

June 9, 2022

VIA E-FILING

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423-0001

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

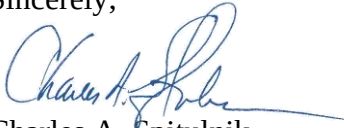
Dear Ms. Brown:

I am enclosing a Second Errata Sheet for the Commuter Rail Division of the Regional Transportation Authority d/b/a Metra regarding its Comments and Request for Conditions filed in the above-referenced proceeding on March 15, 2022. Subsequent review has revealed that Metra's supporting workpapers describing its modeling accidentally misstated that Metra did not include an increase in local freight traffic in its future modeling of the impacts of the proposed transaction. Metra did in fact include an estimated increase in local freight traffic in its future modeling. With the filing of this Errata Sheet Metra is correcting the description of Metra's modeling. These changes do not affect Metra's modeling, or the conclusions drawn from it, which were based on the modeling actually conducted (with the estimated increase in local freight traffic).

We are simultaneously serving all parties of record with this Errata Sheet.

If you have any questions, please do not hesitate to contact me.

Sincerely,


Charles A. Spitulnik

Enclosure

cc: All Parties of Record

**SECOND ERRATA SHEET FOR
COMMUTER RAIL DIVISION OF THE REGIONAL TRANSPORTATION
AUTHORITY'S ERRATA SHEET FOR COMMENTS
FINANCE DOCKET NO. 36500
FILED MARCH 15, 2022**

Page	Line	Text to be Corrected	Correction
Exhibit C, V.S. Crowley and Mulholland, p. 33	Last paragraph (lines 17-19).	“Although we modeled the existing local train operations in the Future Case RTC simulations, we believe this understates the future train volumes operating from Bensenville. As a result, future freight train interference is underrepresented in our RTC modeling.”	“[Deleted]”
Exhibit C, V.S. Crowley and Mulholland, p. 64	Lines 5-8	In our Future Case scenario, we assumed there would be no change in the frequency of local train service into/out of Bensenville, in accordance with CP/KCS Operating Plan. However, we believe this is an unrealistic future scenario, and it understates freight train interference Metra is likely to incur in the post-merger environment.”	“In our Future Case scenario, we conservatively assumed that an additional 1.9 daily local trains into/out of Bensenville would be required to handle the volume increase generated by 6 additional daily operating plan trains serving Bensenville (including Bensenville IMS). We believe this is a more realistic future scenario than the zero additional local trains estimated in CP/KCS Operating Plan, and more accurately reflects freight train interference Metra is likely to incur in the post-merger environment.”
Exhibit C-9 (Exhibit 9 to V.S. Crowley and Mulholland)	Item 8 (line 21)	“8. We assumed no increase in local train frequency in the Future Case.”	“8. [Deleted]”