



The Village of
Glenview

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304352

April 20, 2022

VIA E-FILING

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423

ENTERED
Office of Proceedings
April 21, 2022
Part of
Public Record

**Re: STB Finance Docket No. 36500
Canadian Pacific Railway – Control – Kansas City Southern**

Dear Ms. Brown:

Please accept this e-filing as the response of the Village of Glenview, Illinois to the comments and conditions by the Commuter Rail Division of the Regional Transportation Authority d/b/a Metra on the above-referenced proceedings, the proposed CP-KCS merger, submitted on March 15, 2022 (item # 304109).

INTRODUCTION

The Village of Glenview is a near northern suburb of Chicago with two existing rail lines, including the Metra Milwaukee North line through downtown Glenview and the Union Pacific railroad tracks further to the west. Both railroad tracks, generally, run north-south and connect and join just north of Glenview at "A20". Each run through residential neighborhoods and there are five (5) at-grade rail crossings. As such, Glenview sees both benefits and impacts from existing rail.

**OPPOSITION TO METRA REQUEST FOR CONDITIONS
("GLENVIEW HOLDING TRACK")**

In Metra's comments and conditions filing on March 15, 2022, on Page 22, there are three requested infrastructure expansion projects on the Metra Milwaukee North line that Metra would like to be required as part of the CP-KCS merger. **The Village of Glenview – along with numerous state agencies; federal, state and local elected officials; and a wide array of public action groups – strongly opposes item #3, requested as:**

Addition of a new connection at Tower A20 to allow CP trains to exit the Metra mainline before entering UP territory.

This request is to build a holding track for freight trains in Glenview directly adjacent to Union Pacific's existing tracks and residential neighborhoods, commonly referred to as the "Glenview Holding Track". The Glenview Holding Track was previously proposed as part of a WisDOT-IDOT study to expand Amtrak Hiawatha service between Chicago and Milwaukee. Between late 2014 and May 2019, various

stakeholders were able to consider the impacts for this potential project and ultimately there was strong opposition by many impacted parties to the Glenview Holding Track. Essentially, it was determined by the State of Illinois that the Glenview Holding Track is not a viable solution for regional rail, but rather a short-term band-aid with significant environmental and local health and safety impacts. On May 2, 2019, the Secretary of the Illinois Department of Transportation (IDOT) sent a letter, a copy of which is attached, to Illinois State Senators Laura Fine and Julie Morrison stating:

IDOT will not agree to freight train holding tracks in either Glenview or Lake Forest and you have my commitment that IDOT will not be moving forward seeking federal support for this project.

This IDOT letter definitively resolved the over four years of debate regarding strong concerns and opposition to any consideration of the Glenview Holding Track. It also reflected the bi-partisan opposition to the Glenview Holding Tracks from both the current Illinois gubernatorial administration (of Gov. J.B. Pritzker) and the immediate past administration (of Gov. Bruce Rauner). Metra is fully aware of the state, regional and local opposition to this project; indeed, the CP-KCS merger should not be a way to mandate an improvement that was studied, opposed and roundly dismissed. Additional information and an all-encompassing summary on this issue can be found at:

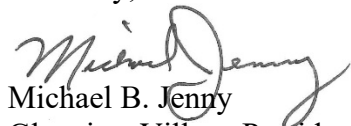
<https://www.glenview.il.us/pages/hiawatha.aspx>

REGIONAL/STATE RAIL REMEDIES UNDERWAY

The Village's review and understanding of the CP-KCS merger is that there will not be any short-term adverse freight rail impact to the Metra Milwaukee North line. As such, participating in IDOT's ongoing Illinois Rail Needs Assessment appears to be a better path to developing short- and long-term rail improvements and projects within Illinois rather than focusing on one or two stakeholders' individual requests. Since mid-2021, IDOT has been seeking input, holding open houses and other outreach on Illinois rail needs. The Village of Glenview, and all state stakeholders, have been invited to participate in this process. The Village of Glenview is strongly supportive of this holistic needs assessment and approach to address current and future rail needs including a long-term goal to separate passenger and freight rail in the Chicagoland area. This statewide approach will create better outcomes for all impacted entities rather than Metra's one-off request for the Glenview Holding Track.

Please contact me or Village staff with any questions.

Sincerely,



Michael B. Jenny
Glenview Village President

Enclosure

Cc: Glenview Village Board of Trustees
All parties on the official service list



Illinois Department of Transportation

Office of the Secretary
2300 South Dirksen Parkway / Springfield, Illinois / 62764
Telephone 217/782-5597

May 2, 2019

Honorable Laura Fine
State Senator
M115 Capitol Building
Springfield, Illinois 62706

Honorable Julie Morrison
State Senator
122 Capitol Building
Springfield, Illinois 62706

Dear Senator Fine and Senator Morrison:

Thank you for meeting with me recently and sharing your concerns and the concerns of other stakeholders in Glenview and Lake Forest regarding the Hiawatha Expansion project.

IDOT will not agree to freight train holding tracks in either Glenview or Lake Forest and you have my commitment that IDOT will not be moving forward seeking federal support for this project.

If you have any questions or need additional information, please contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Osman, Omer'.

Omer Osman
Acting Secretary

CERTIFICATE OF SERVICE

I hereby certify that I have on the 21st day of April 2022, caused to be served a copy of the foregoing filing, upon all parties of record in this proceeding.

A handwritten signature in dark ink, appearing to read "Joe Kenney", is written over a horizontal line.

Joe Kenney, Deputy Director of Public Works
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