:13 114:10 witness 134:16 witnessed 73:14 77:22 wolf 59:2,3 wolfe 6:1 127:15 128:14,14 woman 33:14 women 120:1 wonderful 132:19 133:14 wondering 116:5 wood 3:7 4:3,12 5:6 6:3,4 12:20 31:12 42:12 54:9,14,19 68:8 68:12,15,15,17 69:10 70:10,14	71:11 78:22 86:14 99:14,19 99:22 100:2,5 101:5,11,12,18 102:6,7 130:2,2 132:3 wool 78:22 word 26:14 130:22 words 44:24 84:13 99:8 work 10:7 15:9 15:14 17:14 36:9,14 38:16 53:9 88:23 89:8 98:10 107:22 126:22 worked 36:12 37:13 111:1 working 16:22 93:10 94:18 97:22 110:10,12 works 128:11 worried 7:12 42:22 worse 77:23 worsen 126:19 worship 21:5 worst 132:7 worth 34:20 wreck 111:6 wrenching 113:16 write 133:10 writing 125:18 written 25:11,12 25:13 26:11 29:7 49:9 119:3	wrong 51:5 128:21 wrongly 40:18 www.cp 25:18 26:6 www.stb.gov. 25:19 26:15 x x 3:1 85:6 xl 132:5 y y 11:14 79:24 yard 30:21 38:8 61:12 112:17,21 120:15 124:21 124:22 125:1,3,8 125:10 yards 16:18 41:15 126:11 yeah 42:7 59:10 year 11:14 17:12 33:10,14 41:14 51:9 60:7 68:23 75:14 101:2,4,6 101:9 110:13 121:11 123:16 123:19,21 124:10 years 10:8 33:5 33:19 34:3,12 43:4 48:16 49:17 72:1 76:10,22 78:20 80:5 86:15 93:13 98:14 99:15,16 101:14 109:17,24 111:9	112:7 yell 33:16 yelling 28:13 yellow 29:3 yielded 87:1 york 61:14 106:19 121:19 130:23 z z 61:3 71:22 95:4 zone 87:16,17,19 88:17,24 97:24 98:4 zones 87:12 88:20 89:9,12 97:23 98:9,10,13 98:18,19,22 99:7 99:9 zoning 94:4
--	---	---	---