

Rail Merger Meeting

Docket No. FD36500

Moderated by Candice Andre
Tuesday, September 13, 2022
6:01 p.m.

The River Center
136 East 3rd Street
Davenport, IA 52801

Reported by: Brett Torrence

JOB NO.: 5420815

A P P E A R A N C E S

List of Attendees:

Barb Ryder, Citizen

Brian Ritter, Executive Director of Nahan Marsh

Colin Shirk, Marketing and Events Coordinator

Madeline Kull, Nahan Marsh Representative

Lori O'Dell McCollum, Citizen

Terry Collins, Volunteer

Dan Freeman, Muscatine Community Representative

Dave Willis, Citizen

Dr. Joshua Wayland, Acting Deputy Director

Alan Tabachnick, Environmental Analysis Rep.

Alan Summerville, Environmental Analysis Rep.

Martin Oberman, Chairman

Robert Primus, Board Member

Lauren Triebert, Speaker

Carole Enise, Citizen

Carl Birkestrand, Citizen

Dave Bowman, Citizen

Andrew Kida, City Administrator for Camanche

Austin Pruett, Mayor of Camanche

Molly Newell, Business Owner

Michelle Solis Russell, Citizen

Robert Clewell, Speaker

P.J. Slobojan, Citizen

A P P E A R A N C E S (Cont'd)

Veronica Bales, Citizen

Lee Shaffer, United Steelworkers Union Representative

Kathy Wine, Executive Director of River Action

Kay Pence, Citizen

Max Kauffman, Citizen

Rebecca Howe, Merrill Hotel Owner

Sherry Blayblur [ph], Citizen

Frank Grage, Citizen

Terry Bush, Retired City Employee

Dr. Bruce Peterson, Citizen

Diane Franken, Citizen

Michael Taylor, Citizen

Michael Hustedde, Citizen

Nicole Dopler-Reiman, Citizen

John Gardner, Citizen

Bill Patterson, Citizen

Will Panforin [ph], Retired Locomotive Engineer

Michael Meloy, Attorney

Ken Croken, Scott County Board of Supervisors Member

Jerry Freudenberg, Citizen

Curtis Lundy, Citizen

Farrah Peach [ph], Moderator Assistant

1 P R O C E E D I N G S

2 THE REPORTER: So we are currently on
3 the record now at 6:01 p.m.

4 Could I ask that you please identify
5 yourself for the record?

6 MS. RYDER: Hello. My name is Barb
7 Ryder.

8 THE REPORTER: Could you spell your
9 last name for me?

10 MS. RYDER: R-Y-D-E-R.

11 THE REPORTER: Thank you very much. At
12 this point -- sorry, I'm going to wait until the
13 background speaker is done.

14 MS. TRIBERT: It'll just be another
15 second or two.

16 THE REPORTER: I'm going to pause the
17 record now at 6:02 p.m.

18 (Off the record.)

19 THE REPORTER: Okay. We are now on the
20 record at 6:07 p.m.

21 Could you please identify yourself for
22 the record?

23 MS. RYDER: I'm Barb Ryder, R-Y-D-E-R.

24 THE REPORTER: Okay. Thank you very
25 much. And that's all I needed. Could you please --

1 you're now welcome to give a public comment.

2 MS. RYDER: Okay. I live near the
3 railroad crossing at West Central Park and North
4 Lincoln, and I use that quite a bit. And it's kind of
5 hard to predict when the trains are going to come. I
6 start writing it down, but then that varies within,
7 you know, 10 to 20 minutes. And a lot of times, I
8 have appointments I have to get to. And you know,
9 everything stops and the trains there I counted cars.
10 They're -- they're between 130 and -- and 150 or more
11 at a -- at a -- a time. And my most recent
12 frustration was the crossing down on West 3rd just
13 west of Division, there's a bank down there I needed
14 to get to before it closed. And unfortunately, the
15 train there stopped in the middle of the tracks twice,
16 backed up, unhooked it -- or re-hooked cars, and was
17 still standing there when I left, about 15 to 20
18 minutes later after the bank had closed. So things
19 like this happen, you know, I know they have
20 businesses they have to service. But when, you know,
21 a private person is -- is trying to get across and use
22 the -- the public streets, it is frustrating. Another
23 one I use quite frequently is Fairmont at Hickory
24 Grove. And there a lot of the school buses, the
25 trains come during the rush hour and the after-school

1 buses. Then -- from that crossing, the one from West
2 Central Park and North Lincoln wake me up several
3 times during the night, when they're blaring their --
4 their whistles. I mean, there's many other -- staying
5 in their sections or when they -- even when they run
6 under the street, close to different places where I
7 go, like, for example, Genesis East Medical Center.
8 Not only do they have their own ambulances but East
9 Rush Home near Eastern -- Eastern Avenue, it goes
10 under the -- under the street but still that's very
11 noisy. And in 2012, my husband and I purposely did
12 not buy a house in that area because of the noise. So
13 I'm -- appreciate thoughtfulness of thinking this
14 project and or would it -- the inconveniences going to
15 cost the private person. I personally will not be
16 voting for the mayor -- the current mayor again
17 because of his decision in -- in, you know,
18 railroading the -- the city to vote for this merger
19 earlier this summer. Thank you for your time.

20 THE REPORTER: Okay. Thank you very
21 much.

22 Now going off the record at 6:10 p.m.

23 (Off the record.)

24 THE REPORTER: Okay. We're now on the
25 record at 6:11 p.m.

1 Could you please introduce yourself?

2 MR. RITTER: Yes. I'm Brian Ritter,
3 B-R-I-A-N R-I-T-T-E-R.

4 THE REPORTER: Okay. Thank you. And
5 you are now open to give a public comment.

6 MR. RITTER: Yes. I'm concerned about
7 the noise impacts and vibration impact to Nahant Marsh
8 Education Center. Nahant is spelled N-A-H-A-N-T
9 M-A-R-S-H Education Center. We're located right next
10 to the C.P. Rail Yard at 4220 Wapello Avenue in
11 Davenport. And we were listed in -- well, when we
12 pulled up the map, Section 3.6 did not address us
13 specifically, but we have concerns because we serve
14 22,000 people a year with our education program, and
15 our building especially was listed as the area
16 above -- above the decibel level for impact. And
17 that's all I have.

18 THE REPORTER: Okay. Thank you very
19 much.

20 At this point, we're going off the
21 record at 6:12. Thank you very much.

22 (Off the record.)

23 THE REPORTER: Okay. We're now on the
24 record at 6:15 p.m.

25 Could you please introduce yourself?

1 MR. SHIRK: I'm Colin Shirk. That's
2 C-O-L-I-N last name, S-H-I-R-K, and I am the marketing
3 and events coordinator at Nahant Marsh in Davenport --

4 THE REPORTER: Thank you very much.
5 You are now welcome to give the public comment.

6 MR. SHIRK: Alrighty. I would just
7 like to voice my concerns over the vibration and noise
8 impacts on Nahant Marsh Nature Preserve. We do have
9 the Rusty Patched bumblebee, which is a federally
10 endangered species, that nests in the ground. So
11 vibrations will have a large impact on that. We also
12 have a large wild population of Blanding's turtles,
13 which is a state threatened species in Iowa and a
14 state endangered species in Illinois. Those would
15 also be impacted. We have several species of
16 sensitive birds. We have nesting green herons and
17 nesting sandhill cranes, all of which are very
18 sensitive to noise pollution. Things like that.

19 We also have access issues. So we have
20 a property that we've just acquired that is
21 cattycorner from our property that happens to go
22 across the railroad track. So the merger will bring
23 the closing of Buffalo Avenue at the railroad tracks,
24 which will essentially cut off access to that. So any
25 sort of equipment or anything like that is going to be

1 very, very difficult for us to get across. But my
2 main concerns are going to be the ecological concerns.
3 So with sensitive species, with potential derailment
4 and oil spills, stuff like that, and how that could
5 impact Nahant Marsh, Nahant Marsh is a very big part
6 of the Mississippi Flyway for migratory birds. So
7 every spring and every fall, we have hundreds of
8 thousands of birds that are migrating through and
9 utilizing the marsh, and, you know, any -- anything
10 that goes wrong with the railroad could severely
11 impact those migrating birds. And I guess that's all
12 I got for you.

13 THE REPORTER: Okay. Thank you very
14 much.

15 Going off the record at 6:17.

16 (Off the record.)

17 THE REPORTER: Okay. We are now on the
18 record at 6:20 p.m.

19 Could you please introduce yourself?

20 MS. KULL: My name is Madeline Kull,
21 M-A-D-E-L-I-N-E K-U-L-L.

22 THE REPORTER: Thank you very much.
23 You are now open to give a comment.

24 MS. KULL: I was interested in what the
25 merger had planned for a lot of the flooding that

1 would -- at least for -- at least in downtown
2 Davenport, especially where the Canadian Pacific
3 Railyard is. I work for Nahant Marsh, just a nature
4 preserve that's going to be greatly affected by the
5 merger in a negative way; as well as I live on South
6 Concord which -- which meets River Drive and Buffalo
7 Avenue and Utica Ridge. My biggest concern as a
8 resident on that street is the flooding and the
9 closure of Wapello at the Wapello Avenue crossing
10 because, as a resident of that street, that is the
11 highest ground. When it floods, all of the -- all the
12 other residents will park along that road, their cars,
13 and then take their boats to that area because it is
14 the highest ground. Where South Concord meets River
15 Drive goes under incredibly quickly. Where Utica
16 Ridge meets South Concord goes under incredibly
17 quickly. I have a lot of concerns about just our
18 safety. And our access to either our vehicles or, you
19 know, not -- not stranding us out there when it
20 floods; as well as some of the issues that come with
21 the flooding as well. Oil spills, you know, stuck
22 railroad -- rail cars. Essentially, it would make us
23 a island on South Concord and -- to be incredibly
24 dangerous. We would not have access to either
25 emergency services or fire or police activity. So

1 that is one of my base concerns for the merger. As
2 well as a whole bunch of environmental factors when it
3 comes to the river, as well as the nature preserve, I
4 work for. But mostly, I'm very concerned for my
5 neighbors and myself on that South Concord. Thank
6 you.

7 THE REPORTER: Okay. Thank you very
8 much. At this point, we're going off the record at
9 6:23.

10 (Off the record.)

11 THE REPORTER: Okay. We're now on the
12 record at 6:23 p.m.

13 Could you please introduce yourself?

14 MS. O'DELL MCCOLLUM: Sure. My name is
15 Lori O'Dell McCollum.

16 THE REPORTER: And could you spell that
17 for me please?

18 MS. O'DELL MCCOLLUM: L-O-R-I O-D-E-L-L
19 M-C-C-O-L-L-U-M.

20 THE REPORTER: Thank you very much. At
21 this point, you are now free to leave a comment.

22 MS. O'DELL MCCOLLUM: Thank you. Well,
23 I have several concerns at this merger. One of which
24 is an environmental justice issue. The tracks are
25 predominantly in the city of Davenport, passing

1 through marginalized communities with mostly people of
2 color. And I believe that the noise and potential air
3 pollution or potential accidents would more adversely
4 affect that than other people in our community.

5 Secondly, I'm concerned about a
6 potential spill impacting particularly a native
7 habitat that we have spent millions of dollars
8 restoring, called Nahant Marsh. I was trying to
9 review the environmental impact statement and I didn't
10 see any mention of the fact that there are endangered
11 species in that marsh and the railroad track runs
12 right through it, right through the edge of it. And
13 if there was an accident there, particularly an oil
14 spill, it would have a very negative affect on plants,
15 animals, and -- and as I said, these endangered
16 species.

17 Of course, I'm also concerned about the
18 economic impact on our community. We have just
19 established river cruises that dock here, there on the
20 other side of the track. And if these people had to
21 sit and wait to get to their buses to go on all of
22 their established tours when they arrive, I think
23 they're going to be canceling all their contracts with
24 our community. And they bring in millions of dollars.
25 And so this I think would also have a very negative

1 affect on the community. So economics, environment,
2 and environmental justice issues, I think all are
3 things that I have not seen addressed in the
4 environmental impact study, which I understand from
5 someone I spoke with really was looking more at
6 construction sites then at the full distance from --

7 As an aside, I would also say I don't
8 quite understand why we are putting American lands at
9 risk for a Canadian company that's going to ship oil
10 to Mexico. And while I understand that there's going
11 to be some jobs created, I don't think that that
12 offsets the environmental risks. Thank you.

13 THE REPORTER: Thank you very much.
14 We're now going off the record at 6:2 --

15 (Off the record.)

16 THE REPORTER: Okay. we are now on the
17 record at 6:27 p.m.

18 Could you please introduce yourself?

19 MS. COLLINS: My name is Terry Collins,
20 T-E-R-R-Y C-O-L-L-I-N-S. I'm from Davenport.

21 THE REPORTER: Thank you very much.

22 And I just ask that when you do speak, that you speak
23 up just a little bit louder so I can hear you. But
24 otherwise, you are welcome to leave a public comment.

25 MS. COLLINS: What if I get closer to

1 this thing?

2 THE REPORTER: I think that'd be
3 perfect. Thank you.

4 All right. You're now welcome to leave
5 a comment.

6 MS. COLLINS: I am very concerned about
7 this railroad merger and how it connects with the City
8 of Davenport. From what I can understand, there will
9 be -- there are eight trains that go by Nahant Park
10 down in the southwest portion of Davenport -- the
11 wetlands. They have lots of wild -- animals and ferns
12 and things like that down there. I volunteer down
13 there. They've also had about eight trains a day.
14 But with this merger, it's going to go from the eight
15 trains to twenty-two trains a day. That's almost one
16 an hour. That is not going to do, you know, give the
17 people there and the -- animals. It's not going to do
18 them any good. it's going to be very detrimental
19 to -- to them and to their health.

20 I've also been told that they're going
21 to -- they're going to close the Wapello Crossing and
22 that would -- that would in effect cut Nahant Marsh's
23 property in half. We'd have to go all the way around.
24 Now, they've talked about building an overpass. Yeah,
25 maybe someday. But in the meantime, the property is

1 cut in half. I'm very concerned about that. I think
2 that the railroad is trying to maybe do something
3 that's not in the city's best interests and we need to
4 do something about it. So that's why I'm here.

5 THE REPORTER: Okay. Thank you very
6 much.

7 We're now going off the record at 6:29.
8 (Off the record.)

9 THE REPORTER: Okay. We are now on the
10 record at 6:31 p.m.

11 Could you please introduce yourself?

12 MR. FREEMAN: Yes. My name is Dan
13 Freeman. First name spelled D-A-N. Last name,
14 F-R-E-E-M-A-N, Freeman, 517 Roscoe Avenue, Muscatine,
15 Iowa. And I just wanted to make some comments. Is
16 now the time to start that?

17 THE REPORTER: Yes, it is.

18 MR. FREEMAN: I would say in a nutshell
19 that regarding this rail merger, I am 100 percent
20 totally opposed to it as it stands. But I will
21 concern my comments with just the city of Muscatine
22 and the area of Muscatine since I am a community
23 representative and a member of a political party and
24 campaign coordinator for elected officials in the
25 Muscatine area.

1 But first of all, I -- I want to say
2 that people are very upset with the strongarm
3 intimidation tactics used by the railroad to coerce
4 the cities to agree with their agenda. You know, for
5 example, the city of Muscatine I requested information
6 six months in advance of any resolution vote and was
7 stonewalled at every corner, up to and including when
8 the resolution in City Council was adopted, it passed
9 four to three in favor of the resolution, but many
10 city councilmembers are upset because they were given
11 an information dump three or two days before the vote.
12 They didn't have time to decipher the information or
13 figure out what the heck was going on.

14 I'm also upset with the fact that the
15 railroad didn't have any community involvement in
16 Muscatine, and basically, what's going on here is the
17 railroad is going to channel all that rail traffic
18 through one rail line for the benefit of the railroad.
19 So financial benefit of the railroads, and there is
20 absolutely no benefit to any citizen in the state of
21 Iowa or Illinois. So I don't think I really need to
22 say any more than that. Just that I am 100 percent
23 opposed. And thank you so much for this opportunity
24 to officially go on the record.

25 THE REPORTER: Thank you very much.

1 We're now going off the record at 6:33.

2 (Off the record.)

3 THE REPORTER: Okay. We are now on the
4 record at 6:37 p.m.

5 Could you please introduce yourself?

6 MR. WILLIS: Hi. I'm Dave Willis,
7 W-I-L-L-I-S from Camanche, Iowa.

8 THE REPORTER: Thank you very much.
9 You're now free to leave a public comment.

10 MR. WILLIS: So I can talk?

11 THE REPORTER: Yes, you may.

12 MR. WILLIS: Okay. So we're here to
13 oppose this merger bigtime. We're also here to reject
14 that environmental statement, which I don't think was
15 really done in person. It seems like more like it was
16 Google Earth. We're from right here in this area. We
17 have so many wetlands, marshlands, that lead to the
18 Mississippi River and the Wapsipinicon River, that I
19 don't think we're taking into account, essentially
20 with the length of the trains, the speed of the
21 trains, the weight of the trains, carrying the
22 hazardous material. So that's one of our big things.

23 The other thing that's kind of catching
24 my mind is, this is 26,000 miles from Mexico through
25 our U.S., through my little hometown, and all the way

1 up into Canada ports of entry. Now, we all know or
2 hopefully we know what's going on in Mexico with the
3 cartels shipping out drugs -- fentanyl, meth and then
4 also possibly human trafficking. I feel -- I feel
5 that this is a perfect superhighway for them just to
6 load up drugs, people, whatever, down in the southern
7 regions, send anything up north, and then come up
8 right through my little hometown. I'm sure the
9 cartels have already got a lot of this stuff figured
10 out.

11 Also, the safety regards. I'm not sure
12 how many people actually man the train, if there's
13 two; if there's four. If we have a mile long train
14 that's carrying hazardous materials, we don't have a
15 caboose. We don't have anybody in the back end of the
16 train monitoring the trail of the train. If there's
17 something leaking, the cities are going to have to see
18 it. And then, when will they see it? And then what
19 is it? So the safety aspect; the environmental
20 aspect; the drug aspect; and then they're talking
21 about possibly trying to get rid of, like, 60,000 semi
22 rigs. Semis are so much more safer. It's the
23 individuals that have to stop every so often; get out
24 of their rig; and they -- have to go around and check
25 ties, leakage, the lights. They're also monitored on

1 the highway by the Department of Transportations, and
2 they're seen by us in the public. So the trains,
3 they're pretty well hidden. So let's just keep it
4 like that. And I'm going to call it quits because I'm
5 going to talk for three minutes. But --

6 THE REPORTER: Okay. Thank you very
7 much for your comment.

8 We are now going off the record at 6:40
9 p.m.

10 (Off the record.)

11 MS. ANDRE: Good evening, everyone.

12 Thank you all for coming tonight. It's great to see
13 such a large crowd out. Please, there are seats over
14 here if anyone wants them. If you can't find a seat,
15 please find somebody with a name tag if you need a
16 seat and we will find you one.

17 So I would love to welcome you tonight
18 to the public meeting for the draft environmental
19 impact statement statement -- Kansas City Southern by
20 Canadian Pacific. The docket number for this proposed
21 acquisition is FD36500.

22 But first, I would like to introduce
23 Dr. Joshua Wayland, Acting Deputy Director of the
24 Office of Environmental Analysis and project manager
25 for this environmental review process. He's going to

1 come up and give a brief presentation. And then we'll
2 start the formal comment process period. Thank you.

3 DR. WAYLAND: Thank you, Candice.
4 Thank you all for attending this evening, and welcome
5 to this public meeting for the draft DIS for the
6 proposed acquisition of Kansas City Southern Railway
7 by Canadian Pacific Railway.

8 As Candice said, my name is Josh
9 Wayland. I am the Acting Deputy Director of the
10 Surface Transportation Board's Office of Environmental
11 Analysis. The Surface Transportation Board is the
12 federal agency that is reviewing the proposed
13 acquisition, and we are hosting tonight's meeting.

14 I also want to recognize my colleagues,
15 Alan Tabachnick also from the Office of Environmental
16 Analysis and the Board and Alan Summerville is here.
17 He works for VHB, our third-party contractor, who is
18 assisting us in preparing the environmental impact
19 statement.

20 I also want to recognize that we're
21 going to have two of the Surface Transportation Board
22 members with us for the formal commenting portion of
23 tonight's meeting. They're not here yet but will be
24 here to listen to your comments. That would include
25 Surface Transportation Board Chairman Martin Overman

1 and Surface Transportation Board member Robert Primus.

2 Before we move into hearing everyone's
3 comments this evening, I'm going to give a very brief
4 presentation, summarizing the federal agency's role in
5 this project; our environmental review process; and
6 some of the major findings of the environmental impact
7 statement. But I do want to do this briefly, so we
8 leave plenty of time to hear your comments, which is
9 why we are here tonight.

10 Here are the topics that I'm going to
11 be covering in the presentation: First, I'll briefly
12 introduce my agency, the Surface Transportation Board.
13 I'll briefly introduce or talk about the applicants in
14 this proposed acquisition, Kansas City Southern
15 Railway and Canadian Pacific Railway. And I'll talk a
16 little bit about the proposed acquisition itself.
17 Then I'll provide an overview of the environmental
18 review process. And I will briefly summarize some of
19 the major impacts that the draft DIS includes the
20 proposed acquisition may have. And finally, I will
21 talk about next steps and options for commenting and
22 staying engaged for the rest of the process.

23 I'll start with an overview of the
24 federal agency. As I mentioned, I work for the
25 Surface Transportation Board. The Surface

1 Transportation Board is an independent federal agency
2 that has broad economic regulatory oversight of
3 railroads, and it is the federal agency that is
4 responsible for reviewing and deciding whether or not
5 to authorize proposed railroad mergers. I work for
6 the Office of Environmental Analysis at the Surface
7 Transportation Board, and we are the office at the
8 Board that is responsible for ensuring that the
9 coordinates its responsibilities under the National
10 Environmental Policy Act and related environmental
11 policy.

12 The proposed acquisition is not being
13 sponsored or funded by the federal government. The
14 applicants in this case are two Class 1 railroads,
15 Canadian Pacific Railway and Kansas City Southern
16 Railway. From herein on I'm just going to use the
17 acronyms CP to refer to Canadian Pacific and its
18 subsidiaries, and KCS to refer to Kansas City Southern
19 and its subsidiaries.

20 CP and KCS submitted an application to
21 the Surface Transportation Board requesting authority
22 for CP to acquire KCS. If this could move forward, if
23 the Board should decide to authorize this proposed
24 acquisition, then those two railroad companies and
25 their two railroad networks would combine to form one

1 system that would be known as Canadian Pacific Kansas
2 City or CPKC. This is what we call an "end to end"
3 merger because the two systems do not currently
4 overlap. And this combination would create the first
5 railroad that would extend from Canada through the
6 United States and into Mexico.

7 According to the applicants, CP and
8 KCS, the purpose of this proposed acquisition is to
9 combine America's two smallest but fastest growing
10 Class 1 railroads to build a more efficient and more
11 competitive rail network. The applicants state that
12 the combination would provide benefits to shippers by
13 creating a more efficient transportation system. And
14 that it would further the need for expanded and
15 more -- efficient transportation infrastructure while
16 simultaneously advancing the interests of current and
17 future customers in more reliable and economical rail
18 transportation options serving in more north/south
19 trade routes. And the applicants also state that the
20 proposed acquisition would have environmental benefits
21 by diverting freight from truck to rail.

22 When considering whether or not to
23 authorize the proposed acquisition, the Surface
24 Transportation Board will consider both the
25 transportation merits of the proposal and the

1 environmental impacts of the proposal, including
2 impacts on local individuals. This is a requirement
3 of the National Environmental Policy Act -- and, as I
4 mentioned before, my Office of the Board, OEA, Office
5 of Environmental Analysis, we are the office
6 responsible for making sure that the agency fulfills
7 its responsibilities underneath -- and related to --
8 like Section 106 of the National Historic Preservation
9 Act and the Endangered Species Act.

10 This slide shows the general schedule
11 or process for the writing and producing an
12 environmental impact statement underneath. This
13 process began back last fall when we issued a notice
14 of intent to prepare an environmental impact
15 statement. That issuance of that notice of intent
16 started the scoping process. During that time, we
17 held public meetings. Those meetings were held online
18 due to the ongoing pandemic. And we got comments from
19 agencies, other stakeholders, tribes, and the public
20 about potential issues that we should look at in our
21 environmental review.

22 After the end of scoping, we began
23 preparing a document, called an environmental impact
24 statement for DIS, and we issue the draft DIS August
25 5th for public review and comment. We're now in the

1 public review and comment phase of the DIS process,
2 and this is the time when we want to hear from members
3 of the public and other interested stakeholders about
4 their concerns and really on any aspect of the draft
5 DIS. After the public comment period closes, we will
6 prepare a final environmental impact statement that
7 will address every comment that we received.

8 The draft DIS that we prepared compares
9 what would happen on the proposed acquisition to what
10 we call the "no action alternative," which is what
11 would occur if the Board were to decide not to
12 authorize the proposed acquisition. The draft DIS
13 focuses on places and where rail traffic could be
14 increased in excess of thresholds that are established
15 in our regulations.

16 There are several different types of
17 impacts that we think that the proposed acquisition
18 can result in. And those impacts might be related to
19 increases in freight railroad traffic. They -- they
20 could be related to changes in operations at railyards
21 and locomotive facilities. And then finally, there
22 are potential impacts associated with making capital
23 improvements within the railroad, effectively
24 extending mass -- or building new -- or adding double
25 -- virtual connectivity interruption -- light.

1 As I mentioned, the draft DIS focuses
2 on places where our environmental review thresholds
3 would be met. The Board's environmental review
4 thresholds are set forth in our regulations at 49 CFR.
5 1105.7E. Generally, we conduct an environmental
6 review when rail traffic would increase by at least
7 eight trains per day. Now, this map on the slide here
8 shows how traffic is projected to change if the merger
9 were to move forward. The darkest color represents
10 rail lines where the projected increase in rail
11 traffic would mean that -- eight trains per day. Here
12 in eastern Ottawa, the projected increase in traffic
13 is the largest increase of anywhere -- combined
14 network and is approximately 14.4 additional trains
15 per day.

16 This slide shows the different topics
17 that we analyzed in the draft DIS. We considered a
18 range of different potential impacts, including
19 impacts related to freight and passenger rail safety;
20 grade crossing safety; and and grade crossing
21 delay; -- rail diversions; noise and vibration; air
22 quality and climate change; intermodal facilities
23 traffic; energy; cultural resources; hazardous
24 materials release sites; biological resources; water
25 resources; environmental justice; and cumulative

1 impacts. I'm very briefly going to move through each
2 of these different impact properties and present some
3 of the major conclusions of the draft DIS now. But I
4 want to emphasize that this is going to be a
5 high-level overview, and if you're interested in
6 understanding our conclusions or how we arrived at our
7 conclusions, I would recommend that you review the
8 draft DIS and corresponding appendices.

9 The draft DIS -- major impact of the
10 proposed acquisition with the train noise from passing
11 trains. We did a computer model to predict what the
12 change in noise would be from the increased rail
13 traffic. We define an average noise impact as
14 occurring when a noise sensitive receptor, such as a
15 residence or a school or a nursing home or hospital
16 would experience an increase in average noise of at
17 least three -- weighted decibels on average and reach
18 a day/night average sound level of 65 decibels.
19 Across the whole number, we identified a total of
20 6,307 receptors, and residences, schools, nursing
21 homes, hospitals, places like that, that would
22 experience an average noise impact of as a result of
23 the proposed acquisition.

24 We also analyzed the potential impact
25 of vibrations from passing trains. And we found that

1 the trains would produce vibrations. That vibration
2 could be felt by people, and it could be annoying.
3 But we do not expect that vibration from passing
4 trains would be strong enough to cause damage to
5 buildings or other structures.

6 In the draft DIS, we specifically
7 assessed whether the proposed acquisition would have
8 disproportionately high in adverse impacts on
9 environmental justice populations, including low
10 income and minority populations. And we concluded
11 that the proposed acquisition would not have such
12 disproportionate impacts on environmental justice
13 populations, in part because the noise impacts that we
14 project will occur would primarily with the majority
15 of those adverse impacts would occur in non-
16 environmental justice populations.

17 The draft DIS also assesses safety of
18 safety from rail operations and safety at grade
19 crossings. Because rail traffic is projected to
20 increase on many rail lines, this means that the risk
21 of an accident occurring, such as a derailment or a
22 spill or a collision with a passenger train or at
23 grade crossings collisions involving motor vehicles.
24 That risk would increase at many grade crossings and
25 along many rail lines as a result of that increased

1 traffic. However, we think that the absolute risk
2 would remain low on all affected railroads --

3 In terms of delay, we also expect that
4 delay would increase at many grade crossings
5 throughout the combined network. Across the entire
6 system, the greatest increase in average delay would
7 be approximately 7.3 seconds on average per vehicle
8 per day. And the most affected grade crossing would
9 be right here in Davenport. In addition, some of the
10 planned capital improvements that the applicants are
11 intending to undertake would have potential impacts on
12 delay.

13 Now, one of the reasons that the
14 proposed acquisition is projected to increase rail
15 traffic is because it would result in truck to rail
16 diversions. This means that some freight that's
17 currently moved by truck would move by rail instead.
18 And the proposed acquisition is projected to result in
19 the removal of approximately 64,000 trucks annually
20 from the nation's highways as a result of these truck
21 to rail diversions. Freight is transferred from trucks
22 to rail in remote facilities. So it's possible that
23 local truck traffic could increase along roadways that
24 provide access to those in remote facilities, but we
25 found that those impacts would be negligible. As a

1 result of the truck to rail diversions, we conclude
2 that the proposed acquisition would add an overall
3 beneficial impact on energy efficiency and that is
4 because rail transportation is significantly more fuel
5 efficient than truck transportation. The proposed
6 acquisition is also because of these truck to rail
7 diversions also not expected to increase overall air
8 emissions, including greenhouse gas emissions. And it
9 could result in an overall decrease in emissions.

10 Again, because rail transportation is more efficient
11 in terms of fuel use than truck transportation.

12 However, the proposed acquisition would affect where
13 emissions happen. And we did find that it would
14 increase nitrogen oxide emissions in several
15 non-attainment maintenance areas proposed. That's
16 important because the nitrogen oxide is a precursor
17 chemical for -- virtual connectivity interruption --

18 The draft DIS concludes that impacts on
19 other resource areas would be minor or temporary. For
20 example, we would be found that the proposed
21 acquisition would not adversely affect historic
22 properties that are listed in or eligible for listing
23 in the National Register of Historic Places. We found
24 that some of the proposed or the planned capital
25 improvements could be built in areas that may be

1 affected by residual hazardous waste. But we don't
2 expect that those impacts would be major, and they
3 would be minimized by mitigation that we're
4 recommending. Similarly, impacts on biological and
5 water resources would be minor. We do expect that
6 some of the planned capital improvements would affect
7 wetlands with the placement of fill in those wetlands
8 in order to stand appropriate new sites. But again,
9 we are recommending mitigation measures to address
10 those impacts. Similarly, several of the planned
11 capital improvements would be located in suitable
12 foraging habitat for several protected bat species,
13 and we are recommending mitigation to address those
14 potential impacts.

15 Finally, we considered whether the
16 proposed acquisition could be considered along with
17 other proposed actions result in cumulative impacts on
18 the environment. And we did -- through that analysis,
19 did not find that the proposed acquisition would
20 result in cumulative additional impacts aside from
21 those that have already been discussed. Again, this
22 is a very high-level summary of some of the major
23 findings of the draft DIS, and we do encourage you to
24 briefly address -- virtual connectivity
25 interruption -- details. But I want to leave plenty

1 of time to hear from all of you today. So next, I'm
2 going to move into a very quick summary of what's
3 going to happen next in the environmental review
4 process.

5 After the comment period on the draft
6 DIS closes, which will occur on October 14th, we will
7 prepare a final environmental impact statement that
8 will address every comment that we receive; make any
9 changes to the draft DIS that we need to make in
10 response to your comments; and will set forth our
11 final conclusions and our final recommendations for
12 environmental mitigation. After we issue the final
13 DIS, the Surface Transportation Board will make its
14 final decision on whether or not to authorize the
15 proposed acquisition. In making its final decision,
16 the Board will consider the entire -- including the
17 record on transportation merits and the record on the
18 environmental impacts, including the draft
19 environmental impact statement, final environmental
20 impact statement, and all the comments that we
21 received. This meeting is focused on the
22 environmental impacts; however, I should mention that
23 the Board will also consider the transportation merits
24 of the proposal, and the Board will be here holding a
25 hearing in Washington D.C. at its headquarters

1 beginning on September 28th to focus on the
2 transportation merits aspect of the proposed
3 acquisition.

4 I'd like to turn now to discussing how
5 you can submit your comments on the draft DIS. After
6 I'm done with this presentation, we'll go ahead and
7 move into a formal commenting portion of of tonight's
8 meeting where you can deliver your comments to us
9 orally. If you would prefer to submit comments in
10 writing, there are several ways that you can do so.
11 We do encourage you to submit comments that are
12 written electronically, either through the Board
13 sponsored project website. The address is up here.
14 It's www.cp-kcsmergerdis.com or through the Board's
15 website, www.stb.gov. If you want to mail a comment,
16 that's also an option. The address is here -- see --
17 the address shown on the screen. We just ask that you
18 please reference docket number FD36500 in any comments
19 that you submit, whether electronically or mailed.
20 Please also note that any comments that you submit
21 will be made public on the Board's website and that
22 your comments should be submitted, or post marked no
23 later than October 14th. As I mentioned, the Board
24 sponsored project website is one option for submitting
25 electronic comments. The Board sponsored project

1 website also includes a lot of information about the
2 proposed acquisition, including the draft DIS itself
3 as well as an interactive maps showing potential
4 impacts. It also includes this public involvement
5 page, where you can type your comment directly into
6 the comment form here. If you would like to submit a
7 comment as a Word document or PDF as an attachment,
8 you can do so through the Board's website, stb.gov.
9 this slide shows what the environmental comment form
10 looks like on our website, and it allows you to submit
11 PDFs, Word documents, or other file types as an
12 attachment if you prefer to submit your comment that
13 way.

14 All right. Finally, I'd like to just
15 quickly review the different ways that you can stay
16 engaged in this process through the remainder of the
17 environmental impacts statement process. Again, I
18 encourage you to visit the Board's sponsored project
19 website, www.cp-kcsmergerdis.com for project updates
20 and information. You can also visit the Board's
21 website. You can join our e-mail list. And there's a
22 link for doing so on the project website. And you'll
23 receive project updates as we move forward with this
24 process. We have an online meeting room set up on the
25 project website that is meant to replicate sort of

1 what we saw here during the open house portion of
2 tonight's meeting. There's different information
3 available for you there. And finally, you can contact
4 us with any questions at the e-mail address as shown
5 on this screen or call the DIS --

6 I'm going to leave this slide up as we
7 move into the formal commenting portion of tonight's
8 meeting so that you can -- if you need to refer to it.
9 And with that, I'm going to hand the microphone back
10 over to Candice to facilitate the formal commenting
11 portion of tonight's meeting. I want to thank you all
12 once again for your interest in this project and your
13 participation in this environmental review process.
14 It's really wonderful to see you all here tonight.
15 Thank you.

16 MS. ANDRE: Okay. Thank you --

17 As we begin --

18 THE REPORTER: This is on the record.

19 MS. ANDRE: -- our formal comment
20 session portion of tonight's project meeting, I just
21 want to go over a few ground rules on how this is
22 going to work so we can get as many people's comments
23 as possible. First and foremost, please treat all
24 attendees and the Board staff with respect, respecting
25 the opinions of others, including those whom you may

1 not agree with. This comment session is to hear
2 proper comments from you. This is not a venue for
3 questions and answers. And then the way that we're
4 going get as many people to hear comments tonight is
5 we have a three-minute comment time limit. And my
6 colleague Farrah Peach [ph] is going to be here to
7 help me with this. There will be a timer up on the
8 screen for three minutes, and we'll also give you a
9 yellow card warning when you have one more minute to
10 speak. Yes. She's right here in the front row.
11 Thank you, Farrah [ph].

12 So just one more item before we get
13 started. We do have team members that can provide
14 assistance with Spanish translation. So if anyone in
15 the audience needs assistance with Spanish
16 translations, when I call your name, please just let
17 us know you need that, and we have two members of the
18 team sitting right over here that are happy to help
19 with that.

20 We've had over 20 people pre-register
21 before tonight to speak, and we have a significant
22 amount of people that signed up to speak as they
23 registered at the registration table. So we are going
24 to get this started. As a reminder, all the comments,
25 whether written, provided orally tonight, transcribed

1 or electronically filed, all carry the same weight in
2 the process. And we'll review this at the end of the
3 meeting on how you can provide additional comments.
4 Josh went through it in detail. So as you -- as I
5 call people's name up, we're calling people up in the
6 order that they pre-registered. Please just remember
7 to state your name clearly for the record. And we'll
8 go ahead and get started. First, I'd like to ask if
9 there are any federal, state, or local elected
10 officials that would like to speak that are not
11 registered -- pre-registered to speak. Anyone -- any
12 federal elected officials that would like to speak?
13 Okay. All right. Well, we'll go ahead and jump in.
14 Let me just pull this up.

15 Okay. And the way that we'll do this
16 is, I'll call three names together just so a couple
17 people can get themselves prepared after the speaker
18 at the mic. When your name is called, please feel
19 free to come up to this mic, and you'll have three
20 minutes to speak. So we're going to start with Carol
21 Enise, Krysta Kathofer [ph], and Jody Miler [ph].

22 Okay. come on up.

23 MS. ENISE: Hi. I'm Carol Enise. And
24 I am -- I'm really impressed with the staff. I just
25 want to hand it to the group that put this together --

1 all the visuals and the -- it's just a very nice
2 setup.

3 I had planned to talk about some
4 specifics, but after hearing you speak I'm just -- I'm
5 hoping that you all will really hear us when we talk
6 about our concerns because I read the draft and I read
7 a lot of pages of the -- and it doesn't really -- it
8 doesn't really say what's going to happen to -- and
9 it's so scary that we're up against -- virtual
10 connectivity interruption -- and we're just a little
11 community. But there are a lot of little communities
12 that really -- and I know that CP has bribed
13 Councilmembers. They have to -- ours had to accept
14 the agreement on August the 10th. Now, realizing that
15 the draft came out on August the 5th and supposedly
16 they had all the instruction. They understood what
17 they were signing. And then they had to sign it
18 before we had the opportunity to -- virtual
19 connectivity interruption --

20 It just really -- I can't imagine that
21 a transportation -- virtual connectivity interruption
22 -- I mean I -- I'm sure I'm not the first person to
23 tell you that this has happened over and over again.
24 I mean, we were afraid -- our Council was afraid that
25 we would not get the money and they were told that if

1 we didn't accept that money, that we may not get any,
2 which is absolutely ridiculous. It's just -- it's
3 beyond anything I can imagine. I've done a lot of
4 research, and it's just -- I begged this -- and --
5 understand -- virtual connectivity interruption -- is
6 great from 1,000 miles away. It's not right. We're
7 talking about a train coming into our downtown. I
8 know I'm about out of time. So -- virtual
9 connectivity interruption -- please, please listen to
10 us because we matter too. Okay? Thank you.

11 MS. ANDRE: Thank you, Carol.

12 -- virtual connectivity interruption --
13 Okay. Bill Gluba -- Carl Birkestrand and Rachel
14 Kinker [ph].

15 UNIDENTIFIED SPEAKER: Good evening,
16 Chairman Oberman, Mr. Primus, and fellow folks from --
17 thank you for being in Davenport. Davenport has
18 invested hundreds of millions of dollars to draw
19 people to our Mississippi River front and make it the
20 most spectacular in America. Every day, thousands of
21 people congregate around the many recreational and
22 leisure time activities and amenities Davenport's
23 unique river front has to offer. They enjoy concerts
24 in -- fair park; watch major league -- minor league
25 baseball games in our stadium; shop in our farmer's

1 market; and hundreds of people from around the world
2 deboard from the Mississippi River excursion ships
3 that dock -- virtual connectivity interruption --
4 park. What do all these events have in common?
5 People, and lots of them. And people are part of the
6 environment. The environmental report confirms that
7 of all the cities along the proposed 2,000-mile train
8 route from Canada to Mexico, the most severely
9 impacted by this merger is a short 13,180-foot
10 recreational corridor in Davenport from Mound Street
11 to Marquette Street. Because of the thousands of
12 people that frequent this area, this is the railroad
13 stretch that presents the most severe threat to the
14 lives of people should a train derailment take place.
15 Davenport has a -- handful of freight trains that run
16 through this recreational corridor. But to jump to 22
17 or more trains per day, many carrying flammable --
18 Canada will present a clear and present danger to the
19 thousands of people who enjoyed our river front. When
20 one of these trains derails while passing through this
21 area -- public events, thousands of people could be
22 killed. This is a disaster of monumental proportions
23 just waiting to happen. And you have the power to
24 prevent it. Public safety must be the primary
25 concern. To truly mitigate this threat, I am

1 proposing a bit like placing a surgical stint through
2 this 13,000 square -- 13,000 foot section.
3 Coincidentally, River Drive runs right next to the
4 stretch, so a subway tunnel could be constructed under
5 this public roadway. Any sewer and utility concerns
6 could be dealt with. Visionaries like this man, Elon
7 Musk, provide -- believes the tunnel under -- future
8 in highly congested areas, such as Davenport's river
9 front. -- virtual connectivity interruption -- with
10 that site you will learn how building such -- his --
11 can be -- for car tunnels around 10 million per mile.
12 With federal, state, and local private funding, a
13 tunnel could be built. The railroad has already
14 agreed to spent \$8 million in Davenport on haphazard
15 fixes, which really will not effectively provide for
16 public safety. Therefore, should you unfortunately
17 approve this merger, I urge you to direct Canadian
18 Pacific to go back to the drawing board, work out
19 for -- subway tunnel approach with the city of
20 Davenport. Thank you for listening and save our city
21 from this -- virtual connectivity interruption --
22 threat. Thank you.

23 MR. ANDRE: -- virtual connectivity
24 interruption --

25 I would like to take a brief pause and

1 mention that Chairman Martin Oberman and Board Member
2 Robert Primus are here in the audience. So everyone
3 is listening to your comments and will continue --
4 please. Please state your name, and it will be
5 helpful too if you could spell your name for the
6 record.

7 MR. BIRKESTRAND: My name is Carl
8 Birkestrand, C-A-R-L B-I-R-K-E-S-T-R-A-N-D, and I live
9 in Davenport, Iowa. Okay.

10 Thank you for having this opportunity
11 to listen to concerned citizens because that's exactly
12 what I am. I am semi-retired. I moved here eight
13 years ago from -- beautiful country Lake Tahoe --

14 When I got here, I got reunited with
15 the Mississippi; welcomed to Iowa; and for the first
16 time in eight years old, coming to the Mississippi
17 River and seeing -- in awe about the history of what
18 Davenport gives to our country. And I learned by
19 moving here that this town is growing leaps and
20 bounds. They have a great economy; have good
21 environment; clean water; and we have the Mississippi,
22 which is our best and strongest resource. And I have
23 the fortune to walk my dog every day between Lindsay
24 Park to Leech Park. And it's my walk with nature. I
25 get to see the geese; see the eagles; get to see other

1 people enjoying the same thing, the environment and
2 our natural wonders and our beautiful weather. We
3 have a -- that brings tours and all the different
4 communities along the river. And now we had a Viking
5 Cruise, which is something we've been planning for so
6 many -- so long. And now we -- the rest of the world
7 can stand this beautiful jewel of a city. And as I --
8 I hear the -- cars. I can tolerate it. I've gotten
9 used to it. And I've been there where -- waiting for
10 trains. Sometimes they stop. They're not always --
11 virtual connectivity interruption -- as you know,
12 which causes more difficulties. I've heard train
13 whistles -- from where I live. And I live a mile away
14 -- virtual connectivity interruption -- every night.
15 I understand the concerns that people have living
16 along the river. I've heard so many stories that they
17 just get used to it. But now that we're tripling,
18 quadrupling the amount of trains, it just blows be
19 away because of the accidents that have already
20 occurred. I think there's been five -- virtual
21 connectivity interruption -- in 2022 so far this year
22 concerning Canadian Pacific I believe. I see that --
23 to be mitigated very quickly and a lot of people just
24 haven't realized the danger that can be had -- and --
25 virtual connectivity interruption -- anyway, one

1 gallon as I understand of oil -- a million gallons of
2 water. Why take the risk? Why take the chance? We
3 have a history here in Davenport that we -- if I had
4 it my way, we would have made it a national park -- so
5 I really want you to be considerate of the people that
6 live here day to day, that enjoy the many concerts
7 that we have here. The bicycling. The marathons;
8 fundraisers that people have. They need access in
9 case of emergencies -- so I would appreciate you
10 consider and if we can prevent this merger, there may
11 be other ways that we can funnel the trains from
12 Canada if that's what they need to have. Maybe along
13 the Missouri route. Maybe along interstate 35. But
14 not through Davenport.

15 MS. ANDRE: Thank you very much.
16 Rachel Kinker [ph]? Next up, we have Dave Bowman
17 [ph]. Andrew Kida and Dave Willis.

18 MR. BOWMAN: My name is Dave Bowman
19 [ph]. I live in Camanche, Iowa. On September 4th,
20 you could've asked any railroad spokesperson and they
21 would have probably told you how well they run their
22 trains on the tracks of -- virtual connectivity
23 interruption -- train parcel of asphalt -- virtual
24 connectivity interruption -- pile the tracks there.
25 On September 7th, -- train collided with --

1 thankfully, it was a minor collision -- few days ago -
2 - virtual connectivity interruption -- Iowa could not
3 get around to stop the trains. Should this merger go
4 through, stories like this will become more and more
5 frequent. According to the Federal Railroad -- Office
6 of Safety Awareness, there is one -- 1,000 train
7 derailments ever year. Vast majority of these are
8 minor or happen in switchyards that don't make the
9 news. Others dump asphalt -- otherwise -- the
10 railroads expecting to drive its long trains carrying
11 2.7 million gallons of oil at 40 miles an hour or
12 faster -- right on the Mississippi River -- virtual
13 connectivity interruption -- in my best, sarcastic
14 tone, I say, what could possibly go wrong? The
15 railroad is fine with us worrying about noise and
16 inconvenience and these are reasons for concern. My
17 wife and I live two blocks from the tracks. We are
18 certainly worried about the noise. But the railroad
19 does not want us talking about the Keystone Pipeline
20 on wheels that's trying to force down our throats. I
21 urge the Surface Transportation Board to seriously
22 consider the environmental impact before approving
23 this merger. Should you choose to approve this
24 merger, the railroad -- routes away from major
25 waterways direct the railroad to building viaducts --

1 affected communities. If they can spend \$31 billion
2 on this merger, they can afford to mitigate the impact
3 on the environment -- as a member of the Camanche City
4 Council, I was proud to vote to oppose this merger. I
5 urge the members of the Surface Transportation Board
6 to do the same. Thank you.

7 MS. ANDRE: Thank you. -- virtual
8 connectivity interruption --

9 MR. KIDA: My name is Andrew Kida,
10 A-N-D-R-E-W K-I-D-A. I am the City Administrator for
11 the City of Camanche, Iowa, and I am a resident of the
12 City of Clinton in Clinton County, Iowa. I speak to
13 you today not only as a representative of the City of
14 Camanche but also as a resident of the area. This
15 merger presents serious concerns to public safety,
16 public health, and the environment. Camanche has
17 seven crossings on the CP line within one mile. Three
18 crossings of which currently have no arms that they
19 have no plans to fund. There are more than 1800
20 households in Camanche. Four-hundred and nine of
21 these households are isolated on the easterly side of
22 the tracks. A blockage of these crossings, which
23 happens frequently already results in delays of
24 emergency services and resident's travel, increasing
25 the volume will only increase the delays. In case of

1 derailment, the only means of egress for these 1200
2 citizens would be via the Mississippi River. It is
3 imperative that the STB require these issues in
4 Camanche be mitigated. The environmental impact study
5 lists hazardous material transportation, grade
6 crossing delays, and water resources as low risk or
7 minor adverse impacts. I am here to say that where
8 these issues concern Camanche, they are major impacts
9 high risk as it pertains to our citizens. The
10 potential environmental impact to our city, our region
11 and our country is indeed understated. This is
12 primarily brought by two -- oil being transported along
13 the Mississippi River. It is within a stone's throw
14 of the river and our community. The rail travels
15 along vital marshlands; the derailment with oil cars
16 in our marshlands will make the Exxon Valdez cleanup
17 look like a walk in the park. This plan is the
18 Keystone Pipeline on wheels. Environmentally, STB
19 should be opposed. Our community is a river town.
20 Our marina -- public access boat ramps, which handle
21 hundreds of recreational vehicles and boaters per day
22 will be negatively impacted. The requests of Camanche
23 are reasonable. Our requests should not require grant
24 funding from federal and state government, which is
25 what CP has -- has presented. The mitigation should

1 be the sole responsibility of Canadian Pacific. It
2 should not be The responsibility of the citizens of
3 Camanche or the U.S. taxpayers. Canadian Pacific has
4 used matching federal dollars as an incentive for
5 Camanche to come to an agreement. As a taxpayer and a
6 veteran, I am -- I find it disturbing that a foreign
7 company uses our tax dollars to buy our silence.
8 Their attorneys and representatives Mr. Cummings [ph]
9 and Ms. Giardano [ph] have been intimidating and
10 threatening. They say things like, "This is the best
11 offer you're going to get. If you go nuclear, you
12 will get nothing, and you won't get money from the
13 STB." That is a quote from Ms. Giardano herself. It
14 is -- if this is their behavior now, how many other
15 cities have they undercut using this tactic? How will
16 they be good neighbors? I urge the STB to reevaluate
17 the impact to our communities like Camanche and the
18 ecosystem of the Mississippi River before approving
19 this merger. I urge the STB to visit Camanche before
20 finalizing any decision. Thank you.

21 MS. ANDRE: Thank you.

22 Dave Willis? Are you Mr. Willis? I
23 know, but are you speaking? Okay. I just wanted to
24 make sure.

25 MR. WILLIS: Dave Willis, Camanche,

1 Iowa. People in here opposed to this merger, stand
2 up. I'm nervous as hell. Get up with me.

3 Thank you for this opportunity to
4 speak. This merger -- the two railroads. I am
5 requesting immediate rejection of the environmental
6 impact statement, which does not accurately identify
7 the many environmental hazards. I personally do not
8 believe any person in any capacity or office
9 personally site visited the many wetlands, marshes,
10 creeks, and streams -- or any other area that --
11 visited the many wetlands, marshes, creeks in our area
12 that leaves the -- all of Mississippi and Wazoo River.
13 Also, I believe there is gross underreporting of
14 stronger risks of leaks of hazardous materials and gas
15 vapor releases to the -- more cars and more trains and
16 higher --

17 This proposal is a single main line
18 26,000 miles in length from Mexico through our United
19 States and in -- into Canada. I envision this
20 railroad would become a major superhighway for the
21 trafficking of illegal drugs and possibly human
22 trafficking. What I have represented -- fentanyl,
23 meth -- has this issue been researched and/or
24 investigated or even considered? I am confident the
25 southern cartels have resources to the fullest extent

1 possible. I don't see any safety precautions being
2 discussed regarding -- train through inspecting and
3 verifying that no railcars, hangers -- etc., are
4 dripping we can live with -- or gas vapors. No
5 caboose. No crew members at rear end of possibly a
6 mile long train to notice if there were leaks. -- so
7 one of these mile long hazardous laden trains can
8 travel many miles with no one knowing it's leaking
9 some vital material.

10 So now we're going to get rid of 60,000
11 semis. The semis are safer as the drivers can only
12 drive for a certain amount of hours. When they stop
13 for fuel, they check for leaks, all the tires,
14 lights -- trucks. They're also seen on the highways
15 by the public and DOT. Who monitors the proposed mile
16 long rolling hazard? I don't know. Thank you very
17 much for coming. Okay.

18 MS. ANDRE: Thank you very much.

19 Next -- Catherine Weidman, Austin
20 Pruett, and Molly Newell. Catherine Weidman, Austin
21 Pruett, and Molly Newell.

22 MR. PRUETT: Good evening. My name is
23 Austin Pruett, A-U-S-T-I-N P-R-U-E-T-T. I am here on
24 behalf of the City of Camanche. I am the mayor. As
25 of a town of approximately 4600 people, we have 1200

1 residents that are going to be impacted by this
2 merger. There's 409 houses on that side of the
3 railroad tracks, with their only point of egress being
4 the Mississippi. Sorry. We will not be able to
5 provide adequate emergency services to our residents
6 and we have a very elder community. So this is a
7 large concern. We also have a public library down
8 there and that would be detrimental to our children's
9 learning in the future. We have a marina, and we have
10 recreational boat ramps. These trains will be hauling
11 by two -- oil. If and when there is a derailment, it
12 will affect the marshlands in our area. It will also
13 be right next to the Mississippi River. And it'll
14 affect all the houses along the railway. The amount
15 of contamination that would happen would cause a very
16 large-scale problem. The CP has been very quiet about
17 what these railcars will be containing. I don't think
18 they should be leaving all of the communities and
19 everybody else in the dark on what will be carried on
20 these railcars. The city of Camanche was offered
21 \$200,000 to close two crossings. Other cities along
22 the way that have accepted the offer do not have to
23 close any. We only have a total of seven crossings in
24 our town that is a mile long. This merger will affect
25 everyone along the railroad tracks from Canada all the

1 way down to the -- I appreciate your time and thank
2 you.

3 MS. ANDRE: Thank you.

4 MS. NEWELL: Good evening. My name is
5 Molly with a Y Newell, N-E-W-E-L-L. I live here. I
6 work here. And I run two small businesses, both on
7 the river. Dr. Wayland and -- and associates, I think
8 you did a lot of good work. But I -- I don't think
9 you scratched the surface on -- on what you're going
10 to do to our environment and to our people. Tripping
11 up the rail -- the rail traffic through our midwestern
12 downtowns through our parks, parallel to our parks
13 impacts everybody in the park and it follows our
14 general river Mississippi, which is celebrated around
15 the world. The EIS fails to identify relevant
16 receptors here. You're looking at, as you mentioned,
17 appropriately, the churches, the homes, nursing homes,
18 and hospitals. How about everybody in the park? How
19 about the people who work on the river; that ride
20 their bikes to work; that walk to work; exercise. A
21 lot's been mentioned about the marathons; the little
22 water taxi that we all love. We have -- walk there,
23 get on the taxi or ride our bikes to get across the
24 river. That's how we recreate here. We try not to
25 drive everywhere we go. And the river is our

1 throughfare. We can't get to -- cut off for an hour
2 and half -- time waiting to get across. What if the
3 train just simply stops? What if walk where we're
4 going then all of the sudden, we can't cross the
5 tracks to get to our destination? Doesn't add up. As
6 far as what I do, I run a small environmental
7 engineering company, and I will say your work on the
8 new -- assessment is, you know, to the letter; maybe
9 the minimum of what we have to do. But if you flip
10 that for us and you look at the -- studies that I do
11 and that we do in order to work with national --
12 nationally-funded, federally funded private public
13 partnerships -- people who invest in our
14 infrastructure or our middle income or mixed income
15 housing here and there, things to make our community
16 better, you know as well as I do, you have -- you
17 can't go over 66 decibels without mitigating that.
18 Who's going to pay for that? Sixty-six decibels is
19 your action level for mitigation under these -- need
20 the thresholds -- money under -- private public
21 partnership -- funding you know how it's done. If you
22 don't, we can help you learn that. But it's a big
23 deal here. As far as the environment, -- talk noise
24 over 86 decibels is an action level for OSHA, and I
25 can tell you while you're in the park, you're going to

1 have way over 86. The vibration -- buildings on the
2 river, I can tell you it vibrates. I'm 70 feet from
3 the tracks. It was built in 1876 and the mortar is
4 shaking out of the ancient limestone blocks. As far
5 as the ducks and the animals and everything else, it's
6 all cut off from the river and I will beg you to
7 please revisit this DIS on every level. Thank you.

8 MS. ANDRE: -- virtual connectivity
9 interruption --

10 Next up is Michelle Solis Russell,
11 Richard Clewell, and P.J. Slobojan.

12 MS. SOLIS RUSSELL: Hello. I'm
13 Michelle Solis Russell, M-I-C-H-E-L-L-E S-O-L-I-S
14 R-U-S-S-E-L-L. We've heard a lot of great facts in
15 our midst tonight and many more so last night -- I
16 watched that. And the room was full of elected
17 officials, police captains, fire captains, -- not one
18 person stood up when you asked for -- elected
19 officials, city officials, and the reason is, here in
20 our town, we don't agree with our city leaders'
21 decision to accept the CP money. That's how --
22 virtual connectivity interruption -- many questions
23 because many of us have so many unanswered questions
24 and a few statements.

25 Number one, is it true that you cannot

1 fight the railroad?

2 Two, who governs over railways like
3 Canadian Pacific? Is it the Surface Transportation
4 Board? Is the STB the sole governing body? Who
5 enforces rules over the railroads? Do they have any
6 rules? Who holds them accountable when they break
7 those rules? Can Iowa charge a per train toll? Can
8 Davenport, to help mitigate the costs? Is STB's role
9 to simply reject or approve the merger? Or can you
10 stay it so we can learn more? Does STB have the
11 authority to require Canadian Pacific to pay
12 additional costs for mitigation? I ask this because
13 it was reported by municipal leaders in city after
14 city, town after town, village after village, that
15 negotiations with Canadian Pacific consisted of "this
16 is all you get; take it or leave it; STB will award
17 you less; you have two days to -- and you cannot
18 discuss this with anyone." Does the STB believe this
19 is fair practice? Does STB feel that this results in
20 a fair and true representation? Do you think our
21 cities really don't approve when they were railroaded
22 into that decision? Per the CP agreements, which we
23 have seen, the cities have to check the box that ask
24 that they get public input. In the case of Davenport,
25 they did, once on August 10th at a City Council

1 meeting. And unanimously, within a minute of closing
2 the public input, they voted unanimously to take the
3 money. People like me were there and only at that too
4 late moment were we learning about the merger. That
5 was only 34 days ago. Barely a month ago. My point
6 is, a lot of the public, a lot of the people, are only
7 recently aware and trying to get caught up. We're
8 trying to educate ourselves about the merger and its
9 impacts. And what we can do about it.

10 So question number three: will STB
11 consider delaying its decision? And lastly, and
12 please do not take offense by this, but is this public
13 input hearing truly a hearing that can move the
14 needle, like the people could and did against the
15 Keystone Pipeline or is this merger, like the
16 Davenport vote to accept the CP's money before getting
17 any public input, is it already a done deal? Thank
18 you.

19 MS. ANDRE: Thank you.

20 Richard Clewell?

21 MR. CLEWELL: Good afternoon. Thank
22 you for the opportunity to speak tonight. I've got
23 two issues that I want to talk about.

24 MS. ANDRE: Can you state your name for
25 the record?

1 MR. CLEWELL: Yeah. Rich Clewell.

2 MS. ANDRE: Thank you.

3 MR. CLEWELL: It's spelled
4 C-L-E-W-E-L-L.

5 The first issue I'd like to talk about
6 is with global citizen nature and that's about safety.
7 -- Office of Environmental Analysis, OEA, expects that
8 the proposed acquisition would result in only minor
9 adverse impacts -- Section S31 of the DPIS [ph] the
10 OEA projects that the greatest increase in the number
11 of incidents that occur on the rail line between
12 Muscatine and -- on that segment, OEA projects that
13 the number of incidents would increase from
14 approximately .11 incidents per year to approximately
15 .43 incidents per year -- proposed acquisition. While
16 CP has a positive record of reportable incidents, the
17 environmental impact statement -- case that KCS has a
18 substantially higher incident rate than CP, which
19 cannot be really -- while it could be argued that
20 since rail transport is safer than truck transport,
21 that there will be fewer reportable incidents over
22 under the proposed action; however, given the
23 predominate flotation of rail lines near sensitive
24 environmental ecosystems, the total number of
25 incidents is really -- addressed the severity -- I

1 contend that although their total number of projected
2 incidents is small, it is still quadrupled, which is
3 not insignificant, given that the potential spillage
4 of toxic chemicals with a potential catastrophic
5 results.

6 The second issue that I -- talked about
7 is -- virtual connectivity interruption -- in 1974,
8 EPA concluded that "An LDN level of 55 decibels is an
9 outdoor level compatible with protection of public
10 health -- the level of 55 decibels is identified as
11 the maximum level compatible with adequate speech --
12 with respect to the complaints and long-term
13 annoyance, this level is clearly a maximum satisfying
14 a large majority of the population."

15 Figure M1 of the -- illustrates freight
16 train pass by sounds. Over three minutes, sound
17 begins at a base level of 50 bp; jumps to 90 bp as the
18 locomotive passes and settles at 82 bp as the brake
19 cars pass and then dropping down to base levels
20 returning -- as the impact statement notes, most
21 receptors have become accustomed to those noise levels
22 over time. The proposed action would not make any
23 change in noise levels. However, it does note that
24 the projected tripling of -- trains will have an
25 effect based on frequency.

1 Table M1-2 shows that Davenport
2 currently has 7 receptors within the 65 LDM ratio.
3 The total number of receptors with adverse noise
4 impacts under the proposed acquisition -- since my
5 house is 120 yards from the center of the railroad, I
6 suspect that that I and my neighbors -- the 59
7 additional receptors impacted by the proposed
8 acquisition. OEA has concluded that the train noise
9 could result in adverse effects but that the potential
10 adverse impacts would be negligible. I believe that
11 the numbers in the DPIS indicate otherwise.

12 On a personal basis, the impact will
13 increase rattling windows and inability to communicate
14 in a normal speaking voice -- consider quality of life
15 issues. Hard to attribute -- however, the reduced
16 resale value of my home can be readily measured.
17 These are not negligible impacts -- myself or my
18 neighbors. Thanks for your time. I appreciate your
19 consideration.

20 MS. ANDRE: Thank you --

21 P.J. Slobojan?

22 MS. SLOBOJAN: Hello. I'm P.J.

23 Slobojan, S-L-O-B-O-J-A-N. I'm a resident of
24 Davenport. Where I live is a block from the railroad
25 tracks -- and we have a lot of noise. We have a lot

1 of cars waiting to be able to cross the tracks. We
2 have potential hazards about to happen, and I just
3 cannot imagine three times that many trains going
4 through. When you live there, you kind of get used to
5 it. But three times as many is going to make a huge
6 impact on our downtown river front area.

7 My main concern is about safety.
8 The -- the way the downtown is set up, there's
9 railroad tracks and then there's places where we have
10 all the venues. The ballpark; a band show; along that
11 way is where the cruise boats are -- ships are
12 starting to come through. And I have a huge worry
13 about emergency vehicles being able to cross the
14 tracks in order to get to somebody who may have some
15 kind of a medical emergency. Some of these trains are
16 two miles long. And so you can imagine how long
17 that's going to take for the trains to get through so
18 those emergency vehicles can cross the tracks. And up
19 until this time, I've not heard of a plan that would
20 have some kind of a bridge that would go over to make
21 a difference there. Just last week, the day that the
22 Viking cruise ship landed and there were a lot of
23 people downtown watching, and one of the trains that
24 was going through clipped a car. And luckily, nobody
25 was hurt. The car was injured mightily. But it

1 seemed very ironic to me that that was happening at
2 this time, just when we're talking about all this with
3 accidents and so forth.

4 And I -- I think that also with -- with
5 the CP is not taking responsibility for the safety of
6 what's happening. They're concerned with their
7 railroad tracks, but not necessarily -- or it's left
8 up to the cities to address how to get across the
9 tracks; how to mitigate this; how to mitigate that.
10 And I think that's very unfair. I hope you give
11 consideration to looking at this again. Thank you.

12 MS. ANDRE: -- virtual connectivity
13 interruption -- Michelle Russell and Veronica Bales.

14 MR. RITTER: Good evening. My name is
15 Brian Ritter, B-R-I-A-N R-I-T-T-E-R. I serve as the
16 executive director of a place called Nahant Marsh in
17 southwest Davenport. We're the largest urban wetland
18 on the upper Mississippi River. We're home to 1100
19 different species of documented plants and animals,
20 including three federally endangered species; 27 state
21 listed species; and a variety of other rare plants
22 that should be listed. On top of that, we serve
23 around 22,000 people a year at our education center,
24 including about 11,000 children that come for field
25 trips, day camps, etc.

1 Our -- we have a variety of concerns.
2 Number one, the CP railyard is right in our backyard,
3 where our building is literally about 100 feet from
4 the railyard. The railroad itself crosses the marsh
5 at three different locations, the lower part of the
6 marsh. And that entire -- in the 100-year flood plan.
7 In 2019, almost the entire railyard was underwater.
8 That was the 75-year flood event. Flooding on the
9 upper Mississippi River is getting worse than ever
10 before. On our stretch of the river, the last decade,
11 we had 355 days where the Mississippi River was at
12 flood stage. That pales in comparison -- any other
13 decade pales in comparison. It's three times the
14 number of flood days that we had in the 1990s. And I
15 am very concerned that this environmental impact
16 statement did not address the fact that the -- the
17 Mississippi River that the trains go through the
18 Mississippi River flood plain and the incredible
19 sensitive areas that the train travels through. Not
20 just Nahant Marsh. There's Princeton Marsh to the
21 north. There's the Upper Mississippi River Wildlife
22 Refuge. There's Port Louisa that's nearby. So I
23 strongly urge you to consider reviewing and visiting
24 these incredibly sensitive treasures that we have in
25 the Quad city area before you make your final

1 decision. Thank you for hearing us out tonight.

2 MS. ANDRE: Thank you.

3 -- virtual connectivity interruption --
4 and Veronica Bales.

5 Are people in the back having trouble
6 hearing -- you can't hear their names. Okay.
7 understood. Sorry.

8 Michelle Russell; Veronica Bales.
9 Okay. Come on.

10 MS. BALES: I'm shy, so this is hard
11 for me. My name is Veronica Bales, B-A-L-E-S, and I
12 live in the town of Walcott. And what I came -- I
13 thought somebody from the railroad would be here to
14 answer my questions. So I made these questions out
15 directed towards them. But what I want to know is,
16 will the company be using other tracks not owned by
17 their company, specifically, the tracks that run
18 through the town of Walcott? These tracks, there's
19 two sets of them, and they are literally in the center
20 of town. You would be cutting off two sides of the
21 town. If they're going to be using these tracks. And
22 so I -- do you know if those tracks are involved in
23 this merger?

24 MS. ANDRE: This is a comment session
25 only.

1 MS. BALES: Okay. So the questions
2 that we are asking, will they be answered by an --
3 online or something?

4 MS. ANDRE: Yes. There's a response --

5 MS. BALES: Okay.

6 The next question would be, are the
7 trains required by law to slow down when they go
8 through a town or a city? And if so, is that at all
9 times? Or is that at only certain times? My home is
10 about 70 feet from the tracks in Walcott. It is my
11 fence, about 10 feet, and there's the tracks. Since
12 the pandemic, the traffic along those rails has
13 already doubled. And sometimes, they are stacking
14 these cars three high, which I've never seen them do
15 before, and I've lived there now 32 years.

16 I want to know is there a weight limit
17 on the trains or can they put however much weight they
18 want? Does your impact study show the damage to
19 infrastructure near the tracks. You said it shows
20 there's limited damage. But what if you're right by
21 it? What does that do?

22 What can you do to lower the noise of
23 the train? Specifically, the overuse of the whistle?
24 There's about a three-block area where I live, and
25 they blow the whistle when they come into town, which

1 they should. But they blow it all along those three
2 blocks. When I hear the train coming, I quickly have
3 to go inside, shut my doors, close the windows,
4 because it's so loud. And I am somebody that likes to
5 be in their yard. I garden. I like to be out. This
6 is a -- if this merger affects those tracks, not only
7 will you affect my specific life, but the whole town
8 because, like I said, this is the center of the town.
9 And you will literally cut them off for a long
10 periods.

11 How long --

12 MS. ANDRE: You have time for one more
13 statement.

14 MS. BALES: The more train traffic, the
15 greater the risk of derailment, which is what you
16 said. Will there be an increase of inspections of the
17 tracks along the increased traffic the merger will
18 bring to ensure that the most public safety will be
19 heard. In 1978, there was a train derailment in
20 Walcott. And that trail derailment happened right to
21 the side of where my home is. I didn't live there
22 then. I was only a child. But it happened once, it
23 can happen again. I am asking you to find out if
24 these tracks are affected because there are several
25 little towns along these tracks leading into

1 Davenport. So you're affecting communities all along
2 Iowa, and it's -- it's not right to wreck people's
3 lives just so they can make more money because that's
4 what it's about. You need to look at the people --
5 virtual connectivity interruption --

6 MS. ANDRE: Okay. You need to be
7 respectful of everyone's time. Thank you, Veronica.

8 The next in line is Lee Shaffer, Kathy
9 Wine, and Kay Pence.

10 Lee Shaffer? Okay. come on up.

11 MR. SHAFFER: I appreciate the
12 opportunity to talk. My name's Lee Shaffer,
13 S-H-A-F-F-E-R. I'm with the United Steelworkers Local
14 105. We represent about 1900 members work out of --
15 and then north Iowa. I have a few issues I'd like to
16 bring out. First one's safety. So at our plant,
17 sometimes we have some major injuries. And it's very
18 concerning that some of these injuries may go
19 untreated timely because emergency vehicles can't get
20 across the train tracks waiting on the train.

21 I'd also like to say I've heard a lot
22 of people talk about safety. Each time they talk.
23 And quite honestly, it just feels like it's being
24 glazed over, the safety aspect of it. We need to make
25 sure that we're doing things as safe as possible, and

1 it just seems like it's not -- it isn't a concern.
2 Something else that will affect our members is lost
3 wages. I'm at -- hold up on the other side of the
4 track, waiting to go into work. They don't get paid
5 until they get to work. So that will be lost because
6 of the traffic and pretty soon the trains.

7 Shipping concerns far -- the increased
8 train traffic the length of the trains and concern for
9 all of our shipments -- out from the plain. The
10 company doesn't make -- money the employees aren't
11 making any money.

12 And lastly, the union has concerns with
13 the increased traffic that our members will not be
14 able to meet family obligations, such as picking up
15 their children from activities or from school;
16 doctors' appointments or whatever. We already see
17 plenty of train traffic. To increase that would be --
18 have a great, great impact on our members out there
19 and also for Arconic, but I can't speak for Arconic.
20 I'm just -- virtual connectivity interruption --

21 Thank you for your time.

22 MS. ANDRE: Thank you --

23 -- virtual connectivity interruption --

24 MS. WINE: I'm Kathy Wine, K-A-T-H-Y
25 W-I-N-E. I'm the executive director of River Action,

1 a citizen's action group here in the Quad cities.
2 Thank you for coming to the quad cities. I love
3 trains. In fact, our organization is working and has
4 a campaign to build one replica span of the first
5 railroad bridge that came through the quad cities from
6 -- to Davenport in 1956. It'll be built on the
7 original -- that we saved, and it's a great
8 transportation story.

9 But I wouldn't -- I could not not be
10 here tonight. I wanted to talk about the I think
11 devastation that kind of -- impact that this is going
12 to have -- excuse me -- not our river front and our
13 communities along the river if the -- if the merger
14 goes through.

15 For decades, we've been talking and
16 working on fostering the vitality of the Mississippi
17 River and its river front -- parts of -- its economic
18 impact; its natural resources; the industry; the
19 culture of the -- the area and the history of the
20 area. Our sense of place is around the river. But
21 when I think of all the decades, we've spent putting
22 lively activities on and whether it's events on the
23 river or our art -- public art or education programs
24 on our channel pad and along this river edge -- the
25 river -- walks. When I think of all those things and

1 how every impacted and the burden on the communities
2 are going to have trying to navigate once our parks
3 are divided in half with the train and we have less
4 access to the river. Of course, the safety issues
5 have been brought up.

6 And I worry too about the burden on the
7 communities that will have to deal with emergency
8 vehicles getting over to the river's edge. So I urge
9 you not to approve the merger. I think that the time
10 is now to take a step back and not approve. Thank
11 you.

12 MS. ANDRE: Kay Pence?

13 MS. PENCE: Hi, -- Kay Pence, K-A-Y
14 P-E-N-C-E, and my son lives in Princeton, and he works
15 there. And I'm concerned about the way if the train
16 comes through Princeton, as we look at this on page
17 158 of the noise -- the City of Princeton, you can see
18 Highway 67 runs right next to the tracks. And when
19 they raised the tracks recently, it increased the
20 noise level in the town. And then if you need to get
21 to the river front where the businesses are, you have
22 to cross, you know, Highway 67 and the tracks. And a
23 train would block all three accesses to the river. So
24 if there was an emergency on the river, and they --
25 first responders needed to get to the boat ramp, they

1 would not be able to. And when you're leaving the
2 boat ramp, coming down from -- into the main part of
3 town, when you're sitting below the tracks, you can't
4 see the highway because of the houses. So after the
5 train goes through, you get up to the road. If you're
6 in a full-size pickup truck, you may not clear the
7 tracks. And if you're pulling a boat, you definitely
8 won't clear the tracks. So I think if the people are
9 waiting for traffic on Highway 67 -- no stop lights,
10 you know, so if somebody's waiting to turn to get to
11 those businesses, they're going to be blocking Highway
12 67 in addition to the concern trains. So I think you
13 need to -- when you're looking for mitigation, look at
14 the whole piece of the pie, you know, the emergency
15 vehicles getting to the river and then back out.

16 MS. ANDRE: -- virtual connectivity
17 interruption --

18 And I'm going to call for just to my --
19 we have gotten through all of our pre-registered
20 speakers that registered before the meeting. But if
21 you registered tonight, we're going to get -- start
22 working on those. I did want to just let you know,
23 this meeting was advertised for 6 to 8 p.m. But we're
24 just going to keep plugging away with the speakers.
25 But please know we are not going to take a break. So

1 if you need to run to the restroom or anything, feel
2 free to do so.

3 Okay. so I'm going to keep going. And
4 please be patient with me on reading names. Sometimes
5 I have an issue with some of the handwriting.

6 So the next three are Dave Fuller, Max
7 Kauffman, and Rebecca Howe. Are any of those still --

8 Yeah. Please come up.

9 MR. KAUFFMAN: Max Kauffman -- I live
10 in Muscatine -- next city, nature -- down on the river
11 -- Davenport. Something -- I take as very important.
12 And that is this trains run right through the
13 breadbasket of the nation. So we're talking about all
14 of the grain cars. The cars are called -- soybeans
15 throughout the nation. So we're talking about cars
16 that are hauling grain from Illinois and Iowa from the
17 centers of the state to the river, to the port cities.
18 And in the past, we've had trouble getting grain cars
19 to the ports. But now we're going to have to
20 timeshare with the cars on the rails. And the rail
21 companies set priorities to what trains have priority
22 over what other trains. I'd hate to see our grain
23 sitting along the -- the elevators in piles rotting
24 because we couldn't get our grain into cars to the
25 port cities and unloaded on the barges to go down

1 river because we were second in priority to the
2 foreign companies all going down the river. You
3 follow? So something that you did not address that I
4 think is very important, and that is what happens to
5 our grain -- 'cause you never addressed that I don't
6 believe you thought about it. Thank you, sir, for
7 your time.

8 MS. ANDRE: Thank you --
9 Okay.

10 MS. HOWE: Hi, my name is Rebecca Howe.
11 And I'm with the Merrill Hotel in Muscatine, Iowa.
12 Last name is H-O-W-E. About five years ago, Muscatine
13 made a plan, and we invested over \$100 million in the
14 Muscatine river front and the downtown. Compare that
15 to the 3 million that they got from the railroads. I
16 think there's a significant difference. We turned
17 that industrialized downtown into a thriving work/play
18 and have fun community where everyone can come down
19 and enjoy the downtown. With the railroads coming
20 through, and -- increasing threefold, possibly more,
21 we're going to re-industrialize the downtown and
22 people are not going to want to be spending time
23 downtown. For example, one of our fundraisers right
24 now is we are attempting to put in a state-of-the-art
25 amphitheater on the -- on the river front,

1 approximately 45 feet from the railroad tracks. That
2 probably won't happen if this goes through. My hotel
3 is 80 feet off of the railroad tracks. And I am
4 considered one of the quietest hotels in the United
5 States because we spent a lot of time doing sound
6 studies on the railroad. And I'll tell you what 65
7 decibels that they're stating is not what we got from
8 -- our qualified sound studies using corporations. We
9 were -- ranges of 100 when the -- when the horns hit
10 and going down into the 90s as they were rolling
11 through.

12 So there's really two frequencies that
13 we need to remember on these train tracks. You have
14 the -- you have the track train and then you have the
15 actual horn train. And the two frequencies that we
16 had to be closed down at once. They have to be --
17 they have to be done separately.

18 My hotel, for example, the windows that
19 we spent money on takes out the sound for the train
20 track but not for the -- for the horns. In order to
21 do that, we invested \$1.5 million into a quiet zone.
22 And that's two -- two quad tracks or two quad gates so
23 to speak that allowed you to do that.

24 In addition, we're -- the city is
25 looking to do a lot of renovations and a lot of -- to

1 the south side, which is our lower income community.
2 For example, we have a merger project, which is an
3 apartment building going up. It's one phase. They're
4 going to decide if they're going to do more phases.
5 That apartment building isn't on the river. They
6 probably won't do anymore phases. We -- factory --
7 corporations purchase. It's a historical building if
8 I'm not mistaken. It's right on the river track. I'm
9 not sure how you're going to be able to mitigate the
10 sounds and actually do business there.

11 I think -- I think, you know, from our
12 standpoint, we just want to say that we don't feel
13 that we got heard by our city council. It was rushed
14 through. There was no community input. We would like
15 to see more community input and understanding in this
16 project. Thank you.

17 MS. ANDRE: Thank you --

18 Is Dave Fuller here? The next one will
19 be Pearl Herdistrand [ph], Sherry Brayblur [ph], and
20 Frank Grage.

21 Okay. Go.

22 MS. BRAYBLUR: I'm Sherry Brayblur
23 [ph].

24 MS. ANDRE: Hi, Sherry.

25 MS. BRAYBLUR: I live in downtown

1 Davenport. I -- I am very close to the railroad track
2 and directly across from the -- house. That's where
3 we have our farmer's markets, activities, concerts.
4 As a -- as a senior woman, I can walk many places in
5 this city. I feel safe. I can walk to the library,
6 the beautiful -- art museum, -- restaurants, there --
7 there's no limit to what I can do. I hear -- I am so
8 close to the tracks; I hear every train coming
9 through. I'm -- it may just be because I've been
10 studying about this situation, but I hear a bit more
11 clearly and it seems like there are more of them. So
12 just as a resident of the direct area where this is
13 proposed, I just want to say I think it's a really bad
14 idea. We worked towards having great tourism, great
15 concerts, great entertainment, and I think we need to
16 make this stop. And also, there are a lot of
17 buildings being restored. Any income that you have,
18 be it a -- or a minimal, there is a place for you to
19 live down here. Not all cities can say that. It's a
20 very affordable, very warm and wonderful area. Thank
21 you.

22 MS. ANDRE: Thank you.

23 Okay.

24 MR. GRAGE: Good evening. Frank Grage,
25 G-R-A-G-E. Thank you for taking a few minutes of time

1 or the time to listen tonight.

2 My wife and I live in LeClaire. The
3 rail is in our backyard. A few years ago, about five
4 years ago, we moved to LeClaire, and before that, we
5 were both born and raised in lived our lives in
6 Camanche. So we're familiar with the rail; lived near
7 the rail our entire lives. We understand what we were
8 getting into when moving to LeClaire. But quite
9 simply, citizens just don't want a tripling of rail
10 traffic, period.

11 Well, let me talk about a few thoughts.
12 This merger would take the Canadian rail, which goes
13 from the Pacific to the Atlantic and the Kansas City
14 rail, which in Mexico goes from the Pacific to the
15 Atlantic and connect all of that traffic through our
16 Iowa river communities. It's very simple. It all
17 ends up there. From Chicago and all these other hubs.

18 Crude oil's been talked about. The
19 proposal to send all this crude oil along the river
20 again, through our communities, our downtowns, our
21 river fronts, our backyards, our front yards, our
22 parks, shopping districts. Think about it: why would
23 we want that risk? Please do not bring that risk to
24 our communities. As well as, why would we want to
25 triple the risk of the current products, which many

1 are chemical products that go down the rail.

2 So again, just not in favor of this
3 increased risk. I will say this: If this merger is --
4 then public wellbeing needs to be considered. You
5 need to manage safety and noise. Also, public
6 notifications of maintenance that happens in the
7 middle of the night. Very important.

8 If it happens, how will citizens be
9 reimbursed? Reimbursed if there's loss of property
10 value. Or negative impact to quality of life.
11 Constant sleep interruptions and constant life
12 interruptions have a negative impact to our wellbeing.

13 I also think that instead of payments
14 being made to communities, perhaps it should be a list
15 of needed improvements with the railroad being
16 responsible to pay for those. Then citizens would not
17 worry if the money would run out before the
18 improvements were made to their communities.

19 So again, not in favor of the increased
20 risk. If this is going to happen, there must be
21 control measures. Control measures of speed limits.
22 Control measures of controlled crossings. These will
23 all manage the safety and noise issues. And
24 notification when there is a maintenance. There's
25 technology available to be ensured that is -- so think

1 again of all the rail traffic -- North America. If it
2 was your community. Your backyard. Your -- your
3 park. Would you want that in your community? Thank
4 you.

5 MS. ANDRE: Thank you, Frank.

6 Okay. -- we have Terry Bush, Doug
7 Nelson, and Michael Taylor.

8 MR. BUSH: Good evening. My name's
9 Terry Bush, B-U-S-H. I live in Davenport, Iowa. I'm
10 a retired city employee. I was a bus driver in the
11 city for 15 years before I retired from -- during my
12 time driving the bus, I noticed a safety issue
13 involving these trains. I used to get stopped on
14 Fifth and Marquette Streets by the -- in Fairmont.
15 And you sit there and watch these rail cars go by with
16 all this flammable liquids in it.

17 These huge rail cars -- got the --
18 ammonia cars. And you know what would happen to this
19 city if one of those cars derailed and burst -- liquid
20 turns to a gas. It would probably kill the whole
21 city. And all those trains on Fifth Street, I'm
22 talking -- they come off the Arsenal Bridge and they
23 go down and follow Fifth Street. That's residential.
24 -- lady that was here before talked about living in
25 downtown Davenport. A lot of those buildings down

1 there been renovated and put in -- made into studio
2 apartments -- there -- a lot a lot of people live
3 downtown -- and those trains have been going right by
4 their -- where they live. -- there -- I think it's a
5 big safety issue.

6 I think that the speed limits are not
7 enforced in Davenport. The noise levels are not
8 enforced in Davenport. You know, I can go -- I sit
9 there and watch these trains go by.

10 But anyway, I think that the quality of
11 life -- you know, Mayor Bloomfield [ph] was here
12 earlier. I see he left. They talked about all the
13 improvements they made on the river front to make the
14 river front more accessible.

15 Everybody -- for quality-of-life issues
16 and -- and now they're going to have three times the
17 train traffic cutting that off for people. I know the
18 other night; I went down to a baseball game and I got
19 stopped by a train going down there. And I got
20 stopped by a train getting out of there. And I'm
21 thinking, well, this is going to get three times worse
22 than this.

23 So anyway, it's -- and the other thing
24 I want to talk about is that in Canadian Pacific, the
25 railroad. To me, they have not been good neighbors

1 with the city of Davenport. We all remember the flood
2 when they came in and raised the tracks about four
3 feet. Now -- put all of them big rocks under there --
4 their people access because it was too high. And they
5 did that, and they had -- on Elm Street, they had a
6 railroad bridge -- deteriorated to the point where it
7 was condemned. And they were nice enough to give it
8 to the city to repair. I think it cost us \$3 million
9 in repairs. Canadian Pacific -- bridge.

10 And also, I want to talk about the
11 first -- there's a big issue on the news right now
12 about Canadian Pacific wants to run a mile and a half
13 train with one person. You get a mile and a half
14 train going cross country with one person on the
15 train. I mean, just think about that. You know, if
16 something happens to that person, I don't know.

17 But anyway, that's -- that's all I got.
18 Thank you very much.

19 MS. ANDRE: Thank you, Mr. Bush.

20 -- virtual connectivity interruption --
21 Michael Taylor.

22 Okay. Bruce Peterson, Mary Mapper
23 [ph], and Diane Franken are up next.

24 DR. PETERSON: Good evening. My name
25 is Dr. Bruce Peterson, a resident of Port Byron,

1 Illinois, directly across from LeClaire and Princeton,
2 Iowa.

3 And my message is this increased
4 traffic impacts us on the opposite side of the river,
5 on the east side of the river, just like it does the
6 residents here on the west side. Port Byron,
7 population 1800. We're losing population. Our school
8 district is losing enrollment. And we have spent
9 hundreds of thousands if not millions federal and
10 local money trying to improve our infrastructures and
11 develop our downtown, which is on the water.

12 My home is from here to you from the
13 Mississippi River. And whatever happens in LeClaire
14 or Princeton, the noise, any of it, impacts us on the
15 Illinois side. And my message is, consider that
16 there's more than just Iowa.

17 One part that I want to say is that
18 from LeClaire to Princeton, Iowa, there are multiple
19 homes -- nice homes, big homes, expensive homes -- and
20 they each have a crossing over the railroad from
21 LeClaire, Iowa to Princeton, the horn, the whistle is
22 almost continuous from one to the other, and it's four
23 miles away. All of that comes to Illinois. All of
24 it. We're only 2,100 feet away.

25 My suggestion, if you can -- if you

1 have any inputs, is try to give these two companies to
2 move their -- stay away from the metropolitan areas.
3 Stay from -- residential -- it's -- it only is money.
4 And -- and why we -- we, the people, have to bear that
5 burden. Hear us -- it can be done, and this merger
6 can go through. But -- but just move it. Just move
7 it west ten miles, twenty miles. Thank you.

8 MS ANDRE: Thank you.

9 Marilyn Walker [ph]? Do you have
10 something to say? Thank you.

11 Diane Franken?

12 MS. FRANKEN: It's F-R-A-N-K-E-N.

13 The proposed merger of the railroad --
14 that pass along our Mississippi River has the makings
15 of an environmental disaster. Just last year, upriver
16 from Davenport, in LeClaire there was a derailment.
17 Luckily, this time, the contents were cleaned up and
18 did not affect -- the proposal approves almost three
19 times as many trains. So the chances of an
20 environmental disaster to our river will rise
21 exponentially. -- flood -- Nahant Marsh, a beautiful
22 refuge for all kinds of wildlife could experience
23 irreparable damage. Last week a car in Davenport was
24 sideswiped by a train. The increase of trains could
25 delay emergency vehicles. Getting across the tracks

1 to save lives and again, raise the probability of an
2 increase in accidents between cars and people.

3 Our area is a winter nest place for our
4 American eagles. The increase sound would not only
5 sound -- for humans. It would most likely disturb
6 these beautiful creatures and cause a disruption of
7 their -- my husband and I walk between the train
8 tracks on the river and using earplugs when a train
9 passes.

10 The Mississippi is a flyway for many
11 birds and other animals, guiding them on their path of
12 migration. The increased sound pollution and possible
13 river pollution will undoubtedly negative also affect
14 them.

15 Trains run on diesel fuel. So they
16 undoubtedly -- negatively -- I'm sorry. Trains run on
17 diesel fuel. So the effect of the merger -- more air
18 pollution, affecting people and wildlife.

19 Many people cross the tracks to enjoy
20 many activities, such as music, festivals, the
21 highest-ranking minor-league park in the Midwest. Air
22 and sound pollution would greatly deter -- treasures.

23 Davenport is planning a destination
24 playground in an area -- side of the park. Families
25 will not expose their children or themselves to this

1 air and sound pollution, no matter how wonderful these
2 amenities are.

3 Any increase in air, sound, or --
4 spills will -- a disaster waiting to happen. Please
5 do not approve this merger.

6 MS. ANDRE: Thank you --

7 Michael Taylor? And next up will be
8 Michael Hustedde and -- and Nicole Dopler--Reiman.

9 MR. TAYLOR: Hi, my name's Michael
10 Taylor. I live in LeClaire, Iowa. Moved there a
11 little over a year ago. I lived in Davenport for 40
12 years. I grew up in Galesburg, Illinois, just --
13 miles south of here. It's a railroad town. In fact,
14 I lived in between two railroad tracks. And
15 everything I heard tonight; I think we do need to take
16 a step back and have more time to look at this.

17 In Galesburg, there's a lot of
18 underpasses and overpasses. In fact, several years
19 ago, on the main street -- town, they built a major
20 underpass. We built a couple overpasses in order to
21 increase the response time for emergency vehicles. So
22 now, there in a position where 24 hours a day, they
23 can get the police, fire, -- anywhere that you can go
24 much faster. And they can -- they don't have to take
25 alternate routes and lose time.

1 As I grew up there -- I'm 70 years old,
2 and as I grew up there, there's underpasses and
3 overpasses down there that were probably built before
4 I was born. And so, it took a lot of time to make all
5 the infrastructure. It took a lot of time to plan,
6 get funding, and all -- so I think that if this thing
7 goes through, our government leaders are going to have
8 to really get on -- fast and take a look at this.
9 It's going to be huge -- big -- because for those
10 communities where you've got the railroad track and
11 the river; you've got business; you've got residences
12 in between the river and the railroad tracks, and
13 something bad happens, you need to get to those people
14 or those structures now in order to take care of
15 business. And that's going to be a huge problem
16 because people are going to die. That's the reality.
17 And -- our leaders are going to be in a position where
18 they're -- they're going to have to start looking at
19 underpasses and overpasses and where are they going to
20 put them? How are they going to fund them? How that
21 funding would occur, I don't know. I think it would
22 be very difficult. Maybe not. But -- if they'll go
23 just one underpass or overpass would probably cost
24 millions of dollars, millions. And but -- it'll take
25 a long time to construct them because they'll have to

1 adhere to very strict construction standards. So --
2 this is going to be a huge issue that will come up.
3 And I think our government leaders deserve to have
4 some more time to take a look at that before this
5 thing goes through, hopefully. Thank you.

6 MS. ANDRE: Thank you --
7 -- Michael Hustedde.

8 MR. HUSTEDDE: Yeah. Good evening.

9 MS. ANDRE: Go ahead.

10 MR. HUSTEDDE: Michael Hustedde, H-U-S
11 as in Sam T-E-D-D-E.

12 Thank you for coming this evening
13 and -- and spending some extra time with us to allow
14 everyone to speak. Initially, I wasn't going to say
15 anything this evening. That's why I added my name
16 onto -- and hearing Kathy Wine speak from -- action
17 our gentleman from Port Byron, some of my thunder has
18 been taken away.

19 As I see the issue, we're dealing with
20 the railroads, who are striving for 21st century
21 solutions. And I happen to like them. They want to
22 increase traffic because it increases the shipping of
23 goods, potentially people if we ever have passenger
24 trains come back. As -- as a efficient way of moving
25 these things. But we're dealing with a 19th century

1 infrastructure.

2 When the trains were -- when the bridge
3 was put across the river, of course logically, the
4 tracks were put along the riverside. It was the
5 easiest place to put them. But that's no longer the
6 case. We no longer need trains running -- as well. I
7 would encourage the STB to consider before approving
8 the merger, the re-creation of the re-establishment of
9 rail lines that do not go through urban centers, small
10 town centers, and -- this is a long-term solution, but
11 I think it's a 21st century solution rather than
12 dealing with this 19th century thinking. Thank you.

13 MS. ANDRE: Thank you --

14 Kevin O'Toole [ph] or Nicole -- Nicole
15 Dopler--Reiman.

16 MS. DOPLER-REIMAN: Nicole
17 Dopler-Reiman. Dopler is spelled D-O-P-L-E-R. Reiman
18 is spelled R-E-I-M-A-N. I want to thank you for
19 allowing extra time for local communities to be able
20 to submit their ideas too. But I think it's important
21 to point out that a lot of our small communities
22 across our cities right now -- their town hall
23 meetings tonight. So a lot of people probably aren't
24 able to be there for those. So I would encourage
25 people to go and talk to your -- representatives --

1 that's -- and hopefully, they'll be able to voice
2 those --

3 And I think it's also important to find
4 out in just a couple hours that we've been here, we've
5 heard two trains pass in the -- whistles. You can
6 clearly hear -- even with all -- things that we
7 have -- virtual connectivity interruption --

8 Most small towns -- cities -- oh, wait,
9 I already said that part. Sorry. So I served for the
10 Village of Rapid City for about six years and learned
11 lots of things about the railroad. Issues fighting in
12 part -- that as a lot of wear and tear that goes into
13 the river and -- just certain ways that -- and the
14 land that the railroad owns that there's nothing that
15 we can do because the railroad owns that land --

16 So a lot of things I think I would echo
17 that a lot of other people are saying. But it just,
18 you know, the purpose that you -- says this too will
19 build a more efficient and competitive rail network
20 and I don't feel like -- again, to echo the people
21 that -- that purpose takes into consideration us, the
22 people. So, you know, living in Rapid City, I hear
23 that train go by -- city of Illinois right across the
24 -- three o'clock in the morning. And it does -- it
25 does -- it goes for miles. It echoes across the river

1 like a big -- or something and it -- so I don't think
2 there's any decibel count -- that can like measure my
3 mental health and how much that's -- you know, hearing
4 that more often at three o'clock in the mornings.

5 There's also -- so I work for a mobile
6 community college and a lot of us are trained to
7 encourage young people -- what a great place the Quad
8 cities is; what an amazing, you know, little
9 communities we have and -- it -- how are we going to
10 be able to draw people in when our home values are
11 going to go down, which is definitely going to come,
12 you know, from all the things that we mentioned. And
13 you know, it's just going to affect everything. If
14 we're not bringing students in, if we're not bringing
15 workers in, this is just going to turn into a dead
16 area. Like they said, there's -- there's other things
17 that can be done. Thank you.

18 MS. ANDRE: Thank you --

19 Is Kevin O'Toole [ph] here? Okay.
20 move on.

21 John Gardner, Madeline Kull, and
22 Griffith Pond [ph].

23 MR. GARDNER: I'm John Gardner,
24 G-A-R-D-N-E-R. I'm a former publisher of the Quad
25 City Times and for the last ten years of my work life,

1 I was the head of the Regional Economic Development
2 Organization that served the Quad cities.

3 I've spent a long time -- trying to get
4 improvements along the river front. And this project
5 obviously jeopardizes those investments very
6 significantly.

7 They -- you folks were charged with
8 looking at the environmental impact all over the
9 entire run. We have the misfortune of being in a
10 place where we have most significant impact. And it
11 would seem to me that there should be just a matter of
12 fairness to have certain additional requirements from
13 the RRR to address the issues inherent in -- impact
14 more significantly higher or the highest of anywhere
15 along the -- proposed.

16 You've heard from these communities
17 that the damages due to their short-term and
18 long-range planning and I just think it's a really,
19 really tragic to think of all the effort that has come
20 on in to preserving the -- our river front and our
21 communities and seeing this -- serious -- lies by this
22 developer. Thank you.

23 MS. ANDRE: Thank you, John.

24 -- virtual connectivity interruption --

25 MS. KULL: Hello. My name is Madeline

1 Kull, K-U-L-L. I'm here as a resident of Davenport as
2 well as an employee of Nahant Marsh, which has
3 previously been brought up. Our director, Brian
4 Ritter, spoke just recently.

5 My concerns -- a couple of concerns.
6 One, I notice that when I was speaking, some of your
7 members on all the computers as well -- through the
8 water resources portion of the actual EIS
9 environmental impact statement -- is that flooding was
10 not mentioned or mitigation for flooding. It was
11 previously mentioned -- 2019 had major flooding where
12 downtown Davenport was being flooded as well as the
13 Canadian --the Canadian Pacific -- Pacific Railway was
14 completely surrounded by water, where they did end up
15 having issues with an oil spill that did leak into
16 Nahant Marsh -- property. I think that is definitely
17 worth a look.

18 I'm also here as an advocate for the
19 residents of South Concord Street in Davenport.
20 There's -- just down the way from the Canadian Pacific
21 railroad. One of the deals that was struck with this
22 -- the governing bodies of the city of Davenport was
23 that the Wapello Avenue -- would be closed right there
24 by the Canadian Pacific railyard, which would not only
25 cut -- cut Nahant Marsh in half but would -- the

1 closing would heavily affect -- impact those
2 residents.

3 Along South Concord, there are three
4 crossings that allow us to get to our homes. One is
5 River Drive, and the other is Utica Ridge, and then --
6 Mill is -- Wapello Avenue. When it does flood, and it
7 floods quite often, the -- the South Concord -- River
8 Drive and -- Utica Ridge go under first. They go
9 under -- sometimes, they go under at 13 feet, which is
10 minor flood stage. Wapello Avenue is the only access
11 that residents have to getting out -- the rest of the
12 city when those go under as well as it is the highest
13 point. Closing that could have major effects on those
14 who live there, you know, receiving emergency service
15 or just creating the island. I accept there is
16 possibly an overpass in the works somewhere around
17 there. But there needs to be room for all of us
18 residents to actually park our cars that we can float
19 on our boats or whatever to actually get to our homes
20 and our workplaces. Thank you very much.

21 MS. ANDRE: Thank you, Madeline.

22 Brooklyn Collins? And the next will be
23 Bill Haverson [ph]. Brooklyn or Bill?

24 MR. PATTERSON: Good evening. I moved
25 back to this area about ten years ago -- a little less

1 than ten years ago when I retired from the Army
2 Surface Deployment and Distribution Command and as
3 chief financial officer of that, I was familiar with
4 the railroad that we own and maintain. And I know
5 that other railroads can be useful as tracks. So when
6 you say we're going from eight to twenty-two trains, I
7 want to know if that includes other -- ones -- other
8 railroads that might use these tracks as the first one
9 that's going to go all the way from Canada to Mexico,
10 because I can see other railroads trying to use
11 them -- over 30 -- so that's one of the major points
12 that I was worried about.

13 The home that I bought overlooks the
14 Mississippi River. I bought it when I retired. And
15 I'm more than 400 feet of the railroad -- so I can
16 hear, as the guy from Port Byron said, he can hear our
17 tracks, I can hear theirs.

18 I'm also by a curve. So not only do I
19 hear the horn, I hear the squeal of all those rails as
20 they go along that corner. I can't sit on my deck and
21 listen to that when they're coming. I have to go in
22 the house. I -- I have this beautiful deck that
23 overlooks the river, and it's almost useless because
24 of the noise. And what I'm afraid of is we're going
25 to a train every 65 minutes. Twenty-two trains works

1 out to 65 minutes between trains. So that means I --
2 I don't know how I'm going to get any REM sleep. You
3 know, you can't get three hours of sleep if you're
4 getting interrupted every hour with a train waking you
5 up. You know, you said there were 6,307 buildings
6 that are going to be affected by this. What is the
7 mitigation for those 6,307? You said it was minor
8 overall? To me that's major because I'm one of the
9 6,307. So -- virtual connectivity interruption --

10 Oh, the -- you said the trains were
11 going to eliminate 64,000 trucks traveling. What is
12 the miles per accident on a train versus miles per
13 accident per truck? Is it -- we have to include --
14 increase those accidents that we are expecting to
15 happen because of the extra train traffic. I guess
16 that's all I have.

17 MS. ANDRE: Thank you --

18 Next up is Will Panforin [ph], John
19 Heinshel [ph], and Michael Meloy.

20 MR. PANFORIN: Hi, I'm Will Panforin
21 [ph]. I'm a retired locomotive engineer.

22 I have a lot of concerns about this and
23 I'm just going to make some pondering thoughts because
24 there's been a lot of -- already about some good ideas
25 and concerns. Canadian Pacific does not have the

1 structure to run more trains. They don't have the
2 sightings. The sightings are --

3 More to ponder -- water company is less
4 than 50 feet away from the tracks between Mississippi
5 River and the water company's tracks. Everybody was
6 saying something about -- concern about the oil.
7 Yeah. Oil is flammable. It's explosive -- when the
8 gas gets on top of the car.

9 Good reference for that, we'll take
10 Crescent City, Illinois. Crescent City, Illinois, in
11 1975 had a propane car -- one propane car derail,
12 caught on fire, and burnt the town down. In 1975.
13 It's on YouTube, if you ever look at it. Just look it
14 up.

15 That is flammable car. My concern --
16 is -- virtual connectivity interruption -- all
17 right -- virtual connectivity interruption -- age car
18 -- ever derail in the -- entire downtown Davenport --
19 down -- and east -- and -- that's how volatile it is.
20 You're looking at five truck loads per one rail car.
21 Okay?

22 Number two, 60,000 trucks? Come on.
23 My experience -- hear -- all the time -- somebody --
24 truck. It doesn't build -- because it's cheaper to
25 haul by a truck because the price of rail is so high.

1 Plus, you got the cost of transit and -- back because
2 the rail lines may -- virtual connectivity
3 interruption -- okay?

4 Downtown here all the rail lines in the
5 flood plains. As a lot of them had already stated,
6 they have floods quite frequently. CP has bad
7 practices about running locomotives and trains through
8 that flooded water. That is not an acceptable
9 practice on railroad because you have no idea what the
10 pace is on the tracks. All right? So here we are,
11 we're shoving trains across here. Who knows what's in
12 the train? They're running electric motors in the
13 trucks of these trains. So the water's getting into
14 the electric trucks by their pushing. And also,
15 creating a wake about two feet. You may have wondered
16 why the flood barrier -- here a couple years ago. If
17 you look at the videos, see -- wake being pushed back.
18 All right? The vibration same way. I don't get how
19 people like -- well, here's part of your problem right
20 here. You got a two-foot wake. -- virtual
21 connectivity interruption -- decibels.

22 I ran blind -- Kansas City all the way
23 to Minneapolis and also to Chicago. Prior to the CP
24 buying it up. I haven't been on the line since. But
25 my experience is -- not able to take the increase

1 amount of traffic because of short sightings or
2 passing sightings -- you have to go through like
3 Nahant yard down here. It's a ten mile an hour
4 maximum speed limit through Nahant Marsh. All right?
5 -- 10,000-foot train at ten mile an hour, if they're
6 coming at ten mile an hour, it takes twenty minutes.
7 That's ten -- that's ten minutes per one mile on ten
8 mile an hour train. So that's going to be 20 minutes
9 per -- crossing. And they don't have to stop or slow
10 down or go anything less than ten mile an hour.

11 Derailment can happen anytime,
12 anywhere -- for unforeseen reasons. Luckily, I have
13 never had a major derailment -- but it is very, very
14 scary, especially when you have flammable liquids,
15 inhalation cars, or any other type of deal in close
16 crossing -- you're going to have people downtown at
17 the ballpark. They have festivals down there. They
18 can -- cross that for 20 minutes, what are they going
19 to do? They're going to be climbing through the cars
20 if the trains not going very fast. They're going to
21 be crawling underneath the cars to get around them.
22 So what's the -- cost?

23 MS. ANDRE: Mr. Panforin [ph], please
24 provide a final statement.

25 MR. PANFORIN: Thank you.

1 MS. ANDRE: Thank you --

2 Do we have John Heinshel [ph]? Don
3 Kenshel [ph]? Or Michael Meloy?

4 MR. MELOY: Good evening. Members of
5 the board, my name is Michael Meloy, M-E-L-O-Y. I'm a
6 Quad city attorney and a resident of Bettendorf, Iowa.
7 Now, you've heard from approximately 25 to 30 citizens
8 tonight. You've heard from public officials,
9 citizens, representatives of labor organizations,
10 environmental groups, river action groups, other
11 activists and no one; not one person has gotten up
12 tonight to speak in favor of this merger. Everyone
13 who had -- everyone who has talked to you has spoken
14 against this merger. You heard Bill Gluba the former
15 Davenport mayor talk about public safety as the
16 primary concern. You heard Andrew Kida, Camanche city
17 administrator detail to you why his city is opposing
18 this merger. You heard Michelle Solis eloquently tell
19 you as a citizen the negative drawbacks to this
20 merger. You heard Brian Ritter of Nahant Marsh the
21 local environmental activist group, speak strongly
22 against the merger. You heard Lee Shaffer; United
23 Steelworkers' Union speak against this. You heard
24 John Gardner, a local official and activist speak
25 against this. All those people spoke against the

1 merger. No one has spoken in for -- in favor of this
2 merger. The fact is, there is little or no public
3 support for this merger.

4 Now, critically, this proposed merger
5 does not comply with multiple facets of the National
6 Environmental Policy Act. And I will detail that in
7 greater detail in my written submissions and arguments
8 against this merger to the board. This merger will
9 create life safety hazards, death, and destruction.
10 There are many unanswered questions here. There's
11 strong opposition to this merger building every day in
12 Scott County. You have the Scott County Board of
13 Supervisors speaking out against this merger.

14 This merger is becoming a
15 quality-of-life issue. Quality of life would be
16 detrimentally impacted by this merger. I'm here
17 tonight to urge you, beg you to vote against this
18 merger and to listen to the citizens of Scott County,
19 the City of Davenport. Thank you for your time.

20 MS. ANDRE: Thank you Mr. Meloy.

21 Okay. Anyone that registered to speak
22 that I may have overlooked or missed? Okay.

23 Well, I want to thank all of you for
24 hanging in there and --

25 Yes, sir?

1 MR. CROKEN: Good evening. I'll be
2 quick about it. My name is Ken Croken. I live in
3 Davenport, and I am a member of the Scott County Board
4 of Supervisors. And you've learned a lot about us
5 tonight. But one thing you may not know about us is,
6 we must look like the whitest town in America to you
7 tonight. We're actually close to 15 to 20 percent of
8 this community is people of color. And in the -- in
9 the interest of economic justice, two or three of our
10 lowest census tracks, lowest income census track are
11 along this train line. They are not able to be here
12 to express their concern because of the complications
13 that life has already hoisted upon them. So I -- I
14 want you to also understand that there are people
15 being adversely impacted by this who are unable to be
16 here and say so.

17 I'll also add that you probably do not
18 know that Davenport is also known as our beloved river
19 city. You're going to take away our river. We will
20 no longer have access to our river. And in the
21 interest of full and fair disclosure, I should also
22 add that I am a part owner of the local baseball team.
23 And I don't believe there's much of a future for that
24 baseball team if no one can get into the park or leave
25 the park or when they have a heart attack in the park,

1 the current plan is we will send a boat from Rock
2 Island across the Mississippi, transport them back to
3 Rock Island to take them to another -- another
4 hospital in Illinois. That's not a good plan. So I
5 too would urge you to back this train up quite a bit
6 and let's -- let's look at some of these more adverse
7 effects that you're going to be visiting upon this
8 community and -- and I thank you for your
9 consideration.

10 MS. ANDRE: Thank you so much.

11 Yeah. Go ahead.

12 Please state your name clearly for the
13 record.

14 MR. FREUDENBERG: My name is Jerry
15 Freudenberg, F-R-E-U-D-E-N-B-E-R-G. I live at 22715
16 Great River Road. If that means anything to the folks
17 here, it's right on river, right on the railroad. We
18 purchased our home in 2004. The Dakota Railroad was
19 our partner. They had about three or four trains a
20 day. Then they, without any notice, the CP bought
21 them, and trains have exploded. And now we're looking
22 at doing it again. One thing that I'd just like to
23 add is that we are a group of American citizens being
24 bullied into decisions by a foreign company. And --
25 virtual connectivity interruption -- thank you.

1 MS. ANDRE: Thank you.

2 Yes. Please, if you have not spoken.

3 MR. LUNDY: Good evening. My name is
4 Curtis Lundy from Bettendorf, Iowa. My family came to
5 this area in the 40s, and that's the 1840s, before
6 that first railroad was built. Anyway, so here we
7 are. Great discussion. Pretty much one way. But
8 we've got a railroad merger and they, of course, want
9 to go straight down the river on established tracks.
10 And you've heard number one, it does present -- I hope
11 you've heard a greatly increased severe risk to safety
12 for many of the river corridor communities. You've
13 also heard that it jeopardizes our economic
14 development and has great environmental impacts,
15 potential, and they will happen. So it's up to you.

16 You know, we've got these two things.
17 One, the railroad's got to come down here. The -- the
18 area says, "Yeah, but not this way." So I leave it to
19 you guys to think up, number one, it would be great to
20 stop the train. But number two, a major significant
21 change. I saw early that you -- the committee can or
22 can amend the plan as it is written. But you need to
23 amend it for our area. I hope you're hearing that.
24 Thank you.

25 MS. ANDRE: Thank you so much.

1 A couple reminders before we officially
2 end the meeting. So I would urge you to please go to
3 the project website. There's a link on there for a
4 virtual meeting room and all of the information that
5 you had in this room tonight is there. The
6 interactive map that you saw tonight is there if
7 you're interested in digging a little deeper on your
8 own time into certain areas.

9 Also, we are having an additional phone
10 line public meeting on Monday, September 19th. So
11 it'll be a very similar format to this. There'll be a
12 formal presentation and then an opportunity for people
13 to provide their comments. So I would urge you to
14 share that with your neighbors that were not able to
15 attend tonight or if you're interested in hearing more
16 comments from other communities, please feel free to
17 participate in that. The link to participate is also
18 on the public website.

19 Thank you for participating tonight.
20 We really look forward to hearing any additional
21 comments that you have up through October 14th. And I
22 hope everyone has a great rest of their evening
23 tonight and a great week. Thank you.

24 THE REPORTER: We are off the record at
25 9:02 p.m.

(Whereupon, the meeting concluded at
9:02 p.m.)

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CERTIFICATE OF DEPOSITION OFFICER

I, BRETT TORRENCE, the officer before whom the foregoing proceedings were taken, do hereby certify that any witness(es) in the foregoing proceedings, prior to testifying, were duly sworn; that the proceedings were recorded by me and thereafter reduced to typewriting by a qualified transcriptionist; that said digital audio recording of said proceedings are a true and accurate record to the best of my knowledge, skills, and ability; that I am neither counsel for, related to, nor employed by any of the parties to the action in which this was taken; and, further, that I am not a relative or employee of any counsel or attorney employed by the parties hereto, nor financially or otherwise interested in the outcome of this action.



BRETT TORRENCE

Notary Public in and for the
State of Missouri

CERTIFICATE OF TRANSCRIBER

I, CHRIS E. FLOYD, do hereby certify that this transcript was prepared from the digital audio recording of the foregoing proceeding, that said transcript is a true and accurate record of the proceedings to the best of my knowledge, skills, and ability; that I am neither counsel for, related to, nor employed by any of the parties to the action in which this was taken; and, further, that I am not a relative or employee of any counsel or attorney employed by the parties hereto, nor financially or otherwise interested in the outcome of this action.



CHRIS E. FLOYD

1	1975 95:11,12	35 44:13	6:02 4:17
1 22:14 23:10	1978 65:19	355 62:11	6:07 4:20
1,000 39:6 45:6	1990s 62:14	3rd 1:12 5:12	6:10 6:22
1.5 73:21	19th 86:25 87:12	4	6:11 6:25
10 5:7 41:11	103:10	40 45:11 84:11	6:12 7:21
64:11	2	400 93:15	6:15 7:24
10,000 97:5	2,000 40:7	409 51:2	6:17 9:15
100 15:19 16:22	2,100 81:24	40s 102:5	6:2 13:14
62:3,6 72:13	2.7 45:11	4220 7:10	6:20 9:18
73:9	20 5:7,17 36:20	43 57:15	6:23 11:9,12
105 66:14	97:8,18 100:7	45 73:1	6:27 13:17
106 24:8	200,000 51:21	4600 50:25	6:29 15:7
10th 38:14 55:25	2004 101:18	49 26:4	6:31 15:10
11 57:14	2012 6:11	4th 44:19	6:33 17:1
11,000 61:24	2019 62:7 91:11	5	6:37 17:4
1100 61:18	2022 1:7 43:21	50 58:17 95:4	7
1105.7e. 26:5	21st 86:20 87:11	517 15:14	7 59:2
120 59:5	22 40:16	52801 1:13	7.3 29:7
1200 47:1 50:25	22,000 7:14	5420815 1:19	70 54:2 64:10
13 1:7 92:9	61:23	55 58:8,10	85:1
13,000 41:2,2	22715 101:15	59 59:6	75 62:8
13,180 40:9	24 84:22	5th 24:25 38:15	7th 44:25
130 5:10	25 98:7	6	8
136 1:12	26,000 17:24	6 70:23	8 41:14 70:23
14.4 26:14	49:18	6,307 27:20 94:5	80 73:3
14th 32:6 33:23	26372 105:16	94:7,9	82 58:18
103:21	27 61:20	60,000 18:21	86 53:24 54:1
15 5:17 78:11	28490 106:13	50:10 95:22	9
100:7	28th 33:1	64,000 29:19	90 58:17
150 5:10	3	94:11	90s 73:10
158 69:17	3 72:15 80:8	65 27:18 59:2	9:02 103:25
1800 46:19 81:7	3.6 7:12	73:6 93:25 94:1	104:2
1840s 102:5	30 93:11 98:7	66 53:17	a
1876 54:3	31 46:1	67 69:18,22 70:9	ability 105:10
1900 66:14	32 64:15	70:12	106:7
1956 68:6	34 56:5	6:01 1:8 4:3	
1974 58:7			

able 51:4 60:1 60:13 67:14 70:1 74:9 87:19 87:24 88:1 89:10 96:25 100:11 103:14 absolute 29:1 absolutely 16:20 39:2 accept 38:13 39:1 54:21 56:16 92:15 acceptable 96:8 accepted 51:22 access 8:19,24 10:18,24 29:24 44:8 47:20 69:4 80:4 92:10 100:20 accesses 69:23 accessible 79:14 accident 12:13 28:21 94:12,13 accidents 12:3 43:19 61:3 83:2 94:14 account 17:19 accountable 55:6 accurate 105:9 106:5 accurately 49:6 accustomed 58:21 acquire 22:22 acquired 8:20 acquisition 19:21 20:6,13	21:14,16,20 22:12,24 23:8,20 23:23 25:9,12,17 27:10,23 28:7,11 29:14,18 30:2,6 30:12,21 31:16 31:19 32:15 33:3 34:2 57:8 57:15 59:4,8 acronyms 22:17 act 22:10 24:3,9 24:9 99:6 acting 2:11 19:23 20:9 action 3:4 25:10 53:19,24 57:22 58:22 67:25 68:1 86:16 98:10 105:12,16 106:8,12 actions 31:17 activist 98:21,24 activists 98:11 activities 39:22 67:15 68:22 75:3 83:20 activity 10:25 actual 73:15 91:8 add 30:2 53:5 100:17,22 101:23 added 86:15 adding 25:24 addition 29:9 70:12 73:24 additional 26:14 31:20 37:3	55:12 59:7 90:12 103:9,20 address 7:12 25:7 31:9,13,24 32:8 33:13,16,17 35:4 61:8 62:16 72:3 90:13 addressed 13:3 57:25 72:5 adequate 51:5 58:11 adhere 86:1 administrator 2:20 46:10 98:17 adopted 16:8 advance 16:6 advancing 23:16 adverse 28:8,15 47:7 57:9 59:3,9 59:10 101:6 adversely 12:3 30:21 100:15 advertised 70:23 advocate 91:18 affect 12:4,14 13:1 30:12,21 31:6 51:12,14,24 65:7 67:2 82:18 83:13 89:13 92:1 afford 46:2 affordable 75:20 afraid 38:24,24 93:24 afternoon 56:21 age 95:17	agencies 24:19 agency 20:12 21:12,24 22:1,3 24:6 agency's 21:4 agenda 16:4 ago 42:13 45:1 56:5,5 72:12 76:3,4 84:11,19 92:25 93:1 96:16 agree 16:4 36:1 54:20 agreed 41:14 agreement 38:14 48:5 agreements 55:22 ahead 33:6 37:8 37:13 86:9 101:11 air 12:2 26:21 30:7 83:17,21 84:1,3 alan 2:12,13 20:15,16 allow 86:13 92:4 allowed 73:23 allowing 87:19 allows 34:10 alrighty 8:6 alternate 84:25 alternative 25:10 amazing 89:8 ambulances 6:8 amend 102:22 102:23
--	---	---	---

amenities 39:22 84:2 america 39:20 78:1 100:6 america's 23:9 american 13:8 83:4 101:23 ammonia 78:18 amount 36:22 43:18 50:12 51:14 97:1 amphitheater 72:25 analysis 2:12,13 19:24 20:11,16 22:6 24:5 31:18 57:7 analyzed 26:17 27:24 ancient 54:4 andre 1:6 19:11 35:16,19 39:11 41:23 44:15 46:7 48:21 50:18 52:3 54:8 56:19,24 57:2 59:20 61:12 63:2,24 64:4 65:12 66:6 67:22 69:12 70:16 72:8 74:17,24 75:22 78:5 80:19 82:8 84:6 86:6,9 87:13 89:18 90:23 92:21 94:17 97:23 98:1 99:20	101:10 102:1,25 andrew 2:20 44:17 46:9 98:16 animals 12:15 14:11,17 54:5 61:19 83:11 annoyance 58:13 annoying 28:2 annually 29:19 answer 63:14 answered 64:2 answers 36:3 anybody 18:15 anymore 74:6 anytime 97:11 anyway 43:25 79:10,23 80:17 102:6 apartment 74:3 74:5 apartments 79:2 appendices 27:8 applicants 21:13 22:14 23:7,11,19 29:10 applicated 22:20 appointments 5:8 67:16 appreciate 6:13 44:9 52:1 59:18 66:11 approach 41:19 appropriate 31:8 appropriately 52:17	approve 41:17 45:23 55:9,21 69:9,10 84:5 approves 82:18 approving 45:22 48:18 87:7 approximately 26:14 29:7,19 50:25 57:14,14 73:1 98:7 arconic 67:19,19 area 6:12 7:15 10:13 15:22,25 17:16 40:12,21 46:14 49:10,11 51:12 60:6 62:25 64:24 68:19,20 75:12 75:20 83:3,24 89:16 92:25 102:5,18,23 areas 30:15,19 30:25 41:8 62:19 82:2 103:8 argued 57:19 arguments 99:7 arms 46:18 army 93:1 arrive 12:22 arrived 27:6 arsenal 78:22 art 68:23,23 72:24 75:6 aside 13:7 31:20 asked 44:20 54:18	asking 64:2 65:23 aspect 18:19,20 18:20 25:4 33:2 66:24 asphalt 44:23 45:9 assessed 28:7 assesses 28:17 assessment 53:8 assistance 36:14 36:15 assistant 3:23 assisting 20:18 associated 25:22 associates 52:7 atlantic 76:13,15 attachment 34:7 34:12 attack 100:25 attainment 30:15 attempting 72:24 attend 103:15 attendees 2:2 35:24 attending 20:4 attorney 3:19 98:6 105:14 106:10 attorneys 48:8 attribute 59:15 audience 36:15 42:2 audio 105:8 106:3
---	--	--	---

august 24:24 38:14,15 55:25 austin 2:21 50:19,20,23 authority 22:21 55:11 authorize 22:23 23:23 25:12 32:14 authorized 22:5 available 35:3 77:25 avenue 6:9 7:10 8:23 10:7,9 15:14 91:23 92:6,10 average 27:13 27:16,17,18,22 29:6,7 award 55:16 aware 56:7 awareness 45:6 awe 42:17	backyard 62:2 76:3 78:2 backyards 76:21 bad 75:13 85:13 96:6 bales 3:2 61:13 63:4,8,10,11 64:1,5 65:14 ballpark 60:10 97:17 band 60:10 bank 5:13,18 barb 2:3 4:6,23 barely 56:5 barges 71:25 barrier 96:16 base 11:1 58:17 58:19 baseball 39:25 79:18 100:22,24 based 58:25 basically 16:16 basis 59:12 bat 31:12 bear 82:4 beautiful 42:13 43:2,7 75:6 82:21 83:6 93:22 becoming 99:14 beg 54:6 99:17 began 24:13,22 begged 39:4 beginning 33:1 begins 58:17 behalf 50:24 behavior 48:14	believe 12:2 43:22 49:8,13 55:18 59:10 72:6 100:23 believes 41:7 beloved 100:18 beneficial 30:3 benefit 16:18,19 16:20 benefits 23:12 23:20 best 15:3 42:22 45:13 48:10 105:10 106:6 bettendorf 98:6 102:4 better 53:16 beyond 39:3 bicycling 44:7 big 9:5 17:22 53:22 79:5 80:3 80:11 81:19 85:9 89:1 biggest 10:7 bigtime 17:13 bikes 52:20,23 bill 3:17 39:13 92:23,23 98:14 billion 46:1 biological 26:24 31:4 birds 8:16 9:6,8 9:11 83:11 birkestrand 2:18 39:13 42:7,8 bit 5:4 13:23 21:16 41:1 75:10 101:5	blanding's 8:12 blaring 6:3 blayblur 3:8 blind 96:22 block 59:24 64:24 69:23 blockage 46:22 blocking 70:11 blocks 45:17 54:4 65:2 bloomfield 79:11 blow 64:25 65:1 blows 43:18 board 2:15 3:20 20:11,16,21,25 21:1,12,25 22:1 22:7,8,21,23 23:24 24:4 25:11 32:13,16 32:23,24 33:12 33:23,25 35:24 41:18 42:1 45:21 46:5 55:4 98:5 99:8,12 100:3 board's 20:10 26:3 33:14,21 34:8,18,20 boat 47:20 51:10 69:25 70:2,7 101:1 boaters 47:21 boats 10:13 60:11 92:19 bodies 91:22 body 55:4 born 76:5 85:4
b			
b 7:3 42:8 59:23 61:15 63:11 78:9 101:15 back 18:15 24:13 35:9 41:18 63:5 69:10 70:15 84:16 86:24 92:25 96:1,17 101:2,5 backed 5:16 background 4:13			

bought 47:12 93:13,14 101:20 bounds 42:20 bowman 2:19 44:16,18,18 box 55:23 bp 58:17,17,18 brake 58:18 brayblur 74:19 74:22,22,25 breadbasket 71:13 break 55:6 70:25 brett 1:18 105:2 105:17 brian 2:4 7:2 61:15 91:3 98:20 bribed 38:12 bridge 60:20 68:5 78:22 80:6 80:9 87:2 brief 20:1 21:3 41:25 briefly 21:7,11 21:13,18 27:1 31:24 bring 8:22 12:24 65:18 66:16 76:23 bringing 89:14 89:14 brings 43:3 broad 22:2 brooklyn 92:22 92:23 brought 69:5 91:3	bruce 3:11 80:22 80:25 buffalo 8:23 10:6 build 23:10 68:4 88:19 95:24 building 7:15 14:24 25:24 41:10 45:25 62:3 74:3,5,7 99:11 buildings 28:5 54:1 75:17 78:25 94:5 built 30:25 41:13 54:3 68:6 84:19 84:20 85:3 102:6 bullied 101:24 bumblebee 8:9 bunch 11:2 burden 69:1,6 82:5 burnt 95:12 burst 78:19 bus 78:10,12 buses 5:24 6:1 12:21 bush 3:10 78:6,8 78:9 80:19 business 2:22 74:10 85:11,15 businesses 5:20 52:6 69:21 70:11 buy 6:12 48:7 buying 96:24	byron 80:25 81:6 86:17 93:16 c c 2:1 3:1 4:1 8:2 11:19,19 13:20 42:8 54:13 57:4 69:14 c.p. 7:10 caboose 18:15 50:5 call 19:4 23:2 25:10 35:5 36:16 37:5,16 70:18 called 12:8 24:23 37:18 61:16 71:14 calling 37:5 camanche 2:20 2:21 17:7 44:19 46:3,11,14,16,20 47:4,8,22 48:3,5 48:17,19,25 50:24 51:20 76:6 98:16 campaign 15:24 68:4 camps 61:25 canada 18:1 23:5 40:8,18 44:12 49:19 51:25 93:9 canadian 10:2 13:9 19:20 20:7 21:15 22:15,17 23:1 41:17	43:22 48:1,3 55:3,11,15 76:12 79:24 80:9,12 91:13,13,20,24 94:25 canceling 12:23 candice 1:6 20:3 20:8 35:10 capacity 49:8 capital 25:22 29:10 30:24 31:6,11 captains 54:17 54:17 car 41:11 60:24 60:25 82:23 95:8,11,11,15,17 95:20 card 36:9 care 85:14 carl 2:18 39:13 42:7 carol 37:20,23 39:11 carole 2:17 carried 51:19 carry 37:1 carrying 17:21 18:14 40:17 45:10 cars 5:9,16 10:12,22 43:8 47:15 49:15 58:19 60:1 64:14 71:14,14 71:15,18,20,24 78:15,17,18,19 83:2 92:18
---	--	---	--

97:15,19,21 cartels 18:3,9 49:25 case 22:14 44:9 46:25 55:24 57:17 87:6 catastrophic 58:4 catching 17:23 catherine 50:19 50:20 cattycorner 8:21 caught 56:7 95:12 cause 28:4 51:15 72:5 83:6 causes 43:12 celebrated 52:14 census 100:10,10 center 1:11 6:7 7:8,9 59:5 61:23 63:19 65:8 centers 71:17 87:9,10 central 5:3 6:2 century 86:20,25 87:11,12 certain 50:12 64:9 88:13 90:12 103:8 certainly 45:18 certificate 105:1 106:1 certify 105:4 106:2 cfr 26:4 chairman 2:14 20:25 39:16	42:1 chance 44:2 chances 82:19 change 26:8,22 27:12 58:23 102:21 changes 25:20 32:9 channel 16:17 68:24 charge 55:7 charged 90:7 cheaper 95:24 check 18:24 50:13 55:23 chemical 30:17 77:1 chemicals 58:4 chicago 76:17 96:23 chief 93:3 child 65:22 children 61:24 67:15 83:25 children's 51:8 choose 45:23 chris 106:2,15 churches 52:17 cities 16:4 18:17 40:7 48:15 51:21 55:21,23 61:8 68:1,2,5 71:17,25 75:19 87:22 88:8 89:8 90:2 citizen 2:3,7,10 2:17,18,19,23,25 3:2,5,6,8,9,11,12	3:13,14,15,16,17 3:21,22 16:20 57:6 98:19 citizen's 68:1 citizens 42:11 47:2,9 48:2 76:9 77:8,16 98:7,9 99:18 101:23 city 2:20 3:10 6:18 11:25 14:7 15:21 16:5,8,10 19:19 20:6 21:14 22:15,18 23:2 41:19,20 43:7 46:3,10,11 46:12,13 47:10 50:24 51:20 54:19,20 55:13 55:14,25 62:25 64:8 69:17 71:10 73:24 74:13 75:5 76:13 78:10,11 78:19,21 80:1,8 88:10,22,23 89:25 91:22 92:12 95:10,10 96:22 98:6,16,17 99:19 100:19 city's 15:3 class 22:14 23:10 clean 42:21 cleaned 82:17 cleanup 47:16 clear 40:18 70:6 70:8 clearly 37:7 58:13 75:11	88:6 101:12 clewell 2:24 54:11 56:20,21 57:1,1,3 climate 26:22 climbing 97:19 clinton 46:12,12 clipped 60:24 close 6:6 14:21 51:21,23 65:3 75:1,8 97:15 100:7 closed 5:14,18 73:16 91:23 closer 13:25 closes 25:5 32:6 closing 8:23 56:1 92:1,13 closure 10:9 coerce 16:3 coincidentally 41:3 colin 2:5 8:1 colleague 36:6 colleagues 20:14 college 89:6 collided 44:25 collins 2:8 13:19 13:19,25 14:6 92:22 collision 28:22 45:1 collisions 28:23 color 12:2 26:9 100:8 combination 23:4,12
--	---	---	---

combine 22:25 23:9 combined 26:13 29:5 come 5:5,25 10:20 18:7 20:1 37:19,22 48:5 60:12 61:24 63:9 64:25 66:10 71:8 72:18 78:22 86:2,24 89:11 90:19 95:22 102:17 comes 11:3 69:16 81:23 coming 19:12 39:7 42:16 50:17 65:2 68:2 70:2 72:19 75:8 86:12 93:21 97:6 command 93:2 comment 5:1 7:5 8:5 9:23 11:21 13:24 14:5 17:9 19:7 20:2 24:25 25:1,5,7 32:5,8 33:15 34:5,6,7,9 34:12 35:19 36:1,5 63:24 commenting 20:22 21:21 33:7 35:7,10 comments 15:15 15:21 20:24 21:3,8 24:18 32:10,20 33:5,8	33:9,11,18,20,22 33:25 35:22 36:2,4,24 37:3 42:3 103:13,16 103:21 committee 102:21 common 40:4 communicate 59:13 communities 12:1 38:11 43:4 46:1 48:17 51:18 66:1 68:13 69:1,7 76:16,20,24 77:14,18 85:10 87:19,21 89:9 90:16,21 102:12 103:16 community 2:9 12:4,18,24 13:1 15:22 16:15 38:11 47:14,19 51:6 53:15 72:18 74:1,14,15 78:2,3 89:6 100:8 101:8 companies 22:24 71:21 72:2 82:1 company 13:9 48:7 53:7 63:16 63:17 67:10 95:3 101:24 company's 95:5 compare 72:14 compares 25:8	comparison 62:12,13 compatible 58:9 58:11 competitive 23:11 88:19 complaints 58:12 completely 91:14 complications 100:12 comply 99:5 computer 27:11 computers 91:7 concern 10:7 15:21 40:25 45:16 47:8 51:7 60:7 67:1,8 70:12 95:6,15 98:16 100:12 concerned 7:6 11:4 12:5,17 14:6 15:1 42:11 61:6 62:15 69:15 concerning 43:22 66:18 concerns 7:13 8:7 9:2,2 10:17 11:1,23 25:4 38:6 41:5 43:15 46:15 62:1 67:7 67:12 91:5,5 94:22,25 concerts 39:23 44:6 75:3,15	conclude 30:1 concluded 28:10 58:8 59:8 104:1 concludes 30:18 conclusions 27:3 27:6,7 32:11 concord 10:6,14 10:16,23 11:5 91:19 92:3,7 condemned 80:7 conduct 26:5 confident 49:24 confirms 40:6 congested 41:8 congregate 39:21 connect 76:15 connectivity 25:25 30:17 31:24 38:10,19 38:21 39:5,9,12 40:3 41:9,21,23 43:11,14,21,25 44:22,24 45:2,13 46:8 54:8,22 58:7 61:12 63:3 66:5 67:20,23 70:16 80:20 88:7 90:24 94:9 95:16,17 96:2,21 101:25 connects 14:7 consider 23:24 32:16,23 44:10 45:22 56:11 59:14 62:23 81:15 87:7
---	---	--	--

considerate 44:5 consideration 59:19 61:11 88:21 101:9 considered 26:17 31:15,16 49:24 73:4 77:4 considering 23:22 consisted 55:15 constant 77:11 77:11 construct 85:25 constructed 41:4 construction 13:6 86:1 cont'd 3:1 contact 35:3 containing 51:17 contamination 51:15 contend 58:1 contents 82:17 continue 42:3 continuous 81:22 contractor 20:17 contracts 12:23 control 77:21,21 77:22 controlled 77:22 coordinates 22:9 coordinator 2:5 8:3 15:24 corner 16:7 93:20 corporations 73:8 74:7	corresponding 27:8 corridor 40:10 40:16 102:12 cost 6:15 80:8 85:23 96:1 97:22 costs 55:8,12 could've 44:20 council 16:8 38:24 46:4 55:25 74:13 councilmembers 16:10 38:13 counsel 105:11 105:14 106:7,10 count 89:2 counted 5:9 country 42:13 42:18 47:11 80:14 county 3:20 46:12 99:12,12 99:18 100:3 couple 37:16 84:20 88:4 91:5 96:16 103:1 course 12:17 69:4 87:3 102:8 covering 21:11 cp 22:17,20,22 23:7 38:12 46:17 47:25 51:16 54:21 55:22 57:16,18 61:5 62:2 96:6 96:23 101:20	cp's 56:16 cpkc 23:2 cranes 8:17 crawling 97:21 create 23:4 99:9 created 13:11 creating 23:13 92:15 96:15 creation 87:8 creatures 83:6 creeks 49:10,11 crescent 95:10 95:10 crew 50:5 critically 99:4 croken 3:20 100:1,2 cross 53:4 60:1 60:13,18 69:22 80:14 83:19 97:18 crosses 62:4 crossing 5:3,12 6:1 10:9 14:21 26:20,20 29:8 47:6 81:20 97:9 97:16 crossings 28:19 28:23,24 29:4 46:17,18,22 51:21,23 77:22 92:4 crowd 19:13 crude 76:18,19 cruise 43:5 60:11,22 cruises 12:19	cultural 26:23 culture 68:19 cummings 48:8 cumulative 26:25 31:17,20 current 6:16 23:16 76:25 101:1 currently 4:2 23:3 29:17 46:18 59:2 curtis 3:22 102:4 curve 93:18 customers 23:17 cut 8:24 14:22 15:1 53:1 54:6 65:9 91:25,25 cutting 63:20 79:17
			d
			d 4:1,10,23 9:21 11:18 15:13 42:8 46:10,10 86:11,11 87:17 89:24 101:15 d.c. 32:25 dakota 101:18 damage 28:4 64:18,20 82:23 damages 90:17 dan 2:9 15:12 danger 40:18 43:24 dangerous 10:24 dark 51:19 darkest 26:9

dave 2:10,19 17:6 44:16,17,18 48:22,25 71:6 74:18 davenport 1:13 7:11 8:3 10:2 11:25 13:20 14:8,10 29:9 39:17,17 40:10 40:15 41:14,20 42:9,18 44:3,14 55:8,24 56:16 59:1,24 61:17 66:1 68:6 71:11 75:1 78:9,25 79:7,8 80:1 82:16,23 83:23 84:11 91:1,12,19 91:22 95:18 98:15 99:19 100:3,18 davenport's 39:22 41:8 day 14:13,15 26:7,11,15 27:18 29:8 39:20 40:17 42:23 44:6,6 47:21 60:21 61:25 84:22 99:11 101:20 days 16:11 45:1 55:17 56:5 62:11,14 dead 89:15 deal 53:23 56:17 69:7 97:15	dealing 86:19,25 87:12 deals 91:21 dealt 41:6 death 99:9 deboard 40:2 decade 62:10,13 decades 68:15 68:21 decibel 7:16 89:2 decibels 27:17 27:18 53:17,18 53:24 58:8,10 73:7 96:21 decide 22:23 25:11 74:4 deciding 22:4 decipher 16:12 decision 6:17 32:14,15 48:20 54:21 55:22 56:11 63:1 decisions 101:24 deck 93:20,22 decrease 30:9 deeper 103:7 define 27:13 definitely 70:7 89:11 91:16 delay 26:21 29:3 29:4,6,12 82:25 delaying 56:11 delays 46:23,25 47:6 deliver 33:8 department 19:1 deployment 93:2	deposition 105:1 deputy 2:11 19:23 20:9 derail 95:11,18 derailed 78:19 derailment 9:3 28:21 40:14 47:1,15 51:11 65:15,19,20 82:16 97:11,13 derailments 45:7 derails 40:20 deserve 86:3 destination 53:5 83:23 destruction 99:9 detail 37:4 98:17 99:6,7 details 31:25 deter 83:22 deteriorated 80:6 detrimental 14:18 51:8 detrimentally 99:16 devastation 68:11 develop 81:11 developer 90:22 development 90:1 102:14 diane 3:12 80:23 82:11 die 85:16 diesel 83:15,17 difference 60:21 72:16	different 6:6 25:16 26:16,18 27:2 34:15 35:2 43:3 61:19 62:5 difficult 9:1 85:22 difficulties 43:12 digging 103:7 digital 105:8 106:3 direct 41:17 45:25 75:12 directed 63:15 directly 34:5 75:2 81:1 director 2:4,11 3:4 19:23 20:9 61:16 67:25 91:3 dis 20:5 21:19 24:24,24 25:1,5 25:8,12 26:1,17 27:3,8,9 28:6,17 30:18 31:23 32:6,9,13 33:5 34:2 35:5 54:7 disaster 40:22 82:15,20 84:4 disclosure 100:21 discuss 55:18 discussed 31:21 50:2 discussing 33:4 discussion 102:7 disproportiona... 28:8
--	--	--	---

disproportionate 28:12 disruption 83:6 distance 13:6 distribution 93:2 district 81:8 districts 76:22 disturb 83:5 disturbing 48:6 diversions 26:21 29:16,21 30:1,7 diverting 23:21 divided 69:3 division 5:13 dock 12:19 40:3 docket 1:3 19:20 33:18 doctors 67:16 document 24:23 34:7 documented 61:19 documents 34:11 dog 42:23 doing 34:22 66:25 73:5 101:22 dollars 12:7,24 39:18 48:4,7 85:24 don 98:2 doors 65:3 dopler 3:15 84:8 87:15,16,17,17 dot 50:15 double 25:24	doubled 64:13 doug 78:6 downtown 10:1 39:7 60:6,8,23 72:14,17,19,21 72:23 74:25 78:25 79:3 81:11 91:12 95:18 96:4 97:16 downtowns 52:12 76:20 dpis 57:9 59:11 dr 2:11 3:11 19:23 20:3 52:7 80:24,25 draft 19:18 20:5 21:19 24:24 25:4,8,12 26:1 26:17 27:3,8,9 28:6,17 30:18 31:23 32:5,9,18 33:5 34:2 38:6 38:15 draw 39:18 89:10 drawbacks 98:19 drawing 41:18 dripping 50:4 drive 10:6,15 41:3 45:10 50:12 52:25 92:5,8 driver 78:10 drivers 50:11 driving 78:12	dropping 58:19 drug 18:20 drugs 18:3,6 49:21 ducks 54:5 due 24:18 90:17 duly 105:5 dump 16:11 45:9 e e 2:1,1 3:1,1 4:1 4:1,10,23 7:3 9:21,21 11:18 13:20 15:14,14 34:21 35:4 42:8 46:10 50:23 52:5,5 54:13,13 54:14 57:4,4 61:15 63:11 66:13 67:25 69:14,14 72:12 75:25 82:12 86:11,11 87:17 87:18 89:24 98:5 101:15,15 101:15 106:2,15 eagles 42:25 83:4 earlier 6:19 79:12 early 102:21 earplugs 83:8 earth 17:16 easiest 87:5 east 1:12 6:7,8 81:5 95:19 easterly 46:21	eastern 6:9,9 26:12 echo 88:16,20 echoes 88:25 ecological 9:2 economic 12:18 22:2 68:17 90:1 100:9 102:13 economical 23:17 economics 13:1 economy 42:20 ecosystem 48:18 ecosystems 57:24 edge 12:12 68:24 69:8 educate 56:8 education 7:8,9 7:14 61:23 68:23 effect 14:22 58:25 83:17 effectively 25:23 41:15 effects 59:9 92:13 101:7 efficiency 30:3 efficient 23:10 23:13,15 30:5,10 86:24 88:19 effort 90:19 egress 47:1 51:3 eight 14:9,13,14 26:7,11 42:12,16 93:6 eis 52:15 91:8
---	---	--	---

either 10:18,24 33:12 elder 51:6 elected 15:24 37:9,12 54:16,18 electric 96:12,14 electronic 33:25 electronically 33:12,19 37:1 elevators 71:23 eligible 30:22 eliminate 94:11 elm 80:5 elon 41:6 eloquently 98:18 emergencies 44:9 emergency 10:25 46:24 51:5 60:13,15,18 66:19 69:7,24 70:14 82:25 84:21 92:14 emissions 30:8,8 30:9,13,14 emphasize 27:4 employed 105:11,14 106:8 106:11 employee 3:10 78:10 91:2 105:13 106:10 employees 67:10 encourage 31:23 33:11 34:18 87:7,24 89:7 endangered 8:10 8:14 12:10,15	24:9 61:20 ends 76:17 energy 26:23 30:3 enforced 79:7,8 enforces 55:5 engaged 21:22 34:16 engineer 3:18 94:21 engineering 53:7 enise 2:17 37:21 37:23,23 enjoy 39:23 44:6 72:19 83:19 enjoyed 40:19 enjoying 43:1 enrollment 81:8 ensure 65:18 ensured 77:25 ensuring 22:8 entertainment 75:15 entire 29:5 32:16 62:6,7 76:7 90:9 95:18 entry 18:1 environment 13:1 31:18 40:6 42:21 43:1 46:3 46:16 52:10 53:23 environmental 2:12,13 11:2,24 12:9 13:2,4,12 17:14 18:19 19:18,24,25 20:10,15,18 21:5	21:6,17 22:6,10 22:10 23:20 24:1,3,5,12,14 24:21,23 25:6 26:2,3,5,25 28:9 28:12,16 32:3,7 32:12,18,19,19 32:22 34:9,17 35:13 40:6 45:22 47:4,10 49:5,7 53:6 57:7 57:17,24 62:15 82:15,20 90:8 91:9 98:10,21 99:6 102:14 environmentally 47:18 envision 49:19 epa 58:8 equipment 8:25 es 105:4 especially 7:15 10:2 97:14 essentially 8:24 10:22 17:19 established 12:19,22 25:14 102:9 establishment 87:8 evening 19:11 20:4 21:3 39:15 50:22 52:4 61:14 75:24 78:8 80:24 86:8 86:12,15 92:24 98:4 100:1 102:3 103:22	event 62:8 events 2:5 8:3 40:4,21 68:22 everybody 51:19 52:13,18 79:15 95:5 everyone's 21:2 66:7 exactly 42:11 example 6:7 16:5 30:20 72:23 73:18 74:2 excess 25:14 excursion 40:2 excuse 68:12 executive 2:4 3:4 61:16 67:25 exercise 52:20 expanded 23:14 expect 28:3 29:3 31:2,5 expected 30:7 expecting 45:10 94:14 expects 57:7 expensive 81:19 experience 27:16 27:22 82:22 95:23 96:25 exploded 101:21 explosive 95:7 exponentially 82:21 expose 83:25 express 100:12 extend 23:5
---	---	--	---

extending 25:24 extent 49:25 extra 86:13 87:19 94:15 exxon 47:16 f f 15:14 66:13,13 82:12 101:15 facets 99:5 facilitate 35:10 facilities 25:21 26:22 29:22,24 fact 12:10 16:14 62:16 68:3 84:13,18 99:2 factors 11:2 factory 74:6 facts 54:14 fails 52:15 fair 39:24 55:19 55:20 100:21 fairmont 5:23 78:14 fairness 90:12 fall 9:7 24:13 familiar 76:6 93:3 families 83:24 family 67:14 102:4 far 43:21 53:6 53:23 54:4 67:7 farmer's 39:25 75:3 farrah 3:23 36:6 36:11	fast 85:8 97:20 faster 45:12 84:24 fastest 23:9 favor 16:9 77:2 77:19 98:12 99:1 fd36500 1:3 19:21 33:18 federal 20:12 21:4,24 22:1,3 22:13 37:9,12 41:12 45:5 47:24 48:4 81:9 federally 8:9 53:12 61:20 feel 18:4,4 37:18 55:19 71:1 74:12 75:5 88:20 103:16 feels 66:23 feet 54:2 62:3 64:10,11 73:1,3 80:3 81:24 92:9 93:15 95:4 96:15 fellow 39:16 felt 28:2 fence 64:11 fentanyl 18:3 49:22 ferns 14:11 festivals 83:20 97:17 fewer 57:21 field 61:24 fifth 78:14,21,23	fight 55:1 fighting 88:11 figure 16:13 58:15 figured 18:9 file 34:11 filed 37:1 fill 31:7 final 25:6 32:7 32:11,11,12,14 32:15,19 62:25 97:24 finalizing 48:20 finally 21:20 25:21 31:15 34:14 35:3 financial 16:19 93:3 financially 105:15 106:11 find 19:14,15,16 30:13 31:19 48:6 65:23 88:3 findings 21:6 31:23 fine 45:15 fire 10:25 54:17 84:23 95:12 first 15:13 16:1 19:22 21:11 23:4 35:23 37:8 38:22 42:15 57:5 66:16 68:4 69:25 80:11 92:8 93:8 102:6 five 43:20 72:12 76:3 95:20	fixes 41:15 flammable 40:17 78:16 95:7,15 97:14 flip 53:9 float 92:18 flood 62:6,8,12 62:14,18 80:1 82:21 92:6,10 96:5,16 flooded 91:12 96:8 flooding 9:25 10:8,21 62:8 91:9,10,11 floods 10:11,20 92:7 96:6 flotation 57:23 floyd 106:2,15 flyway 9:6 83:10 focus 33:1 focused 32:21 focuses 25:13 26:1 folks 39:16 90:7 101:16 follow 72:3 78:23 follows 52:13 foot 40:9 41:2 96:20 97:5 foraging 31:12 force 45:20 foregoing 105:3 105:4 106:4 foreign 48:6 72:2 101:24
---	---	--	--

foremost 35:23 form 34:6,9 formal 20:2,22 33:7 35:7,10,19 103:12 format 103:11 former 89:24 98:14 forth 26:4 32:10 61:3 fortune 42:23 forward 22:22 26:9 34:23 103:20 fostering 68:16 found 27:25 29:25 30:20,23 four 16:9 18:13 46:20 80:2 81:22 101:19 frank 3:9 74:20 75:24 78:5 franken 3:12 80:23 82:11,12 free 11:21 17:9 37:19 71:2 103:16 freeman 2:9 15:12,13,14,18 freight 23:21 25:19 26:19 29:16 40:15 58:15 frequencies 73:12,15 frequency 58:25 frequent 40:12 45:5	frequently 5:23 46:23 96:6 freudenberg 3:21 101:14,15 fright 29:21 front 36:10 39:19,23 40:19 41:9 60:6 68:12 68:17 69:21 72:14,25 76:21 79:13,14 90:4,20 fronts 76:21 frustrating 5:22 frustration 5:12 fuel 30:4,11 50:13 83:15,17 fulfills 24:6 full 13:6 54:16 70:6 100:21 fuller 71:6 74:18 fullest 49:25 fun 72:18 fund 46:19 85:20 funded 22:13 53:12,12 funding 41:12 47:24 53:21 85:6,21 fundraisers 44:8 72:23 funnel 44:11 further 23:14 105:13 106:9 future 23:17 41:7 51:9 100:23	g g 4:1 75:25,25 89:24 101:15 galesburg 84:12 84:17 gallon 44:1 gallons 44:1 45:11 game 79:18 games 39:25 garden 65:5 gardner 3:16 89:21,23,23 98:24 gas 30:8 49:14 50:4 78:20 95:8 gates 73:22 geese 42:25 general 24:10 52:14 generally 26:5 genesis 6:7 gentleman 86:17 getting 56:16 62:9 69:8 70:15 71:18 76:8 79:20 82:25 92:11 94:4 96:13 giardano 48:9 48:13 give 5:1 7:5 8:5 9:23 14:16 20:1 21:3 36:8 61:10 80:7 82:1 given 16:10 57:22 58:3	gives 42:18 glazed 66:24 global 57:6 gluba 39:13 98:14 go 6:7 8:21 12:21 14:9,14,23 16:24 18:24 33:6 35:21 37:8 37:13 41:18 45:3,14 48:11 52:25 53:17 60:20 62:17 64:7 65:3 66:18 67:4 71:25 74:21 77:1 78:15,23 79:8,9 82:6 84:23 85:22 86:9 87:9 87:25 88:23 89:11 92:8,8,9 92:12 93:9,20,21 97:2,10 101:11 102:9 103:2 goes 6:9 9:10 10:15,16 68:14 70:5 73:2 76:12 76:14 85:7 86:5 88:12,25 going 4:12,16 5:5 6:14,22 7:20 8:25 9:2,15 10:4 11:8 12:23 13:9 13:10,14 14:14 14:16,17,18,20 14:21 15:7 16:13,16,17 17:1 18:2,17 19:4,5,8
--	--	---	---

19:25 20:21 21:3,10 22:16 27:1,4 32:2,3 35:6,9,22 36:4,6 36:23 37:20 38:8 48:11 50:10 51:1 52:9 53:4,18,25 60:3 60:5,17,24 63:21 68:11 69:2 70:11,18,21,24 70:25 71:3,3,19 72:2,21,22 73:10 74:3,4,4,9 77:20 79:3,16,19,21 80:14 85:7,9,15 85:16,17,18,19 85:20 86:2,14 89:9,11,11,13,15 93:6,9,24 94:2,6 94:11,23 97:8,16 97:18,19,20,20 100:19 101:7 good 14:18 19:11 39:15 42:20 48:16 50:22 52:4,8 56:21 61:14 75:24 78:8 79:25 80:24 86:8 92:24 94:24 95:9 98:4 100:1 101:4 102:3 goods 86:23 google 17:16 gotten 43:8 70:19 98:11	governing 55:4 91:22 government 22:13 47:24 85:7 86:3 governs 55:2 grade 26:20,20 28:18,23,24 29:4 29:8 47:5 grage 3:9 74:20 75:24,24 grain 71:14,16 71:18,22,24 72:5 grant 47:23 great 19:12 39:6 42:20 54:14 67:18,18 68:7 75:14,14,15 89:7 101:16 102:7,14 102:19 103:22 103:23 greater 65:15 99:7 greatest 29:6 57:10 greatly 10:4 83:22 102:11 green 8:16 greenhouse 30:8 grew 84:12 85:1 85:2 griffith 89:22 gross 49:13 ground 8:10 10:11,14 35:21 group 37:25 68:1 98:21 101:23	groups 98:10,10 grove 5:24 growing 23:9 42:19 guess 9:11 94:15 guiding 83:11 guy 93:16 guys 102:19 h h 7:8,9 8:2 54:13 66:13 67:24 72:12 78:9 86:10 habitat 12:7 31:12 half 14:23 15:1 53:2 69:3 80:12 80:13 91:25 hall 87:22 95:25 hand 35:9 37:25 handful 40:15 handle 47:20 handwriting 71:5 hangers 50:3 hanging 99:24 haphazard 41:14 happen 5:19 25:9 30:13 32:3 38:8 40:23 45:8 51:15 60:2 65:23 73:2 77:20 78:18 84:4 86:21 94:15 97:11 102:15	happened 38:23 65:20,22 happening 61:1 61:6 happens 8:21 46:23 72:4 77:6 77:8 80:16 81:13 85:13 happy 36:18 hard 5:5 59:15 63:10 hate 71:22 hauling 51:10 71:16 haverson 92:23 hazard 50:16 hazardous 17:22 18:14 26:23 31:1 47:5 49:14 50:7 hazards 49:7 60:2 99:9 head 90:1 headquarters 32:25 health 14:19 46:16 58:10 89:3 hear 13:23 21:8 25:2 32:1 36:1,4 38:5 43:8 63:6 65:2 75:7,8,10 82:5 88:6,22 93:16,16,17,19 93:19 95:23 heard 43:12,16 54:14 60:19 65:19 66:21
--	--	---	---

74:13 84:15 88:5 90:16 98:7 98:8,14,16,18,20 98:22,23 102:10 102:11,13 hearing 21:2 32:25 38:4 56:13,13 63:1,6 86:16 89:3 102:23 103:15 103:20 heart 100:25 heavily 92:1 heck 16:13 heinshel 94:19 98:2 held 24:17,17 hell 49:2 hello 4:6 54:12 59:22 90:25 help 36:7,18 53:22 55:8 helpful 42:5 herdistrand 74:19 hereto 105:15 106:11 herons 8:16 hi 17:6 37:23 69:13 72:10 74:24 84:9 94:20 hickory 5:23 hidden 19:3 high 27:5 28:8 31:22 47:9 64:14 80:4 95:25	higher 49:16 57:18 90:14 highest 10:11,14 83:21 90:14 92:12 highly 41:8 highway 19:1 69:18,22 70:4,9 70:11 highways 29:20 50:14 historic 24:8 30:21,23 historical 74:7 history 42:17 44:3 68:19 hit 73:9 hoisted 100:13 hold 67:3 holding 32:24 holds 55:6 home 6:9 27:15 59:16 61:18 64:9 65:21 81:12 89:10 93:13 101:18 homes 27:21 52:17,17 81:19 81:19,19,19 92:4 92:19 hometown 17:25 18:8 honestly 66:23 hooked 5:16 hope 61:10 102:10,23 103:22	hopefully 18:2 86:5 88:1 hoping 38:5 horn 73:15 81:21 93:19 horns 73:9,20 hospital 27:15 101:4 hospitals 27:21 52:18 hosting 20:13 hotel 3:7 72:11 73:2,18 hotels 73:4 hour 5:25 14:16 45:11 53:1 94:4 97:3,5,6,8,10 hours 50:12 84:22 88:4 94:3 house 6:12 35:1 59:5 75:2 93:22 households 46:20,21 houses 51:2,14 70:4 housing 53:15 howe 3:7 71:7 72:10,10 hubs 76:17 huge 60:5,12 78:17 85:9,15 86:2 human 18:4 49:21 humans 83:5 hundred 46:20 hundreds 9:7 39:18 40:1	47:21 81:9 hurt 60:25 husband 6:11 83:7 hustedde 3:14 84:8 86:7,8,10 86:10 i ia 1:13 idea 75:14 96:9 ideas 87:20 94:24 identified 27:19 58:10 identify 4:4,21 49:6 52:15 illegal 49:21 illinois 8:14 16:21 71:16 81:1,15,23 84:12 88:23 95:10,10 101:4 illustrates 58:15 imagine 38:20 39:3 60:3,16 immediate 49:5 impact 7:7,16 8:11 9:5,11 12:9 12:18 13:4 19:19 20:18 21:6 24:12,14,23 25:6 27:2,9,13 27:22,24 30:3 32:7,19,20 45:22 46:2 47:4,10 48:17 49:6 57:17 58:20
--	---	--	--

59:12 60:6 62:15 64:18 67:18 68:11,18 77:10,12 90:8,10 90:13 91:9 92:1 impacted 8:15 40:9 47:22 51:1 59:7 69:1 99:16 100:15 impacting 12:6 impacts 7:7 8:8 21:19 24:1,2 25:17,18,22 26:18,19 27:1 28:8,12,13,15 29:11,25 30:18 31:2,4,10,14,17 31:20 32:18,22 34:4,17 47:7,8 52:13 56:9 57:9 59:4,10,17 81:4 81:14 102:14 imperative 47:3 important 30:16 71:11 72:4 77:7 87:20 88:3 impressed 37:24 improve 81:10 improvements 25:23 29:10 30:25 31:6,11 77:15,18 79:13 90:4 inability 59:13 incentive 48:4 incident 57:18 incidents 57:11 57:13,14,15,16	57:21,25 58:2 include 20:24 94:13 includes 21:19 34:1,4 93:7 including 16:7 24:1 26:18 28:9 30:8 32:16,18 34:2 35:25 61:20,24 income 28:10 53:14,14 74:1 75:17 100:10 inconvenience 45:16 inconveniences 6:14 increase 26:6,10 26:12,13 27:16 28:20,24 29:4,6 29:14,23 30:7,14 46:25 57:10,13 59:13 65:16 67:17 82:24 83:2,4 84:3,21 86:22 94:14 96:25 increased 25:14 27:12 28:25 65:17 67:7,13 69:19 77:3,19 81:3 83:12 102:11 increases 25:19 86:22 increasing 46:24 72:20	incredible 62:18 incredibly 10:15 10:16,23 62:24 independent 22:1 indicate 59:11 individuals 18:23 24:2 industrialize 72:21 industrialized 72:17 industry 68:18 information 16:5,11,12 34:1 34:20 35:2 103:4 infrastructure 23:15 53:14 64:19 85:5 87:1 infrastructures 81:10 inhalation 97:15 inherent 90:13 initially 86:14 injured 60:25 injuries 66:17,18 input 55:24 56:2 56:13,17 74:14 74:15 inputs 82:1 inside 65:3 insignificant 58:3 inspecting 50:2 inspections 65:16	instruction 38:16 intending 29:11 intent 24:14,15 interactive 34:3 103:6 interest 35:12 100:9,21 interested 9:24 25:3 27:5 103:7 103:15 105:15 106:12 interests 15:3 23:16 intermodal 26:22 interrupted 94:4 interruption 25:25 30:17 31:25 38:10,19 38:21 39:5,9,12 40:3 41:9,21,24 43:11,14,21,25 44:23,24 45:2,13 46:8 54:9,22 58:7 61:13 63:3 66:5 67:20,23 70:17 80:20 88:7 90:24 94:9 95:16,17 96:3,21 101:25 interruptions 77:11,12 interstate 44:13 intimidating 48:9 intimidation 16:3
---	--	---	--

introduce 7:1,25 9:19 11:13 13:18 15:11 17:5 19:22 21:12,13 invest 53:13 invested 39:18 72:13 73:21 investigated 49:24 investments 90:5 involved 63:22 involvement 16:15 34:4 involving 28:23 78:13 iowa 8:13 15:15 16:21 17:7 42:9 42:15 44:19 45:2 46:11,12 49:1 55:7 66:2 66:15 71:16 72:11 76:16 78:9 81:2,16,18 81:21 84:10 98:6 102:4 ironic 61:1 irreparable 82:23 island 10:23 92:15 101:2,3 isolated 46:21 issuance 24:15 issue 11:24 24:24 32:12 49:23 57:5 58:6 71:5 78:12 79:5 80:11 86:2,19	99:15 issued 24:13 issues 8:19 10:20 13:2 24:20 47:3 47:8 56:23 59:15 66:15 69:4 77:23 79:15 88:11 90:13 91:15 it'll 4:14 51:13 68:6 85:24 103:11 item 36:12	k	know 5:7,8,19 5:19,20 6:17 9:9 10:19,21 14:16 16:4 18:1,2 36:17 38:12 39:8 43:11 48:23 50:16 53:8,16,21 63:15 63:22 64:16 69:22 70:10,14 70:22,25 74:11 78:18 79:8,11,17 80:15,16 85:21 88:18,22 89:3,8 89:12,13 92:14 93:4,7 94:2,3,5 100:5,18 102:16 knowing 50:8 knowledge 105:10 106:6 known 23:1 100:18 knows 96:11 krysta 37:21 kull 2:6 9:20,20 9:24 89:21 90:25 91:1
		k k 8:2 9:21 42:8 46:10 67:24 69:13 82:12 91:1 kansas 19:19 20:6 21:14 22:15,18 23:1 76:13 96:22 kathofer 37:21 kathy 3:4 66:8 67:24 86:16 kauffman 3:6 71:7,9,9 kay 3:5 66:9 69:12,13 kcs 22:18,20,22 23:8 57:17 kcsmergerdis.... 33:14 34:19 keep 19:3 70:24 71:3 ken 3:20 100:2 kenshel 98:3 kevin 87:14 89:19 keystone 45:19 47:18 56:15 kida 2:20 44:17 46:9,9 98:16 kill 78:20 killed 40:22 kind 5:4 17:23 60:4,15,20 68:11 kinds 82:22 kinker 39:14 44:16	l l 8:2 9:21,21,21 11:18,18,18,19 11:19 13:20,20 17:7,7 42:8 52:5 52:5 54:13,13,13 54:14,14 57:4,4 57:4 59:23 63:11 87:17 91:1,1 98:5

labor 98:9	learning 51:9	lights 18:25	65:25 84:11
laden 50:7	56:4	50:14 70:9	89:8 92:25 99:2
lady 78:24	leave 11:21	likes 65:4	103:7
lake 42:13	13:24 14:4 17:9	limestone 54:4	live 5:2 10:5
land 88:14,15	21:8 31:25 35:6	limit 36:5 64:16	42:8 43:13,13
landed 60:22	55:16 100:24	75:7 97:4	44:6,19 45:17
lands 13:8	102:18	limited 64:20	50:4 52:5 59:24
large 8:11,12	leaves 49:12	limits 77:21 79:6	60:4 63:12
19:13 51:7,16	leaving 51:18	lincoln 5:4 6:2	64:24 65:21
58:14	70:1	lindsay 42:23	71:9 74:25
largest 26:13	leclaire 76:2,4,8	line 16:18 46:17	75:19 76:2 78:9
61:17	81:1,13,18,21	49:17 57:11	79:2,4 84:10
lastly 56:11	82:16 84:10	66:8 96:24	92:14 100:2
67:12	lee 3:3 66:8,10	100:11 103:10	101:15
late 56:4	66:12 98:22	lines 26:10 28:20	lived 64:15 76:5
lauren 2:16	leech 42:24	28:25 57:23	76:6 84:11,14
law 64:7	left 5:17 61:7	87:9 96:2,4	lively 68:22
ldm 59:2	79:12	link 34:22 103:3	lives 40:14 66:3
ldn 58:8	leisure 39:22	103:17	69:14 76:5,7
lead 17:17	length 17:20	liquid 78:19	83:1
leaders 54:20	49:18 67:8	liquids 78:16	living 43:15
55:13 85:7,17	letter 53:8	97:14	78:24 88:22
86:3	level 7:16 27:5	list 2:2 34:21	load 18:6
leading 65:25	27:18 31:22	77:14	loads 95:20
league 39:24,24	53:19,24 54:7	listed 7:11,15	local 24:2 29:23
83:21	58:8,9,10,11,13	30:22 61:21,22	37:9 41:12
leak 91:15	58:17 69:20	listen 20:24 39:9	66:13 81:10
leakage 18:25	levels 58:19,21	42:11 76:1	87:19 98:21,24
leaking 18:17	58:23 79:7	93:21 99:18	100:22
50:8	library 51:7 75:5	listening 41:20	located 7:9
leaks 49:14 50:6	lies 90:21	42:3	31:11
50:13	life 59:14 65:7	listing 30:22	locations 62:5
leaps 42:19	77:10,11 79:11	lists 47:5	locomotive 3:18
learn 41:10	79:15 89:25	literally 62:3	25:21 58:18
53:22 55:10	99:9,15,15	63:19 65:9	94:21
learned 42:18	100:13	little 13:23 17:25	locomotives 96:7
88:10 100:4	light 25:25	18:8 21:16	logically 87:3
		38:10,11 52:21	

long 18:13 43:6 45:10 50:6,7,16 51:24 58:12 60:16,16 65:9,11 85:25 87:10 90:3,18 longer 87:5,6 100:20 look 24:20 47:17 53:10 66:4 69:16 70:13 84:16 85:8 86:4 91:17 95:13,13 96:17 100:6 101:6 103:20 looking 13:5 52:16 61:11 70:13 73:25 85:18 90:8 95:20 101:21 looks 34:10 lori 2:7 11:15 lose 84:25 losing 81:7,8 loss 77:9 lost 67:2,5 lot 5:7,24 9:25 10:17 18:9 34:1 38:7,11 39:3 43:23 52:8 54:14 56:6,6 59:25,25 60:22 66:21 73:5,25,25 75:16 78:25 79:2,2 84:17 85:4,5 87:21,23 88:12,16,17 89:6 94:22,24 96:5	100:4 lot's 52:21 lots 14:11 40:5 88:11 loud 65:4 louder 13:23 louisa 62:22 love 19:17 52:22 68:2 low 28:9 29:2 47:6 lower 62:5 64:22 74:1 lowest 100:10,10 luckily 60:24 82:17 97:12 lundy 3:22 102:3 102:4 m m 7:9 9:21 11:19 11:19 15:14 54:13 87:18 98:5 m1 58:15 m1-2 59:1 madeline 2:6 9:20 89:21 90:25 92:21 mail 33:15 34:21 35:4 mailed 33:19 main 9:2 49:17 60:7 70:2 84:19 maintain 93:4 maintenance 30:15 77:6,24	major 21:6,19 27:3,9 31:2,22 39:24 45:24 47:8 49:20 66:17 84:19 91:11 92:13 93:11 94:8 97:13 102:20 majority 28:14 45:7 58:14 making 24:6 25:22 32:15 67:11 makings 82:14 man 18:12 41:6 manage 77:5,23 manager 19:24 map 7:12 26:7 103:6 mapper 80:22 maps 34:3 marathons 44:7 52:21 marginalized 12:1 marilyn 82:9 marina 47:20 51:9 marked 33:22 market 40:1 marketing 2:5 8:2 markets 75:3 marquette 40:11 78:14 marsh 2:4,6 7:7 8:3,8 9:5,5,9 10:3 12:8,11	61:16 62:4,6,20 62:20 82:21 91:2,16,25 97:4 98:20 marsh's 14:22 marshes 49:9,11 marshlands 17:17 47:15,16 51:12 martin 2:14 20:25 42:1 mary 80:22 mass 25:24 matching 48:4 material 17:22 47:5 50:9 materials 18:14 26:24 49:14 matter 39:10 84:1 90:11 max 3:6 71:6,9 maximum 58:11 58:13 97:4 mayor 2:21 6:16 6:16 50:24 79:11 98:15 mccollum 2:7 11:14,15,18,22 mean 6:4 26:11 38:22,24 80:15 means 28:20 29:16 47:1 94:1 101:16 meant 34:25 measure 89:2 measured 59:16 measures 31:9 77:21,21,22
---	---	--	--

medical 6:7 60:15 meet 67:14 meeting 1:1 19:18 20:5,13,23 32:21 33:8 34:24 35:2,8,11 35:20 37:3 56:1 70:20,23 103:2,4 103:10 104:1 meetings 24:17 24:17 87:23 meets 10:6,14,16 meloy 3:19 94:19 98:3,4,5 99:20 member 2:15 3:20 15:23 21:1 42:1 46:3 100:3 members 20:22 25:2 36:13,17 46:5 50:5 66:14 67:2,13,18 91:7 98:4 mental 89:3 mention 12:10 32:22 42:1 mentioned 21:24 24:4 26:1 33:23 52:16,21 89:12 91:10,11 merger 1:1 6:18 8:22 9:25 10:5 11:1,23 14:7,14 15:19 17:13 23:3 26:8 40:9 41:17 44:10 45:3,23,24 46:2	46:4,15 48:19 49:1,4 51:2,24 55:9 56:4,8,15 63:23 65:6,17 68:13 69:9 74:2 76:12 77:3 82:5 82:13 83:17 84:5 87:8 98:12 98:14,18,20,22 99:1,2,3,4,8,8,11 99:13,14,16,18 102:8 mergers 22:5 merits 23:25 32:17,23 33:2 merrill 3:7 72:11 message 81:3,15 met 26:3 meth 18:3 49:23 metropolitan 82:2 mexico 13:10 17:24 18:2 23:6 40:8 49:18 76:14 93:9 mic 37:18,19 michael 3:13,14 3:19 78:7 80:21 84:7,8,9 86:7,10 94:19 98:3,5 michelle 2:23 54:10,13 61:13 63:8 98:18 microphone 35:9 middle 5:15 53:14 77:7	midst 54:15 midwest 83:21 midwestern 52:11 mightily 60:25 migrating 9:8,11 migration 83:12 migratory 9:6 mile 18:13 40:7 41:11 43:13 46:17 50:6,7,15 51:24 80:12,13 97:3,5,6,7,8,10 miler 37:21 miles 17:24 39:6 45:11 49:18 50:8 60:16 81:23 82:7,7 84:13 88:25 94:12,12 mill 92:6 million 41:11,14 44:1 45:11 72:13,15 73:21 80:8 millions 12:7,24 39:18 81:9 85:24,24 mind 17:24 minimal 75:18 minimized 31:3 minimum 53:9 minneapolis 96:23 minor 30:19 31:5 39:24 45:1 45:8 47:7 57:8 83:21 92:10	94:7 minority 28:10 minute 36:5,9 56:1 minutes 5:7,18 19:5 36:8 37:20 58:16 75:25 93:25 94:1 97:6 97:7,8,18 misfortune 90:9 missed 99:22 mississippi 9:6 17:18 39:19 40:2 42:15,16,21 45:12 47:2,13 48:18 49:12 51:4,13 52:14 61:18 62:9,11,17 62:18,21 68:16 81:13 82:14 83:10 93:14 95:4 101:2 missouri 44:13 105:19 mistaken 74:8 mitigate 40:25 46:2 55:8 61:9,9 74:9 mitigated 43:23 47:4 mitigating 53:17 mitigation 31:3 31:9,13 32:12 47:25 53:19 55:12 70:13 91:10 94:7 mixed 53:14
---	--	--	---

mobile 89:5 model 27:11 moderated 1:6 moderator 3:23 molly 2:22 50:20 50:21 52:5 moment 56:4 monday 103:10 money 38:25 39:1 48:12 53:20 54:21 56:3,16 66:3 67:10,11 73:19 77:17 81:10 82:3 monitored 18:25 monitoring 18:16 monitors 50:15 month 56:5 months 16:6 monumental 40:22 morning 88:24 mornings 89:4 mortar 54:3 motor 28:23 motors 96:12 mound 40:10 move 21:2 22:22 26:9 27:1 29:17 32:2 33:7 34:23 35:7 56:13 82:2 82:6,6 89:20 moved 29:17 42:12 76:4 84:10 92:24	moving 42:19 76:8 86:24 multiple 81:18 99:5 municipal 55:13 muscatine 2:9 15:14,21,22,25 16:5,16 57:12 71:10 72:11,12 72:14 museum 75:6 music 83:20 musk 41:7	50:22 52:4 56:24 61:14 63:11 72:10,12 80:24 86:15 90:25 98:5 100:2 101:12,14 102:3 name's 66:12 78:8 84:9 names 37:16 63:6 71:4 nation 71:13,15 nation's 29:20 national 22:9 24:3,8 30:23 44:4 53:11 99:5 nationally 53:12 native 12:6 natural 43:2 68:18 nature 8:8 10:3 11:3 42:24 57:6 71:10 navigate 69:2 near 5:2 6:9 57:23 64:19 76:6 nearby 62:22 necessarily 61:7 need 15:3 16:21 19:15 23:14 32:9 35:8 36:17 44:8,12 53:19 66:4,6,24 69:20 70:13 71:1 73:13 75:15 77:5 84:15 85:13 87:6	102:22 needed 4:25 5:13 69:25 77:15 needle 56:14 needs 36:15 77:4 92:17 negative 10:5 12:14,25 77:10 77:12 83:13 98:19 negatively 47:22 83:16 negligible 29:25 59:10,17 negotiations 55:15 neighbors 11:5 48:16 59:6,18 79:25 103:14 neither 105:11 106:7 nelson 78:7 nervous 49:2 nest 83:3 nesting 8:16,17 nests 8:10 network 23:11 26:14 29:5 88:19 networks 22:25 never 64:14 72:5 97:13 new 25:24 31:8 53:8 newell 2:22 50:20,21 52:4,5 news 45:9 80:11
	n n 2:1 3:1 4:1 7:3 7:8,8 8:2 9:21 13:20 15:13,14 42:8 46:10 50:23 52:5 59:23 61:15 67:25 69:14 82:12,12 87:18 89:24 101:15 nahan 2:4,6 nahant 7:7,8 8:3 8:8 9:5,5 10:3 12:8 14:9,22 61:16 62:20 82:21 91:2,16,25 97:3,4 98:20 name 4:6,9 8:2 9:20 11:14 13:19 15:12,13 15:13 19:15 20:8 36:16 37:5 37:7,18 42:4,5,7 44:18 46:9		

nice 38:1 80:7 81:19 nicole 3:15 84:8 87:14,14,16 night 6:3 27:18 43:14 54:15 77:7 79:18 nine 46:20 nitrogen 30:14 30:16 noise 6:12 7:7 8:7,18 12:2 26:21 27:10,12 27:13,14,16,22 28:13 45:15,18 53:23 58:21,23 59:3,8,25 64:22 69:17,20 77:5,23 79:7 81:14 93:24 noisy 6:11 non 28:15 30:15 normal 59:14 north 5:3 6:2 18:7 23:18 62:21 66:15 78:1 notary 105:18 note 33:20 58:23 notes 58:20 notice 24:13,15 50:6 91:6 101:20 noticed 78:12 notification 77:24 notifications 77:6	nuclear 48:11 number 19:20 27:19 33:18 54:25 56:10 57:10,13,24 58:1 59:3 62:2,14 95:22 102:10,19 102:20 numbers 59:11 nursing 27:15,20 52:17 nutshell 15:18 <tr> <td>o</td><td></td></tr> <tr> <td> o 4:1 8:2 11:18 11:18,19 13:20 54:13 59:23,23 72:12 87:17 98:5 o'clock 88:24 89:4 o'dell 2:7 11:14 11:15,18,22 o'toole 87:14 89:19 oberman 2:14 39:16 42:1 obligations 67:14 obviously 90:5 occur 25:11 28:14,15 32:6 57:11 85:21 occurred 43:20 occurring 27:14 28:21 october 32:6 33:23 103:21 </td><td></td></tr>	o		o 4:1 8:2 11:18 11:18,19 13:20 54:13 59:23,23 72:12 87:17 98:5 o'clock 88:24 89:4 o'dell 2:7 11:14 11:15,18,22 o'toole 87:14 89:19 oberman 2:14 39:16 42:1 obligations 67:14 obviously 90:5 occur 25:11 28:14,15 32:6 57:11 85:21 occurred 43:20 occurring 27:14 28:21 october 32:6 33:23 103:21	
o					
o 4:1 8:2 11:18 11:18,19 13:20 54:13 59:23,23 72:12 87:17 98:5 o'clock 88:24 89:4 o'dell 2:7 11:14 11:15,18,22 o'toole 87:14 89:19 oberman 2:14 39:16 42:1 obligations 67:14 obviously 90:5 occur 25:11 28:14,15 32:6 57:11 85:21 occurred 43:20 occurring 27:14 28:21 october 32:6 33:23 103:21					

oea 24:4 57:7,10 57:12 59:8 offense 56:12 offer 39:23 48:11 51:22 offered 51:20 office 19:24 20:10,15 22:6,7 24:4,4,5 45:5 49:8 57:7 officer 93:3 105:1,2 official 98:24 officially 16:24 103:1 officials 15:24 37:10,12 54:17 54:19,19 98:8 offsets 13:12 oh 88:8 94:10 oil 9:4 10:21 12:13 13:9 44:1 45:11 47:12,15 51:11 76:19 91:15 95:6,7 oil's 76:18 okay 4:19,24 5:2 6:20,24 7:4,18 7:23 9:13,17 11:7,11 13:16 15:5,9 17:3,12 19:6 35:16 37:13,15,22 39:10,13 42:9 48:23 50:17 63:6,9 64:1,5 66:6,10 71:3 72:9 74:21	75:23 78:6 80:22 89:19 95:21 96:3 99:21,22 old 42:16 85:1 once 35:12 55:25 65:22 69:2 73:16 one's 66:16 ones 93:7 ongoing 24:18 online 24:17 34:24 64:3 open 7:5 9:23 35:1 operations 25:20 28:18 opinions 35:25 opportunity 16:23 38:18 42:10 49:3 56:22 66:12 103:12 oppose 17:13 46:4 opposed 15:20 16:23 47:19 49:1 opposing 98:17 opposite 81:4 opposition 99:11 option 33:16,24 options 21:21 23:18 orally 33:9 36:25 order 31:8 37:6 53:11 60:14 73:20 84:20
--	---

85:14 organization 68:3 90:2 organizations 98:9 original 68:7 osha 53:24 ottawa 26:12 outcome 105:16 106:12 outdoor 58:9 overall 30:2,7,9 94:8 overlap 23:4 overlooked 99:22 overlooks 93:13 93:23 overman 20:25 overpass 14:24 85:23 92:16 overpasses 84:18,20 85:3,19 oversight 22:2 overuse 64:23 overview 21:17 21:23 27:5 owned 63:16 owner 2:22 3:7 100:22 owns 88:14,15 oxide 30:14,16	p.j. 2:25 54:11 59:21,22 p.m. 1:8 4:3,17 4:20 6:22,25 7:24 9:18 11:12 13:17 15:10 17:4 19:9 70:23 103:25 104:2 pace 96:10 pacific 10:2 19:20 20:7 21:15 22:15,17 23:1 41:18 43:22 48:1,3 55:3,11,15 76:13 76:14 79:24 80:9,12 91:13,13 91:20,24 94:25 pad 68:24 page 34:5 69:16 pages 38:7 paid 67:4 pales 62:12,13 pandemic 24:18 64:12 panforin 3:18 94:18,20,20 97:23,25 parallel 52:12 parcel 44:23 park 5:3 6:2 10:12 14:9 39:24 40:4 42:24,24 44:4 47:17 52:13,18 53:25 78:3 83:21,24 92:18 100:24,25,25	parks 52:12,12 69:2 76:22 part 9:5 28:13 40:5 62:5 70:2 81:17 88:9,12 96:19 100:22 participate 103:17,17 participating 103:19 participation 35:13 particularly 12:6,13 parties 105:12 105:14 106:8,11 partner 101:19 partnership 53:21 partnerships 53:13 parts 68:17 party 15:23 20:17 pass 58:16,19 82:14 88:5 passed 16:8 passenger 26:19 28:22 86:23 passes 58:18 83:9 passing 11:25 27:10,25 28:3 40:20 97:2 patched 8:9 path 83:11 patient 71:4	patterson 3:17 92:24 pause 4:16 41:25 pay 53:18 55:11 77:16 payments 77:13 pdf 34:7 pdfs 34:11 peach 3:23 36:6 pearl 74:19 pence 3:5 66:9 69:12,13,13 people 7:14 12:1 12:4,20 14:17 16:2 18:6,12 28:2 36:4,20,22 37:5,17 39:19,21 40:1,5,5,12,14 40:19,21 43:1,15 43:23 44:5,8 49:1 50:25 52:10,19 53:13 56:3,6,14 60:23 61:23 63:5 66:4 66:22 70:8 72:22 79:2,17 80:4 82:4 83:2 83:18,19 85:13 85:16 86:23 87:23,25 88:17 88:20,22 89:7,10 96:19 97:16 98:25 100:8,14 103:12 people's 35:22 37:5 66:2 percent 15:19 16:22 100:7
p			
p 2:1,1 3:1,1 4:1 50:23 69:14 87:17			

perfect 14:3 18:5 period 20:2 25:5 32:5 76:10 periods 65:10 person 5:21 6:15 17:15 38:22 49:8 54:18 80:13,14,16 98:11 personal 59:12 personally 6:15 49:7,9 pertains 47:9 peterson 3:11 80:22,24,25 ph 3:8,18,23 36:6,11 37:21,21 39:14 44:16,17 44:19 48:8,9 57:9 74:19,19,23 79:11 80:23 82:9 87:14 89:19,22 92:23 94:18,19,21 97:23 98:2,3 phase 25:1 74:3 phases 74:4,6 phone 103:9 picking 67:14 pickup 70:6 pie 70:14 piece 70:14 pile 44:24 piles 71:23 pipeline 45:19 47:18 56:15 place 40:14 61:16 68:20	75:18 83:3 87:5 89:7 90:10 placement 31:7 places 6:6 25:13 26:2 27:21 30:23 60:9 75:4 placing 41:1 plain 62:18 67:9 plains 96:5 plan 47:17 60:19 62:6 72:13 85:5 101:1,4 102:22 planned 9:25 29:10 30:24 31:6,10 38:3 planning 43:5 83:23 90:18 plans 46:19 plant 66:16 plants 12:14 61:19,21 play 72:17 playground 83:24 please 4:4,21,25 7:1,25 9:19 11:13,17 13:18 15:11 17:5 19:13,15 33:18 33:20 35:23 36:16 37:6,18 39:9,9 42:4,4 54:7 56:12 70:25 71:4,8 76:23 84:4 97:23 101:12 102:2 103:2,16	plenty 21:8 31:25 67:17 plugging 70:24 plus 96:1 point 4:12 7:20 11:8,21 51:3 56:5 80:6 87:21 92:13 points 93:11 police 10:25 54:17 84:23 policy 22:10,11 24:3 99:6 political 15:23 pollution 8:18 12:3 83:12,13,18 83:22 84:1 pond 89:22 ponder 95:3 pondering 94:23 population 8:12 58:14 81:7,7 populations 28:9 28:10,13,16 port 62:22 71:17 71:25 80:25 81:6 86:17 93:16 portion 14:10 20:22 33:7 35:1 35:7,11,20 91:8 ports 18:1 71:19 position 84:22 85:17 positive 57:16 possible 29:22 35:23 50:1 66:25 83:12	possibly 18:4,21 45:14 49:21 50:5 72:20 92:16 post 33:22 potential 9:3 12:2,3,6 24:20 25:22 26:18 27:24 29:11 31:14 34:3 47:10 58:3,4 59:9 60:2 102:15 potentially 86:23 power 40:23 practice 55:19 96:9 practices 96:7 pre 36:20 37:6 37:11 70:19 precautions 50:1 precursor 30:16 predict 5:5 27:11 predominantly 11:25 predominate 57:23 prefer 33:9 34:12 prepare 24:14 25:6 32:7 prepared 25:8 37:17 106:3 preparing 20:18 24:23
---	---	--	---

present 27:2 40:18,18 102:10 presentation 20:1 21:4,11 33:6 103:12 presented 47:25 presents 40:13 46:15 preservation 24:8 preserve 8:8 10:4 11:3 preserving 90:20 pretty 19:3 67:6 102:7 prevent 40:24 44:10 previously 91:3 91:11 price 95:25 primarily 28:14 47:12 primary 40:24 98:16 primus 2:15 21:1 39:16 42:2 princeton 62:20 69:14,16,17 81:1 81:14,18,21 prior 96:23 105:5 priorities 71:21 priority 71:21 72:1 private 5:21 6:15 41:12 53:12,20	probability 83:1 probably 44:21 73:2 74:6 78:20 85:3,23 87:23 100:17 problem 51:16 85:15 96:19 proceeding 106:4 proceedings 105:3,5,6,9 106:6 process 19:25 20:2 21:5,18,22 24:11,13,16 25:1 32:4 34:16,17,24 35:13 37:2 produce 28:1 producing 24:11 products 76:25 77:1 program 7:14 programs 68:23 project 6:14 19:24 21:5 28:14 33:13,24 33:25 34:18,19 34:22,23,25 35:12,20 74:2,16 90:4 103:3 projected 26:8 26:10,12 28:19 29:14,18 58:1,24 projects 57:10 57:12 propane 95:11 95:11	proper 36:2 properties 27:2 30:22 property 8:20,21 14:23,25 77:9 91:16 proportions 40:22 proposal 23:25 24:1 32:24 49:17 76:19 82:18 proposed 19:20 20:6,12 21:14,16 21:20 22:5,12,23 23:8,20,23 25:9 25:12,17 27:10 27:23 28:7,11 29:14,18 30:2,5 30:12,15,20,24 31:16,17,19 32:15 33:2 34:2 40:7 50:15 57:8 57:15,22 58:22 59:4,7 75:13 82:13 90:15 99:4 proposing 41:1 protected 31:12 protection 58:9 proud 46:4 provide 21:17 23:12 29:24 36:13 37:3 41:7 41:15 51:5 97:24 103:13 provided 36:25	pruett 2:21 50:20,21,22,23 public 5:1,22 7:5 8:5 13:24 17:9 19:2,18 20:5 24:17,19,25 25:1 25:3,5 33:21 34:4 40:21,24 41:5,16 46:15,16 47:20 50:15 51:7 53:12,20 55:24 56:2,6,12 56:17 58:9 65:18 68:23 77:4,5 98:8,15 99:2 103:10,18 105:18 publisher 89:24 pull 37:14 pulled 7:12 pulling 70:7 purchase 74:7 purchased 101:18 purpose 23:8 88:18,21 purposely 6:11 pushed 96:17 pushing 96:14 put 37:25 64:17 72:24 79:1 80:3 85:20 87:3,4,5 putting 13:8 68:21 <tr> <td colspan="4" style="text-align: center;">q</td></tr> <tr> <td colspan="4"> quad 62:25 68:1 68:2,5 73:22,22 </td></tr>	q				quad 62:25 68:1 68:2,5 73:22,22			
q											
quad 62:25 68:1 68:2,5 73:22,22											

89:7,24 90:2 98:6 quadrupled 58:2 quadrupling 43:18 qualified 73:8 105:7 quality 26:22 59:14 77:10 79:10,15 99:15 99:15 question 56:10 64:6 questions 35:4 36:3 54:22,23 63:14,14 64:1 99:10 quick 32:2 100:2 quickly 10:15,17 34:15 43:23 65:2 quiet 51:16 73:21 quietest 73:4 quite 5:4,23 13:8 66:23 76:8 92:7 96:6 101:5 quits 19:4 quote 48:13	66:13 75:25 82:12 87:17,18 89:24,24 101:15 101:15 rachel 39:13 44:16 rail 1:1 7:10 10:22 15:19 16:17,18 23:11 23:17,21 25:13 26:6,10,10,19,21 27:12 28:18,19 28:20,25 29:14 29:15,17,21,22 30:1,4,6,10 47:14 52:11,11 57:11,20,23 71:20 76:3,6,7,9 76:12,14 77:1 78:1,15,17 87:9 88:19 95:20,25 96:2,4 railcars 50:3 51:17,20 railroad 5:3 8:22 8:23 9:10 10:22 12:11 14:7 15:2 16:3,15,17,18 22:5,24,25 23:5 25:19,23 40:12 41:13 44:20 45:5,15,18,24,25 49:20 51:3,25 55:1 59:5,24 60:9 61:7 62:4 63:13 68:5 73:1 73:3,6 75:1 77:15 79:25	80:6 81:20 82:13 84:13,14 85:10,12 88:11 88:14,15 91:21 93:4,15 96:9 101:17,18 102:6 102:8 railroad's 102:17 railroaded 55:21 railroading 6:18 railroads 16:19 22:3,14 23:10 29:2 45:10 49:4 55:5 72:15,19 86:20 93:5,8,10 rails 64:12 71:20 93:19 railway 20:6,7 21:15,15 22:15 22:16 51:14 91:13 railways 55:2 railyard 10:3 62:2,4,7 91:24 railyards 25:20 raise 83:1 raised 69:19 76:5 80:2 ramp 69:25 70:2 ramps 47:20 51:10 ran 96:22 range 26:18 90:18 ranges 73:9 ranking 83:21	rapid 88:10,22 rare 61:21 rate 57:18 ratio 59:2 rattling 59:13 reach 27:17 read 38:6,6 readily 59:16 reading 71:4 reality 85:16 realized 43:24 realizing 38:14 really 13:5 16:21 17:15 25:4 35:14 37:24 38:5,7,8,12,20 41:15 44:5 55:21 57:19,25 73:12 75:13 85:8 90:18,19 103:20 rear 50:5 reason 54:19 reasonable 47:23 reasons 29:13 45:16 97:12 rebecca 3:7 71:7 72:10 receive 32:8 34:23 received 25:7 32:21 receiving 92:14 receptor 27:14 receptors 27:20 52:16 58:21 59:2,3,7
r			
r 2:1 3:1 4:1,10 4:10,23,23 7:3,3 7:3,9 8:2 11:18 13:20,20 15:14 42:8,8,8 46:10 50:23 54:14 61:15,15,15			

recognize 20:14 20:20 recommend 27:7 recommendati... 32:11 recommending 31:4,9,13 record 4:3,5,17 4:18,20,22 6:22 6:23,25 7:21,22 7:24 9:15,16,18 11:8,10,12 13:14 13:15,17 15:7,8 15:10 16:24 17:1,2,4 19:8,10 32:17,17 35:18 37:7 42:6 56:25 57:16 101:13 103:24 105:9 106:5 recorded 105:6 recording 105:8 106:4 recreate 52:24 recreational 39:21 40:10,16 47:21 51:10 reduced 59:15 105:7 reevaluate 48:16 refer 22:17,18 35:8 reference 33:18 95:9 refuge 62:22 82:22 regarding 15:19 50:2	regards 18:11 region 47:10 regional 90:1 regions 18:7 register 30:23 36:20 registered 36:23 37:6,11,11 70:19 70:20,21 99:21 registration 36:23 regulations 25:15 26:4 regulatory 22:2 reiman 3:15 84:8 87:15,16,17 87:17 reimbursed 77:9 77:9 reject 17:13 55:9 rejection 49:5 related 22:10 24:7 25:18,20 26:19 105:11 106:7 relative 105:13 106:10 release 26:24 releases 49:15 relevant 52:15 reliable 23:17 rem 94:2 remain 29:2 remainder 34:16 remember 37:6 73:13 80:1 reminder 36:24	reminders 103:1 remote 29:22,24 removal 29:19 renovated 79:1 renovations 73:25 rep 2:12,13 repair 80:8 repairs 80:9 replica 68:4 replicate 34:25 report 40:6 reportable 57:16 57:21 reported 1:18 55:13 reporter 4:2,8 4:11,16,19,24 6:20,24 7:4,18 7:23 8:4 9:13,17 9:22 11:7,11,16 11:20 13:13,16 13:21 14:2 15:5 15:9,17 16:25 17:3,8,11 19:6 35:18 103:24 represent 66:14 representation 55:20 representative 2:6,9 3:3 15:23 46:13 representatives 48:8 87:25 98:9 represented 49:22 represents 26:9	requested 16:5 requesting 22:21 49:5 requests 47:22 47:23 require 47:3,23 55:11 required 64:7 requirement 24:2 requirements 90:12 resale 59:16 research 39:4 researched 49:23 residence 27:15 residences 27:20 85:11 resident 10:8,10 46:11,14 59:23 75:12 80:25 91:1 98:6 resident's 46:24 residential 78:23 82:3 residents 10:12 51:1,5 81:6 91:19 92:2,11,18 residual 31:1 resolution 16:6,8 16:9 resource 30:19 42:22 resources 26:23 26:24,25 31:5 47:6 49:25 68:18 91:8
--	---	--	--

respect 35:24 58:12 respectful 66:7 respecting 35:24 responders 69:25 response 32:10 64:4 84:21 responsibilities 22:9 24:7 responsibility 48:1,2 61:5 responsible 22:4 22:8 24:6 77:16 rest 21:22 43:6 92:11 103:22 restaurants 75:6 restored 75:17 restoring 12:8 restroom 71:1 result 25:18 27:22 28:25 29:15,18,20 30:1 30:9 31:17,20 57:8 59:9 results 46:23 55:19 58:5 retired 3:10,18 42:12 78:10,11 93:1,14 94:21 returning 58:20 reunited 42:14 review 12:9 19:25 21:5,18 24:21,25 25:1 26:2,3,6 27:7 32:3 34:15 35:13 37:2	reviewing 20:12 22:4 62:23 revisit 54:7 rich 57:1 richard 54:11 56:20 rid 18:21 50:10 ride 52:19,23 ridge 10:7,16 92:5,8 ridiculous 39:2 rig 18:24 right 7:9 12:12 12:12 14:4 17:16 18:8 29:9 34:14 36:10,18 37:13 39:6 41:3 45:12 51:13 62:2 64:20 65:20 66:2 69:18 71:12 72:23 74:8 79:3 80:11 87:22 88:23 91:23 95:17 96:10,18 96:19 97:4 101:17,17 rigs 18:22 rise 82:20 risk 13:9 28:20 28:24 29:1 44:2 47:6,9 65:15 76:23,23,25 77:3 77:20 102:11 risks 13:12 49:14 ritter 2:4 7:2,2,6 61:14,15 91:4	98:20 river 1:11 3:4 10:6,14 11:3 12:19 17:18,18 39:19,23 40:2,19 41:3,8 42:17 43:4,16 45:12 47:2,13,14,19 48:18 49:12 51:13 52:7,14,19 52:24,25 54:2,6 60:6 61:18 62:9 62:10,11,17,18 62:21 67:25 68:12,13,17,17 68:20,23,24,25 69:4,21,23,24 70:15 71:10,17 72:1,2,14,25 74:5,8 76:16,19 76:21 79:13,14 81:4,5,13 82:14 82:20 83:8,13 85:11,12 87:3 88:13,25 90:4,20 92:5,7 93:14,23 95:5 98:10 100:18,19,20 101:16,17 102:9 102:12 river's 69:8 riverside 87:4 road 10:12 70:5 101:16 roadway 41:5 roadways 29:23 robert 2:15,24 21:1 42:2	rock 101:1,3 rocks 80:3 role 21:4 55:8 rolling 50:16 73:10 room 34:24 54:16 92:17 103:4,5 roscoe 15:14 rotting 71:23 route 40:8 44:13 routes 23:19 45:24 84:25 row 36:10 rrr 90:13 rules 35:21 55:5 55:6,7 run 6:5 40:15 44:21 52:6 53:6 63:17 71:1,12 77:17 80:12 83:15,16 90:9 95:1 running 87:6 96:7,12 runs 12:11 41:3 69:18 rush 5:25 6:9 rushed 74:13 russell 2:23 54:10,12,13 61:13 63:8 rusty 8:9 ryder 2:3 4:6,7 4:10,23,23 5:2
---	--	--	--

s	schedule 24:10	semis 18:22	severity 57:25
s 2:1 3:1 4:1 7:9	school 5:24,25	50:11,11	sewer 41:5
8:2 13:20 17:7	27:15 67:15	send 18:7 76:19	shaffer 3:3 66:8
42:8 50:23	81:7	101:1	66:10,11,12
54:13,13,14,14	schools 27:20	senior 75:4	98:22
59:23 63:11	scoping 24:16,22	sense 68:20	shaking 54:4
66:13 78:9	scott 3:20 99:12	sensitive 8:16,18	share 103:14
86:10	99:12,18 100:3	9:3 27:14 57:23	sherry 3:8 74:19
s31 57:9	scratched 52:9	62:19,24	74:22,24
safe 66:25 75:5	screen 33:17	separately 73:17	ship 13:9 60:22
safer 18:22	35:5 36:8	september 1:7	shipments 67:9
50:11 57:20	seat 19:14,16	33:1 44:19,25	shippers 23:12
safety 10:18	seats 19:13	103:10	shipping 18:3
18:11,19 26:19	second 4:15 58:6	serious 46:15	67:7 86:22
26:20 28:17,18	72:1	90:21	ships 40:2 60:11
28:18 40:24	secondly 12:5	seriously 45:21	shirk 2:5 8:1,1,6
41:16 45:6	seconds 29:7	serve 7:13 61:15	shop 39:25
46:15 50:1 57:6	section 7:12 24:8	61:22	shopping 76:22
60:7 61:5 65:18	41:2 57:9	served 88:9 90:2	short 40:9 90:17
66:16,22,24 69:4	sections 6:5	service 5:20	97:1
77:5,23 78:12	see 12:10 18:17	92:14	shoving 96:11
79:5 98:15 99:9	18:18 19:12	services 10:25	show 60:10
102:11	33:16 35:14	46:24 51:5	64:18
sam 86:11	42:25,25,25	serving 23:18	showing 34:3
sandhill 8:17	43:22 50:1	session 35:20	shown 33:17
sarcastic 45:13	67:16 69:17	36:1 63:24	35:4
satisfying 58:13	70:4 71:22	set 26:4 32:10	shows 24:10
save 41:20 83:1	74:15 79:12	34:24 60:8	26:8,16 34:9
saved 68:7	86:19 93:10	71:21	59:1 64:19
saw 35:1 102:21	96:17	sets 63:19	shut 65:3
103:6	seeing 42:17	settles 58:18	shy 63:10
saying 88:17	90:21	setup 38:2	side 12:20 46:21
95:6	seen 13:3 19:2	seven 46:17	51:2 65:21 67:3
says 88:18	50:14 55:23	51:23	74:1 81:4,5,6,15
102:18	64:14	severe 40:13	83:24
scale 51:16	segment 57:12	102:11	sides 63:20
scary 38:9 97:14	semi 18:21 42:12	severely 9:10	sideswiped
		40:8	82:24

sightings 95:2,2 97:1,2 sign 38:17 signature 105:16 106:13 signed 36:22 significant 36:21 72:16 90:10 102:20 significantly 30:4 90:6,14 signing 38:17 silence 48:7 similar 103:11 similarly 31:4,10 simple 76:16 simply 53:3 55:9 76:9 simultaneously 23:16 single 49:17 sir 72:6 99:25 sit 12:21 78:15 79:8 93:20 site 41:10 49:9 sites 13:6 26:24 31:8 sitting 36:18 70:3 71:23 situation 75:10 six 16:6 53:18 88:10 sixty 53:18 size 70:6 skills 105:10 106:6 sleep 77:11 94:2 94:3	slide 24:10 26:7 26:16 34:9 35:6 slobojan 2:25 54:11 59:21,22 59:23 slow 64:7 97:9 small 52:6 53:6 58:2 87:9,21 88:8 smallest 23:9 sole 48:1 55:4 solis 2:23 54:10 54:12,13 98:18 solution 87:10 87:11 solutions 86:21 somebody 19:15 60:14 63:13 65:4 95:23 somebody's 70:10 someday 14:25 son 69:14 soon 67:6 sorry 4:12 51:4 63:7 83:16 88:9 sort 8:25 34:25 sound 27:18 58:16 73:5,8,19 83:4,5,12,22 84:1,3 sounds 58:16 74:10 south 10:5,14,16 10:23 11:5 23:18 74:1 84:13 91:19 92:3,7	southern 18:6 19:19 20:6 21:14 22:15,18 49:25 southwest 14:10 61:17 soybeans 71:14 span 68:4 spanish 36:14,15 speak 13:22,22 36:10,21,22 37:10,11,12,20 38:4 46:12 49:4 56:22 67:19 73:23 86:14,16 98:12,21,23,24 99:21 speaker 2:16,24 4:13 37:17 39:15 speakers 70:20 70:24 speaking 48:23 59:14 91:6 99:13 species 8:10,13 8:14,15 9:3 12:11,16 24:9 31:12 61:19,20 61:21 specific 65:7 specifically 7:13 28:6 63:17 64:23 specifics 38:4 spectacular 39:20	speech 58:11 speed 17:20 77:21 79:6 97:4 spell 4:8 11:16 42:5 spelled 7:8 15:13 57:3 87:17,18 spend 46:1 spending 72:22 86:13 spent 12:7 41:14 68:21 73:5,19 81:8 90:3 spill 12:6,14 28:22 91:15 spillage 58:3 spills 9:4 10:21 84:4 spoke 13:5 91:4 98:25 spoken 98:13 99:1 102:2 spokesperson 44:20 sponsored 22:13 33:13,24,25 34:18 spring 9:7 square 41:2 squeal 93:19 stacking 64:13 stadium 39:25 staff 35:24 37:24 stage 62:12 92:10 stakeholders 24:19 25:3
--	--	---	---

stand 31:8 43:7 49:1 standards 86:1 standing 5:17 standpoint 74:12 stands 15:20 start 5:6 15:16 20:2 21:23 37:20 70:21 85:18 started 24:16 36:13,24 37:8 starting 60:12 state 8:13,14 16:20 23:11,19 37:7,9 41:12 42:4 47:24 56:24 61:20 71:17 72:24 101:12 105:19 stated 96:5 statement 12:9 17:14 19:19,19 20:19 21:7 24:12,15,24 25:6 32:7,19,20 34:17 49:6 57:17 58:20 62:16 65:13 91:9 97:24 statements 54:24 states 23:6 49:19 73:5 stating 73:7 stay 34:15 55:10 82:2,3 staying 6:4 21:22	stb 47:3,18 48:13,16,19 55:4 55:10,16,18,19 56:10 87:7 stb's 55:8 stb.gov. 34:8 steelworkers 3:3 66:13 98:23 step 69:10 84:16 steps 21:21 stint 41:1 stone's 47:13 stonewalled 16:7 stood 54:18 stop 18:23 43:10 45:3 50:12 70:9 75:16 97:9 102:20 stopped 5:15 78:13 79:19,20 stops 5:9 53:3 stories 43:16 45:4 story 68:8 straight 102:9 stranding 10:19 streams 49:10 street 1:12 6:6 6:10 10:8,10 40:10,11 78:21 78:23 80:5 84:19 91:19 streets 5:22 78:14 stretch 40:13 41:4 62:10 strict 86:1	striving 86:20 strong 28:4 99:11 strongarm 16:2 stronger 49:14 strongest 42:22 strongly 62:23 98:21 struck 91:21 structure 95:1 structures 28:5 85:14 stuck 10:21 students 89:14 studies 53:10 73:6,8 studio 79:1 study 13:4 47:4 64:18 studying 75:10 stuff 9:4 18:9 submissions 99:7 submit 33:5,9,11 33:19,20 34:6,10 34:12 87:20 submitted 22:20 33:22 submitting 33:24 subsidiaries 22:18,19 substantially 57:18 subway 41:4,19 sudden 53:4 suggestion 81:25	suitable 31:11 summarize 21:18 summarizing 21:4 summary 31:22 32:2 summer 6:19 summerville 2:13 20:16 superhighway 18:5 49:20 supervisors 3:20 99:13 100:4 support 99:3 supposedly 38:15 sure 11:14 18:8 18:11 24:6 38:22 48:24 66:25 74:9 surface 20:10,11 20:21,25 21:1,12 21:25,25 22:6,21 23:23 32:13 45:21 46:5 52:9 55:3 93:2 surgical 41:1 surrounded 91:14 suspect 59:6 switchyards 45:8 sworn 105:5 system 23:1,13 29:6 systems 23:3
---	--	---	---

t	talking 18:20	44:15 46:6,7	15:1 16:21
t 7:3,3,8 13:20	39:7 45:19 61:2	48:20,21 49:3	17:14,19 25:17
42:8 50:23,23,23	68:15 71:13,15	50:16,18 52:1,3	29:1 43:20
61:15,15 67:24	78:22	54:7 56:17,19,21	51:17 52:7,8
86:11	tax 48:7	57:2 59:20	55:20 61:4,10
tabachnick 2:12	taxi 52:22,23	61:11 63:1,2	68:10,21,25 69:9
20:15	taxpayer 48:5	66:7 67:21,22	70:8,12 72:4,16
table 36:23 59:1	taxpayers 48:3	68:2 69:10 72:6	74:11,11 75:13
tactic 48:15	taylor 3:13 78:7	72:8 74:16,17	75:15 76:22
tactics 16:3	80:21 84:7,9,10	75:20,22,25 78:3	77:13,25 79:4,6
tag 19:15	team 36:13,18	78:5 80:18,19	79:10 80:8,15
tahoe 42:13	100:22,24	82:7,8,10 84:6	84:15 85:6,21
take 10:13 40:14	tear 88:12	86:5,6,12 87:12	86:3 87:11,20
41:25 44:2,2	technology	87:13,18 89:17	88:3,16 89:1
55:16 56:2,12	77:25	89:18 90:22,23	90:18,19 91:16
60:17 69:10	tell 38:23 53:25	92:20,21 94:17	102:19
70:25 71:11	54:2 73:6 98:18	97:25 98:1	thinking 6:13
76:12 84:15,24	temporary 30:19	99:19,20,23	79:21 87:12
85:8,14,24 86:4	ten 82:7 89:25	101:8,10,25	third 20:17
95:9 96:25	92:25 93:1 97:3	102:1,24,25	thought 63:13
100:19 101:3	97:5,6,7,7,10	103:19,23	72:6
taken 86:18	term 58:12	thankfully 45:1	thoughtfulness
105:3,12 106:9	87:10 90:17	thanks 59:18	6:13
takes 73:19	terms 29:3 30:11	that'd 14:2	thoughts 76:11
88:21 97:6	terry 2:8 3:10	theirs 93:17	94:23
talk 17:10 19:5	13:19 78:6,9	thing 14:1 17:23	thousands 9:8
21:13,15,21 38:3	testifying 105:5	43:1 79:23 85:6	39:20 40:11,19
38:5 53:23	thank 4:11,24	86:5 100:5	40:21 81:9
56:23 57:5	6:19,20 7:4,18	101:22	threat 40:13,25
66:12,22,22	7:21 8:4 9:13,22	things 5:18 8:18	41:22
68:10 76:11	11:5,7,20,22	13:3 14:12	threatened 8:13
79:24 80:10	13:12,13,21 14:3	17:22 48:10	threatening
87:25 98:15	15:5 16:23,25	53:15 66:25	48:10
talked 14:24	17:8 19:6,12	68:25 86:25	three 16:9,11
58:6 76:18	20:2,3,4 35:11	88:6,11,16 89:12	19:5 27:17 36:5
78:24 79:12	35:15,16 36:11	89:16 102:16	36:8 37:16,19
98:13	39:10,11,17	think 12:22,25	46:17 56:10
	41:20,22 42:10	13:2,11 14:2	58:16 60:3,5

61:20 62:5,13 64:14,24 65:1 69:23 71:6 79:16,21 82:18 88:24 89:4 92:3 94:3 100:9 101:19 threefold 72:20 thresholds 25:14 26:2,4 53:20 thriving 72:17 throats 45:20 throughfare 53:1 throw 47:13 thunder 86:17 ties 18:25 time 5:11 6:19 15:16 16:12 21:8 24:16 25:2 32:1 36:5 39:8 39:22 42:16 52:1 53:2 58:22 59:18 60:19 61:2 65:12 66:7 66:22 67:21 69:9 72:7,22 73:5 75:25 76:1 78:12 82:17 84:16,21,25 85:4 85:5,25 86:4,13 87:19 90:3 95:23 99:19 103:8 timely 66:19 timer 36:7 times 5:7 6:3 60:3,5 62:13	64:9,9 79:16,21 82:19 89:25 timeshare 71:20 tires 50:13 today 32:1 46:13 told 14:20 38:25 44:21 tolerate 43:8 toll 55:7 tone 45:14 tonight 19:12,17 21:9 35:14 36:4 36:21,25 54:15 56:22 63:1 68:10 70:21 76:1 84:15 87:23 98:8,12 99:17 100:5,7 103:5,6,15,19,23 tonight's 20:13 20:23 33:7 35:2 35:7,11,20 top 61:22 95:8 topics 21:10 26:16 torrence 1:18 105:2,17 total 27:19 51:23 57:24 58:1 59:3 totally 15:20 tourism 75:14 tours 12:22 43:3 town 42:19 47:19 50:25 51:24 54:20 55:14,14 63:12 63:18,20,21 64:8 64:25 65:7,8	69:20 70:3 84:13,19 87:10 87:22 95:12 100:6 towns 65:25 88:8 toxic 58:4 track 8:22 12:11 12:20 67:4 73:14,20 74:8 75:1 85:10 100:10 tracks 5:15 8:23 11:24 44:22,24 45:17 46:22 51:3,25 53:5 54:3 59:25 60:1 60:9,14,18 61:7 61:9 63:16,17,18 63:21,22 64:10 64:11,19 65:6,17 65:24,25 66:20 69:18,19,22 70:3 70:7,8 73:1,3,13 73:22 75:8 80:2 82:25 83:8,19 84:14 85:12 87:4 93:5,8,17 95:4,5 96:10 100:10 102:9 trade 23:19 traffic 16:17 25:13,19 26:6,8 26:11,12,23 27:13 28:19 29:1,15,23 52:11 64:12 65:14,17 67:6,8,13,17 70:9 76:10,15	78:1 79:17 81:4 86:22 94:15 97:1 trafficking 18:4 49:21,22 tragic 90:19 trail 18:16 65:20 train 5:15 18:12 18:13,16,16 27:10 28:22 39:7 40:7,14 43:12 44:23,25 45:6 50:2,6 53:3 55:7 58:16 59:8 62:19 64:23 65:2,14,19 66:20 66:20 67:8,17 69:3,15,23 70:5 73:13,14,15,19 75:8 79:17,19,20 80:13,14,15 82:24 83:7,8 88:23 93:25 94:4,12,15 96:12 97:5,8 100:11 101:5 102:20 trained 89:6 trains 5:5,9,25 14:9,13,15,15 17:20,21,21 19:2 26:7,11,14 27:11 27:25 28:1,4 40:15,17,20 43:10,18 44:11 44:22 45:3,10 49:15 50:7 51:10 58:24 60:3,15,17,23
---	--	---	--

62:17 64:7,17 67:6,8 68:3 70:12 71:12,21 71:22 78:13,21 79:3,9 82:19,24 83:15,16 86:24 87:2,6 88:5 93:6 93:25 94:1,10 95:1 96:7,11,13 97:20 101:19,21 transcribed 36:25 transcriber 106:1 transcript 106:3 106:5 transcriptionist 105:8 transferred 29:21 transit 96:1 translation 36:14 translations 36:16 transport 57:20 57:20 101:2 transportation 20:10,11,21,25 21:1,12,25 22:1 22:7,21 23:13,15 23:18,24,25 30:4 30:5,10,11 32:13 32:17,23 33:2 38:21 45:21 46:5 47:5 55:3 68:8	transportations 19:1 transported 47:12 travel 46:24 50:8 traveling 94:11 travels 47:14 62:19 treasures 62:24 83:22 treat 35:23 tribert 4:14 tribes 24:19 triebert 2:16 triple 76:25 tripling 43:17 58:24 76:9 tripping 52:10 trips 61:25 trouble 63:5 71:18 truck 23:21 29:15,17,20,23 30:1,5,6,11 57:20 70:6 94:13 95:20,24 95:25 trucks 29:19,21 50:14 94:11 95:22 96:13,14 true 54:25 55:20 105:9 106:5 truly 40:25 56:13 try 52:24 82:1 trying 5:21 12:8 15:2 18:21 45:20 56:7,8	69:2 81:10 90:3 93:10 tuesday 1:7 tunnel 41:4,7,13 41:19 tunnels 41:11 turn 33:4 70:10 89:15 turned 72:16 turns 78:20 turtles 8:12 twenty 14:15 82:7 93:6,25 97:6 twice 5:15 two 4:15 14:15 16:11 18:13 20:21 22:14,24 22:25 23:3,9 36:17 45:17 47:12 49:4 51:11,21 52:6 55:2,17 56:23 60:16 63:19,20 73:12,15,22,22 73:22 82:1 84:14 88:5 93:6 93:25 95:22 96:15,20 100:9 102:16,20 type 34:5 97:15 types 25:16 34:11 typewriting 105:7	u u 9:21 11:19 50:23,23 54:14 78:9 86:10 91:1 101:15 u.s. 17:25 48:3 unable 100:15 unanimously 56:1,2 unanswered 54:23 99:10 undercut 48:15 underneath 24:7 24:12 97:21 underpass 84:20 85:23 underpasses 84:18 85:2,19 underreporting 49:13 understand 13:4 13:8,10 14:8 39:5 43:15 44:1 76:7 100:14 understanding 27:6 74:15 understated 47:11 understood 38:16 63:7 undertake 29:11 underwater 62:7 undoubtedly 83:13,16 unfair 61:10 unforeseen 97:12
--	--	---	---

unfortunately 5:14 41:16 unhooked 5:16 unidentified 39:15 union 3:3 67:12 98:23 unique 39:23 united 3:3 23:6 49:18 66:13 73:4 98:22 unloaded 71:25 untreated 66:19 updates 34:19 34:23 upper 61:18 62:9,21 upriver 82:15 upset 16:2,10,14 urban 61:17 87:9 urge 41:17 45:21 46:5 48:16,19 62:23 69:8 99:17 101:5 103:2,13 use 5:4,21,23 22:16 30:11 93:8,10 useful 93:5 useless 93:23 uses 48:7 utica 10:7,15 92:5,8 utility 41:5 utilizing 9:9	v valdez 47:16 value 59:16 77:10 values 89:10 vapor 49:15 vapors 50:4 varies 5:6 variety 61:21 62:1 vast 45:7 vehicle 29:7 vehicles 10:18 28:23 47:21 60:13,18 66:19 69:8 70:15 82:25 84:21 venue 36:2 venues 60:10 verifying 50:3 veronica 3:2 61:13 63:4,8,11 66:7 versus 94:12 veteran 48:6 vhb 20:17 viaducts 45:25 vibrates 54:2 vibration 7:7 8:7 26:21 28:1,3 54:1 96:18 vibrations 8:11 27:25 28:1 videos 96:17 viking 43:4 60:22 village 55:14,14 88:10	virtual 25:25 30:17 31:24 38:9,18,21 39:5 39:8,12 40:3 41:9,21,23 43:11 43:14,20,25 44:22,23 45:2,12 46:7 54:8,22 58:7 61:12 63:3 66:5 67:20,23 70:16 80:20 88:7 90:24 94:9 95:16,17 96:2,20 101:25 103:4 visionaries 41:6 visit 34:18,20 48:19 visited 49:9,11 visiting 62:23 101:7 visuals 38:1 vital 47:15 50:9 vitality 68:16 voice 8:7 59:14 88:1 volatile 95:19 volume 46:25 volunteer 2:8 14:12 vote 6:18 16:6 16:11 46:4 56:16 99:17 voted 56:2 voting 6:16	72:12 wages 67:3 wait 4:12 12:21 88:8 waiting 40:23 43:9 53:2 60:1 66:20 67:4 70:9 70:10 84:4 wake 6:2 96:15 96:17,20 waking 94:4 walcott 63:12,18 64:10 65:20 walk 42:23,24 47:17 52:20,22 53:3 75:4,5 83:7 walker 82:9 walks 68:25 want 16:1 20:14 20:20 21:7 25:2 27:4 31:25 33:15 35:11,21 37:25 44:5 45:19 56:23 63:15 64:16,18 70:22 72:22 74:12 75:13 76:9,23,24 78:3 79:24 80:10 81:17 86:21 87:18 93:7 99:23 100:14 102:8 wanted 15:15 48:23 68:10 wants 19:14 80:12
		w	
		w 17:7 46:10 52:5 57:4 67:25	

wapello 7:10 10:9,9 14:21 91:23 92:6,10 wapsipinicon 17:18 warm 75:20 warning 36:9 washington 32:25 waste 31:1 watch 39:24 78:15 79:9 watched 54:16 watching 60:23 water 26:24 31:5 42:21 44:2 47:6 52:22 81:11 91:8,14 95:3,5 96:8 water's 96:13 waterways 45:25 way 10:5 14:23 17:25 34:13 36:3 37:15 44:4 51:22 52:1 54:1 60:8,11 69:15 86:24 91:20 93:9 96:18,22 102:7,18 wayland 2:11 19:23 20:3,9 52:7 ways 33:10 34:15 44:11 88:13 wazoo 49:12	we've 8:20 36:20 43:5 54:14 68:15,21 71:18 88:4,4 102:8,16 wear 88:12 weather 43:2 website 33:13,15 33:21,24 34:1,8 34:10,19,21,22 34:25 103:3,18 week 60:21 82:23 103:23 weidman 50:19 50:20 weight 17:21 37:1 64:16,17 weighted 27:17 welcome 5:1 8:5 13:24 14:4 19:17 20:4 welcomed 42:15 wellbeing 77:4 77:12 went 37:4 79:18 west 5:3,12,13 6:1 81:6 82:7 wetland 61:17 wetlands 14:11 17:17 31:7,7 49:9,11 wheels 45:20 47:18 whistle 64:23,25 81:21 whistles 6:4 43:13 88:5 whitest 100:6	wife 45:17 76:2 wild 8:12 14:11 wildlife 62:21 82:22 83:18 willis 2:10 17:6,6 17:10,12 44:17 48:22,22,25,25 windows 59:13 65:3 73:18 wine 3:4 66:9 67:24,24 86:16 winter 83:3 witness 105:4 woman 75:4 wondered 96:15 wonderful 35:14 75:20 84:1 wonders 43:2 word 34:7,11 work 10:3 11:4 21:24 22:5 35:22 41:18 52:6,8,19,20,20 53:7,11 66:14 67:4,5 72:17 89:5,25 worked 75:14 workers 89:15 working 68:3,16 70:22 workplaces 92:20 works 20:17 69:14 92:16 93:25 world 40:1 43:6 52:15	worried 45:18 93:12 worry 60:12 69:6 77:17 worrying 45:15 worse 62:9 79:21 worth 91:17 wreck 66:2 writing 5:6 24:11 33:10 written 33:12 36:25 99:7 102:22 wrong 9:10 45:14 www.cp 33:14 34:19 www.stb.gov. 33:15
y			
y 4:10,23 13:20 52:5 67:24 69:13 98:5 yard 7:10 65:5 97:3 yards 59:5 76:21 yeah 14:24 57:1 71:8 86:8 95:7 101:11 102:18 year 7:14 43:21 45:7 57:14,15 61:23 62:6,8 82:15 84:11 years 42:13,16 64:15 72:12 76:3,4 78:11 84:12,18 85:1			

[years - zone]

Page 37

88:10 89:25 92:25 93:1 96:16 yellow 36:9 young 89:7 youtube 95:13
z
zone 73:21