

**MAYOR**

Keith Pekau

**VILLAGE CLERK**

Patrick R. O'Sullivan

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Orland Park, IL 60462  
708.403.6100  
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**TRUSTEES**

William R. Healy

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Michael R. Milani

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Brian J. Riordan

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**302331**

May 12, 2021

The Honorable Cynthia T. Brown  
Chief, Section of Administration, Office of Proceedings  
Surface Transportation Board  
395 E Street, S.W.  
Washington, DC 20423

**ENTERED**  
**Office of Proceedings**  
**May 13, 2021**  
**Part of**  
**Public Record**

**RE: FD 36514, Canadian National Ry. – Control – Kansas City Southern**

Dear Ms. Brown;

As the Village President of Orland Park, Illinois I am contacting you about FD Docket 36514 and the intention of Canadian National Railway to merge with Kansas City Southern. I urge the Surface Transportation Board to carefully consider whether approval of CN's Voting Trust request is warranted at this time due to the potential that CN's freight trains will further burden the Chicagoland area with increased road network congestion by adding a significant increase in freight rail volumes.

While the region is a rail hub and has benefitted from the jobs that accompany that reality, the very existence of the CREATE program demonstrates that there must be a careful balancing of the broader public interest when it comes to a merger that has the potential to further burden communities, commuters, and the other regional economic drivers in the region. Whether a particular town has a rail line running through it, a freight rail line creates roadway chokepoints for neighboring towns and communities, or the freight traffic interferes with their Metra commuter trains, the impact stemming from 25% of U.S. rail freight touching the Chicagoland region each day is significant in the daily lives of millions living in the region. In particular, Phases 3 and 4 of the 75<sup>th</sup> Street CIP project remain unfunded and this congestion negatively impacting commutes for the Southwest Suburban commuters on a daily basis.

For this reason, I respectfully request that the STB not approve the CN Voting Trust motion until it has done the review to answer the following regional concerns, as these impacts should help determine whether a CN-KCS merger is truly in the public interest of the region.

- How would a CN-KCS merger impact Metra operations, particularly until the 75<sup>th</sup> Street CIP project is fully funded and completed?
- How would a CN-KCS merger impact Amtrak operations on its five

- Chicagoland lines given CN's history of issues vis-a-vis passenger rail service?
- To what extent are current CN operations on the former EJ&E rail line in conformance with what the railroad forecast in 2008, and how should updated operations data influence the Board's assessment of CN's operating plans in a 2021 CN-KCS merger?
  - How many train movements would be added to all of CN's rail lines in the region, including the EJ&E?
  - How many grade crossings in the region would become substantially impacted by increased rail traffic stemming from a CN-KCS merger?
  - How would emergency response service times be impacted if more grade crossings are substantially affected?
  - To what extent would the merged railroads be required to mitigate community harms at their own expense?

Thank you for your careful consideration of my concerns and those of the residents of Orland Park, IL.

Sincerely,



Keith Pekau  
Village President, Orland Park

Cc: Orland Park Village Board  
Suzanne Devane, [sdevane@hdresources.net](mailto:sdevane@hdresources.net)  
David Bennett, Executive Director, Metropolitan Mayors Caucus



The Village of  
**Glenview**

Village President's Office  
(847) 904-4370 phone  
(847) 724-1518 fax

May 11, 2021

The Honorable Cynthia T. Brown  
Chief, Section of Administration, Office of Proceedings  
Surface Transportation Board  
395 E Street, S.W.  
Washington, DC 20423

**RE: FD 36514, Canadian National Ry. – Control – Kansas City Southern**

Dear Ms. Brown:

As the President of Glenview, Illinois I am contacting you about FD Docket 36514 and the intention of Canadian National Railway to merge with Kansas City Southern. I urge the Surface Transportation Board to carefully consider whether approval of CN's Voting Trust request is warranted at this time due to the potential that CN's freight trains will further burden the Chicagoland area with increased road network congestion by adding a significant increase in freight rail volumes.

While the Chicago region is a rail hub and has benefitted from the jobs that accompany that reality, the very existence of the CREATE program demonstrates that there must be a careful balancing of the broader public interest when it comes to a merger that has the potential to further burden communities, commuters, and the other regional economic drivers in the region. Freight rail lines without grade separations create roadway chokepoints, not only within a town, but also for neighboring towns and communities that transit on our roads. The impact stemming from 25% of U.S. rail freight touching the Chicagoland region each day is significant in the daily lives of millions living in the region.

For this reason, I respectfully request that the Surface Transportation Board not approve the CN Voting Trust motion until it has done the review to answer the following regional concerns, as these impacts should help determine whether a CN-KCS merger is truly in the public interest of the region:

- How would a CN-KCS merger impact Metra operations?
- How would a CN-KCS merger impact Amtrak operations on its five Chicagoland lines?
- To what extent are current CN operations on the former EJ&E rail line consistent with what the railroad forecast in 2008, and how should updated operations data influence the Board's assessment of CN's operating plans in a 2021 CN-KCS merger?

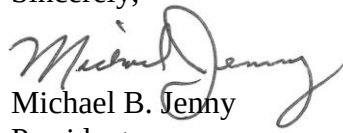
*CONFIDENTIALITY NOTICE: The information transmitted herewith is intended solely for the individual(s) addressed and may contain information that is privileged, confidential or exempt from disclosure under applicable law. Please report any erroneous transmission or unauthorized distribution to the office listed below.*

2500 East Lake Avenue • Glenview, Illinois 60026 • 847.904.4370 • fax 847.724-1518

- How many train movements would be added to all of CN's rail lines in the region, including the EJ&E?
- How many grade crossings in the region would become substantially impacted by increased rail traffic stemming from a CN-KCS merger?
- How would emergency response service times be impacted if more grade crossings are substantially affected?
- To what extent would the merged railroads be required to mitigate community harms at their own expense?

Thank you for your careful consideration of my concerns and those of the residents of Glenview, IL.

Sincerely,

A handwritten signature in cursive script, reading "Michael B. Jenny". The signature is written in dark ink and is positioned above the printed name and title.

Michael B. Jenny  
President



May 11, 2021

The Honorable Cynthia T. Brown  
Chief, Section of Administration, Office of Proceedings  
Surface Transportation Board  
395 E Street, S.W.  
Washington, DC 20423

**RE: FD 36514, Canadian National Ry. – Control – Kansas City Southern**

Dear Ms. Brown;

As the (title) of (town), Illinois I am contacting you about FD Docket 36514 and the intention of Canadian National Railway to merge with Kansas City Southern. I urge the Surface Transportation Board to carefully consider whether approval of CN's Voting Trust request is warranted at this time due to the potential that CN's freight trains will further burden the Chicagoland area with increased road network congestion by adding a significant increase in freight rail volumes.

While the region is a rail hub and has benefitted from the jobs that accompany that reality, the very existence of the CREATE program demonstrates that there must be a careful balancing of the broader public interest when it comes to a merger that has the potential to further burden communities, commuters, and the other regional economic drivers in the region. Whether a particular town has a rail line running through it, or a freight rail line creates roadway chokepoints for neighboring towns and communities, the impact stemming from 25% of U.S. rail freight touching the Chicagoland region each day is significant in the daily lives of millions living in the region.

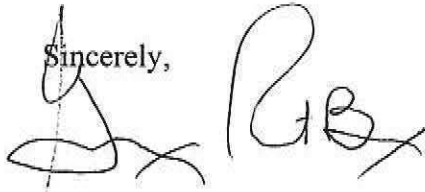
For this reason, I respectfully request that the STB not approve the CN Voting Trust motion until it has done the review to answer the following regional concerns, as these impacts should help determine whether a CN-KCS merger is truly in the public interest of the region.

- How would a CN-KCS merger impact Metra operations?
- How would a CN-KCS merger impact Amtrak operations on its five Chicagoland lines given CN's history of issues vis-a-vis passenger rail service?

- To what extent are current CN operations on the former EJ&E rail line in conformance with what the railroad forecast in 2008, and how should updated operations data influence the Board's assessment of CN's operating plans in a 2021 CN-KCS merger?
- How many train movements would be added to all of CN's rail lines in the region, including the EJ&E?
- How many grade crossings in the region would become substantially impacted by increased rail traffic stemming from a CN-KCS merger?
- How would emergency response service times be impacted if more grade crossings are substantially affected?
- To what extent would the merged railroads be required to mitigate community harms at their own expense?

Thank you for your careful consideration of my concerns and those of the residents of (town), IL.

Sincerely,

A handwritten signature in black ink, appearing to read 'Greg Rusteberg', written over a horizontal line.

Greg Rusteberg  
Village President  
Village of Deer Park  
23680 W Cuba Road  
Deer Park, IL 60010  
847-726-1648

**CERTIFICATE OF SERVICE TO STB DOCKET FD 36514**

I certify that a true and correct copy of the letters from DEER PARK, IL, GLENVIEW, IL AND ORLAND PARK, IL have been served this 13th day of May 2021, on all parties of record.

Suzanne M. Devane  
On Behalf of Commenters