



The Village of
Glenview

Village Manager's Office
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305525

October 21, 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
October 21, 2022
Part of
Public Record

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

Dear Ms. Brown:

The Village of Glenview, Illinois **strongly opposes** any condition on the above-referenced merger that would require “construction of a new connection at A-20 to allow parallel moves to new extended connecting tracks.” Such tracks on the Milwaukee District North (MD-N) line in Chicago’s northern suburbs – commonly referred to as the “Glenview Holding Track” – was requested by the Commuter Rail Division of the Regional Transportation Authority d/b/a Metra in testimony to the Surface Transportation Board (STB) on Wednesday, September 28, 2022. A condition requiring the construction of the Glenview Holding Track would adversely impact the community and is objectionable for the following reasons:

1. **Strong Local Opposition** – The Glenview Holding Track was carefully studied, widely opposed, and roundly dismissed after over four years of efforts by WisDOT and IDOT between late 2014 and May 2019 to consider expansion of Amtrak Hiawatha service between Chicago and Milwaukee. It was ultimately 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. Attached to this filing is ample evidence of the opposition (also found at www.glenview.il.us/pages/hiawatha.aspx) including:
 - Tab A – IDOT opposition under the current and past Governors;
 - Tab B – Elected official and other local opposition; and,
 - Tab C – Widespread media coverage of the highly controversial and objectionable nature of the Glenview Holding Track.
2. **Not Needed** – The draft EIS released by the STB on August 5, 2022, regarding the potential merger found no impacts on the MD-N line due to the merger. With no local impacts, no conditions on the MD-N line are necessary particularly one as roundly opposed as the Glenview Holding Track.

Please contact me or Village staff with any questions.

Sincerely,

Michael B. Jenny
Glenview Village President

CC: Village Board of Trustees

Attachments:

- **Tab A – Illinois Department of Transportation (IDOT) Opposition**
 1. IDOT Press Release – September 7, 2018
 2. Secretary of IDOT Letter – May 2, 2019

- **Tab B – Elected Officials and Other Local Opposition**
 1. Congresswoman Jan Schakowsky, IL State Representatives Laura Fine and Robyn Gable and IL State Senator Daniel Biss Letter – December 22, 2016
 2. Senator Dick Durbin Letter – January 9, 2017
 3. Congressman Brad Schneider Letter – January 12, 2017
 4. Congressman Brad Schneider and Congresswoman Jan Schakowsky Letter – October 13, 2017
 5. Public Forum Agenda – May 12, 2018
 6. Citizens for ACTION Information Sheet

- **Tab C – Media Coverage Regarding the Glenview Holding Track**
 1. WGN-TV Channel 9 Report: "Amtrak seeks expansion but residents in north suburbs pushing back" – January 12, 2017
 2. Daily North Shore: "1,200 Rail Against 'Train Parking Lot'" – March 13, 2018
 3. Chicago Tribune: "IDOT slows down Amtrak Hiawatha project over community concerns" – September 11, 2018
 4. Patch.com: "No North Shore Holding Tracks In Amtrak Hiawatha Expansion: IDOT" – May 11, 2019
 5. Chicago Tribune: "Illinois to discuss new ways to expand Amtrak Hiawatha service after IDOT letter reinforces suburban concerns" – May 20, 2019
 6. Glenview Journal and Topics Report: "Gov. Pritzker Stops By Glenview Village Hall" – December 13, 2019



State of Illinois
Bruce Rauner, Governor



Illinois Department of Transportation
Randall S. Blankenhorn, Secretary

FOR IMMEDIATE RELEASE:

September 7, 2018

CONTACT:

Guy Tridgell	312.343.1731
Jessie Decker	217.782.3030

IDOT: Feedback prompts extended look at Hiawatha study

SPRINGFIELD – The Illinois Department of Transportation announced today that it will not allow a federal decision on the proposed expansion of Amtrak’s Hiawatha Service to proceed until community concerns have been adequately considered and addressed. In a letter to the mayor of Lake Forest and the president of Glenview, IDOT also pledged to weigh freight and passenger rail needs and impacts as part of an overall resolution that looks at regional congestion and conflicts between railroads and regular vehicular and pedestrian traffic.

“We have heard loud and clear the concerns expressed by Glenview and Lake Forest,” Gov. Bruce Rauner said. “We listened to you. Clearly, a timeout on this project is needed so you can get the answers you deserve. This project will not proceed until that happens.”

The study into what improvements are needed to increase service between Milwaukee and Chicago is being led by the Wisconsin Department of Transportation, with the participation of IDOT, the Canadian Pacific Railroad, Metra, Amtrak and the Federal Railroad Administration.

“Based on the feedback we received, it’s apparent more analysis and outreach are required before this project moves forward,” Illinois Transportation Secretary Randy Blankenhorn said. “We will be asking our project team to perform that analysis and do the necessary outreach so the impacted communities are more involved in the decision-making process.”

To avoid duplicating the work that’s gone into the study thus far, IDOT is committed to providing analysis that addresses the questions and concerns that have been raised by residents and officials within the ongoing Environmental Assessment that is required to meet federal environmental regulations.

“Lake Forest supports rail improvements and efficiencies in our area,” Mayor Rob Lansing said. “Be assured that the City of Lake Forest will continue to be engaged in monitoring the service and safety of regional rail transportation.”

“After spending time studying this rail corridor, we believe there are better alternatives that would provide congestion mitigation without creating significant freight train impacts on our communities,” President Jim Patterson said. “We are grateful to the administration for listening to our concerns and directing their team to study these alternatives.”

As part of its overall mission, IDOT remains committed to providing safe and efficient transportation options, while remaining sensitive to the concerns of the communities most affected by any improvements.



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 'Omer Osman'.

Omer Osman
Acting Secretary



December 22, 2016

Sarah E. Feinberg
Administrator
Federal Railroad Administration
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington D.C. 20590

RE: Call for a full Environmental Impact Study (EIS) for the UPRR Siding Extension at A-20 Project, part of the Chicago-Milwaukee Intercity Passenger Rail Corridor proposal

Dear Administrator Feinberg:

We write to share our significant concerns regarding the potential harm threatened by one aspect of proposed improvements to the Chicago-Milwaukee Intercity Passenger Rail Corridor – the UPRR Siding Extension at A-20 Project. In light of objections raised by affected municipalities and thousands of worried residents, we call on the Federal Railroad Administration (FRA) to order a full Environmental Impact Study (EIS) to evaluate the negative impacts of the A-20 project and determine whether alternative holding track plans warrant additional consideration.

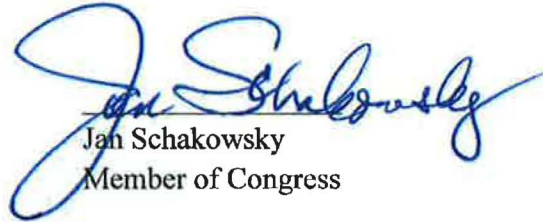
The UPRR Siding Extension at A-20 project calls for the construction of a holding track for freight trains of up to 10,000 feet in length in and near Glenview and Northbrook, Illinois. Following the release of a draft Environmental Assessment (EA) that did not account for concerns of those impacted by a potential holding track, the Board of Trustees of the Village of Glenview and the Village Board of the Village of Northbrook both unanimously voted to reject this assessment and called for additional examination of the harms posed by such a project.

We join that call for additional examination in the form of a full Environmental Impact Study. The proposed holding track would impact these communities in a variety of ways, as idling trains in and near residential communities pose safety, noise, and environmental risk to our constituents. The draft EA contained very limited data regarding these concerns, and we do not

believe that data is sufficient for use as a decision-making document. We need more information, and an Environmental Impact Study would ensure careful study of these and other potential risks to ensure that they are properly accounted for when the FRA makes a final decision on the A-20 project.

Please consider our request, and keep our offices informed of developments pertaining to the A-20 project and the Chicago-Milwaukee Intercity Passenger Rail Corridor going forward. If you have any questions or need additional information, please contact Andrew Goczkowski, the Grants Coordinator & Constituent Advocate on Congresswoman Schakowsky's staff, at Andrew.Goczkowski@mail.house.gov.

Sincerely,



Jan Schakowsky
Member of Congress



Laura Fine
Illinois State Representative



Daniel Biss
Illinois State Senator



Robyn Gabel
Illinois State Representative

RICHARD J. DURBIN

ILLINOIS

ASSISTANT DEMOCRATIC LEADER

COMMITTEE ON APPROPRIATIONS

COMMITTEE ON THE JUDICIARY

COMMITTEE ON RULES
AND ADMINISTRATION

United States Senate
Washington, DC 20510-1304

January 9, 2017

Randall S. Blankenhorn
Secretary
Illinois Department of Transportation
Hanley Building
2300 S. Dirksen Parkway
Springfield, IL 62764

Dear Secretary Blankenhorn:

I encourage you to work directly with community leaders and area residents as planning continues for increased Amtrak service on the Hiawatha line between Chicago, IL, and Milwaukee, WI. I appreciate the recent extension of the proposal's public comment period to allow additional time for the consideration of surrounding communities' concerns. Reducing any negative local impact of the proposed changes must remain a top priority as this project moves forward, and I encourage you to continue your dialogue with the affected communities with the hope that all concerns related to the potential impact of track improvements and expanded passenger rail operations will be appropriately addressed.

I remain committed to improving and increasing passenger rail service in Chicago and throughout Illinois. Achieving this goal will improve the daily commute of thousands of the region's residents, help bring thousands of people into Chicago, and generate millions in economic activity for the city and the region.

However, the Illinois Department of Transportation must work together with community leaders to ensure that the impacts this project may have on the property values and quality of life of residents are clearly identified and addressed. The States of Illinois and Wisconsin have a unique opportunity to manage increased demands for service and make critical infrastructure improvements that will provide benefits to local commerce and communities around the region.

I look forward to working with you to improve passenger rail service in Illinois and continuing our dialogue with community leaders, Amtrak, Metra, freight railroads, and federal and state governments to make increased service along the Hiawatha corridor a reality while reducing any harmful local impact.

Sincerely,



Richard J. Durbin
U.S. Senator

Congress of the United States
House of Representatives
Washington, DC 20515-1310

January 12, 2017

Sarah E. Feinberg
Administrator
Federal Railroad Administration
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Administrator Feinberg:

I am writing to you today to express my concern regarding the proposed Chicago-Milwaukee UPPR Siding Extension at A-20 Project and its potential impact on my constituents. I urge the Federal Railroad Administration (FRA) to conduct a full Environmental Impact Study (EIS) before moving forward with this project.

The Chicago-Milwaukee UPPR Siding Extension at A-20 Project would lead to the construction of a 10,000-foot holding track for freight trains in Glenview and Northbrook, Illinois. While I support efforts to improve the experience and reduce the commuting time for passengers of Amtrak's Hiawatha Line trains, I am concerned that the full impact of this project on surrounding communities has yet to be determined. The Environmental Assessment was an important first step, but more must be done. A full EIS would help determine the potential risks to the environment and safety of these surrounding communities and their residents and is essential for this project.

I commend you for your efforts in ensuring the safety and reliability of our nation's rail system. To that end, I urge the FRA to conduct a full and timely Environmental Impact Study and further examine the impact the Siding Extension at A-20 project may have on surrounding communities. I appreciate your consideration of my request and look forward to your response.

Sincerely,



Bradley S. Schneider
MEMBER OF CONGRESS

Congress of the United States
Washington, DC 20515

October 13, 2017

Secretary Randall S. Blankenhorn
Illinois Department of Transportation
Hanley Building
2300 S. Dirksen Parkway
Springfield, IL 62764

Secretary Dave Ross
Wisconsin Department of Transportation
Hill Farms State Transportation Building
4802 Sheboygan Avenue
Madison, WI 53705

Dear Secretary Blankenhorn,

We are writing to request that the Illinois Department of Transportation (IDOT) and the Wisconsin Department of Transportation (WisDOT) conduct a Freight Impact Study before moving forward with any proposals to increase Amtrak's service on the Chicago-Milwaukee Hiawatha line.

As you know, as part of an effort to increase service of Amtrak's Hiawatha Line trains, a 10,000-foot holding track for freight trains would be built in communities, including near homes, schools, parks, businesses, and doctor's offices. This project could impact Lake Forest, Deerfield, Northbrook, Bannockburn, and Glenview in our congressional districts. We appreciate that IDOT and WisDOT, along with the Federal Railroad Administration (FRA), provided an Environmental Assessment on certain aspects of the proposed increase in train service. However, given the widespread impact this expansion will have on surrounding communities, we have repeatedly asked the FRA to complete a full Environmental Impact Study (EIS) before this project is completed. In addition, we believe it is important for IDOT and WisDOT to complete a Freight Impact Study.

At this time, we do not yet understand the full impact of idling and holding freight trains so near these highly-populated areas. The potential increase in noise and vibrations could considerably impact residents in their homes, local businesses, patients at doctor's visits, and children in school. Residents have raised concerns about the holding track negatively impacting their property values due to what is effectively a temporary rail freight yard adjoining their homes.

We are also concerned that freight traffic entering and leaving the proposed holding track may present safety risks to the impacted communities. For example, the Village of Glenview has indicated that this holding track would significantly impact emergency services along West Lake Avenue, which connects a fire station, high school, and hospital.

Before this project proceeds, we urge you to conduct a Freight Impact Study to fully examine the impact of any potential plan to expand Amtrak's Hiawatha Line. Thank you for your consideration. Should you need any further assistance, please do not hesitate to contact Zaida Ricker in Rep. Schneider's office at (202) 225-4835 or Zaida.Ricker@mail.house.gov.

Sincerely,



Bradley S. Schneider
MEMBER OF CONGRESS



Jan Schakowsky
MEMBER OF CONGRESS

CC: Acting Administrator Heath Hall, Federal Railroad Administration
Mayor Rob Lansing, City of Lake Forest
Mayor Harriet Rosenthal, Village of Deerfield
Village President Sandra E. Frum, Village of Northbrook
Village President Jim Patterson, Village of Glenview
Village President Frank "Bud" Rothing, Village of Bannockburn

AGENDA

Public Forum: Say NO to Parking Freight Trains in Our Neighborhoods

*March 12, 2018, 7:00 pm to 8:30 pm
Glenbrook South High School Auditorium
4000 West Lake Avenue, Glenview, IL 60026*

Background: The U.S. Department of Transportation, Federal Railroad Administration (FRA), Wisconsin Department of Transportation (WisDOT) and Illinois Department of Transportation (IDOT) have drafted an Environmental Assessment (EA) for a proposed \$195 million rail infrastructure project to support the expansion to the Chicago-Milwaukee Intercity Passenger Rail Program. This program outlines a plan to add three daily roundtrips to Amtrak's Hiawatha service between Chicago and Milwaukee for a total proposed service level of ten daily roundtrips. In order to increase passenger service, the project would build a 2-mile long freight train holding track in West Glenview.

Purpose of Forum: Concerned residents of Glenview and other Illinois communities believe they did not receive appropriate levels of information regarding potential impacts of the proposed project during the first public meeting regarding the EA on November 2, 2016. Therefore, it is believed that the requirements for public input pursuant to the National Environmental Policy Act (NEPA) have not been met due to the presentation of a flawed, incomplete EA at that meeting. On behalf of their constituents, the Village of Glenview is convening a public meeting with the following agenda:

1. Welcome: James Patterson, Glenview Village President
2. Rail Overview: Libby Ogard, Freight Transportation Expert (Prime Focus LLC)
3. Project Background: Jeff Brady, Glenview Community Development Director
4. Community Concerns:
 - a. Dave Rahija, Glenview ACTION Committee/Glenbrook Hospital
 - b. Skip Shein, Glenbrook High School District 225 President
 - c. Kent Fuller, U.S. Environmental Protection Agency (retired)
 - d. Sheri Latash, League of Women Voters Glenview/Glencoe Co-President
 - e. Jim Martin, Former Glenview Chamber of Commerce President
 - f. Gary Dubofsky, The Willows neighborhood
 - g. JoAnn Desmond, Lake Forest ACTION Committee
 - h. Chuck Balling and Sally Stephenson, Princeton Village HOA
 - i. Kerry Cummings, Former Glenview Village President
5. Closing Remarks: Don Owen, Glenview Deputy Village Manager
6. Legislator Response
7. Adjourn

NOTE: Tonight's presentation can be found at: glenview.il.us/Pages/Hiawatha.aspx

STOP THE HOLDING TRACK!



In 2016, the Illinois Department of Transportation (IDOT) in conjunction with the Wisconsin Department of Transportation (WisDOT) and the Federal Railroad Administration (FRA) announced a plan to increase daily trips on the Amtrak Hiawatha line between Chicago and Milwaukee, from 14 to 20 trips.

Their plan includes a proposal to build a new **2-mile long freight train holding track** to facilitate the flow of freight trains in and out of nearby freight yards.

Do you want to see idling freight trains parked in the middle of Glenview? This proposed holding track would run through the heart of Glenview and would have **significant impacts on the health and safety of our community.**

What you NEED to know

- **The holding track would allow freight to park and sit idling for hours on end.** This would result in significant delays at the West Lake Ave. crossing, when trains slow down to stop or creep forward out of the holding track. This is a main route to Glenbrook Hospital and Glenbrook South High School, which poses significant safety concerns and unnecessary delays for emergency medical services and for parents and students.
- **Stopping and idling freight trains would cause health and environmental damage to our community.** Freight trains stopping, starting and sitting idle on the holding track near highly populated residential areas raises serious concerns about diesel exhaust, drastically increased noise and a semi-permanent wall of graffiti-laden rail cars. Massive trains carrying crude oil, coal and other hazardous materials could be frequently held in our area.

- **This project benefits Wisconsin, but we would be paying for it.** The holding track would use \$231 million of taxpayer money to benefit Foxconn and companies north of the border. Meanwhile, our communities pay the price of traffic snarls, noise, air pollution, and decreased property values.
- **In addition to the holding track, the plan calls for the installation of universal crossover switches south of Dewes Street in Downtown Glenview to accommodate the flow of freight and passenger rail.** These switches would be extremely loud and disruptive for the surrounding residential area and would cause an increase in traffic build up at downtown crossings.
- **Amtrak trains will cause greater traffic delays on impacted roads in downtown Glenview.** A simple solution is to move the stop to the Glen of North Glenview train station.

The problem

NONE of the health, safety and environmental impacts of the proposed freight train holding track were addressed in the Environmental Assessment (EA) document IDOT, WisDOT and FRA presented in 2016.

Why spend \$231 million on a band-aid solution? There are viable alternatives to this holding track—like fully separating freight and passenger rail lines to eliminate rail congestion.

Take action

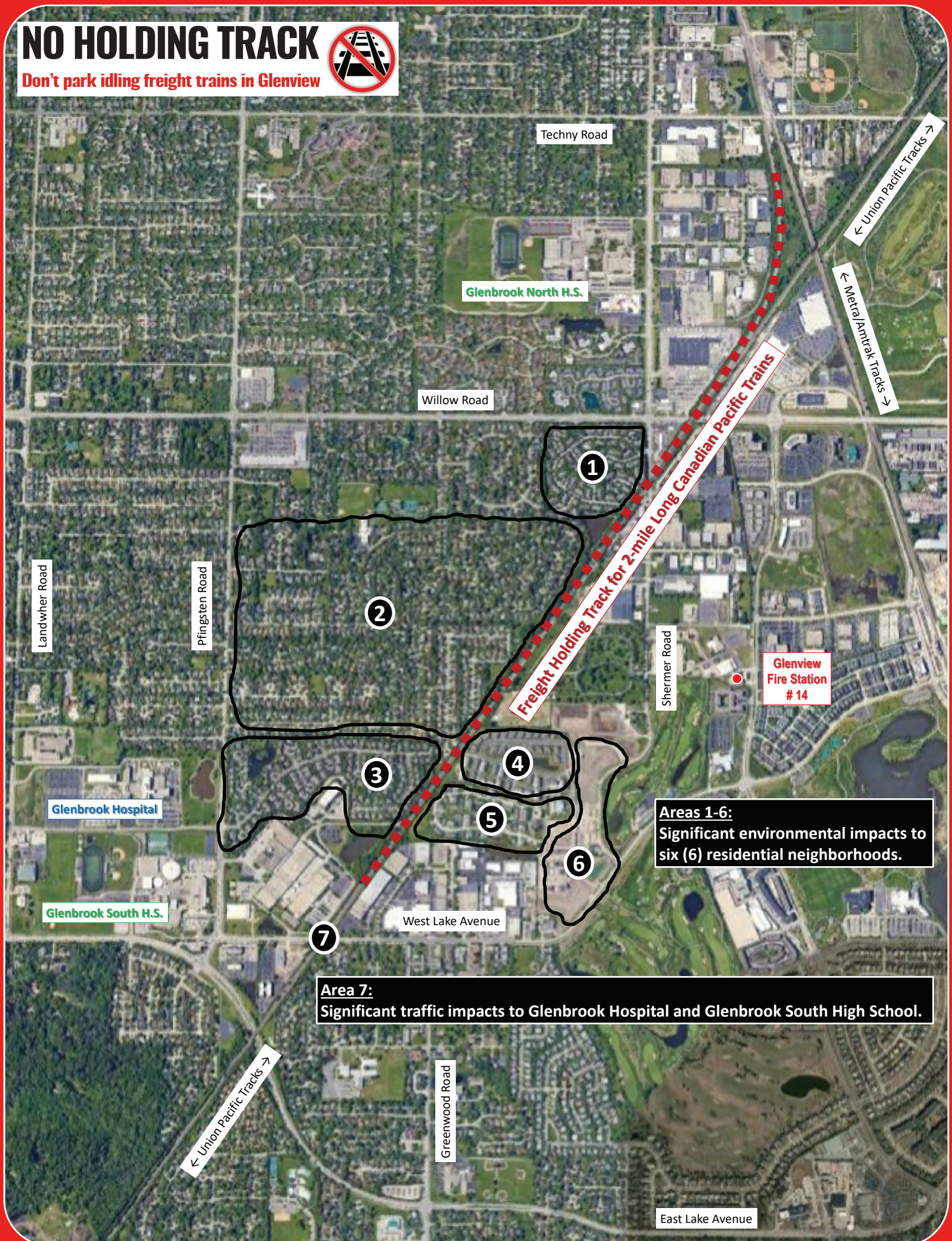
We DEMAND that our state officials fully evaluate the health, safety and environmental impacts of the holding track. We EXPECT them to fully evaluate alternatives—especially when there are solutions with less impact on our communities that would be better long-term solutions for Illinois.

We need your help! Tell Governor Rauner to STOP the holding track.

Learn more and take action at NoHoldingTrack.com

NO HOLDING TRACK

Don't park idling freight trains in Glenview



Freight Holding Track for 2-mile Long Canadian Pacific Trains

Areas 1-6:
Significant environmental impacts to six (6) residential neighborhoods.

Area 7:
Significant traffic impacts to Glenbrook Hospital and Glenbrook South High School.



Amtrak seeks expansion but residents in north suburbs pushing back

By: [Sarah Jindra](#)

Posted: Jan 12, 2017 / 05:17 PM CST

But some suburban homeowners say a proposal to expand an Amtrak line that will increase train traffic is too much.

Amtrak wants to enhance its route from Chicago to Milwaukee from seven round trips per day to 10 to accommodate increase ridership. In order to provide that additional service, several modifications would have to be made along the rails on the route.

Amtrak is working with the Illinois and Wisconsin departments of transportation and the Federal Railroad Administration to add the service.

But some of the villages and residents impacted in the north suburbs are concerned and pushing back. They fear the new project would make the vibrations, noise and dust be worse than they ever imagined.

There's currently an environmental assessment of the project underway and the public has until Sunday to submit its feedback for that assessment.

Original link: www.wgntv.com/news/amtrak-seeks-expansion-but-residents-in-north-suburbs-pushing-back/

DAILY NORTH SHORE

1,200 Rail Against 'Train Parking Lot'

By Steve Sadin (<https://jwcdaily.com/author/steve-sadin/>)

March 13, 2018

More than 1,200 people heard a select group of neighbors, an expert and public officials including two members of the U.S. Congress explain why five miles of railroad holding tracks should not be built in Glenview, Northbrook and Lake Forest.

The speakers laid out their case March 12 at Glenbrook South High School in Glenview, stating that a proposed expansion of Amtrak Hiawatha service between Chicago and Milwaukee need not include holding tracks to allow faster passenger trains to pass slower freights.

Those in attendance also learned they will have an opportunity to lobby representatives of the decision makers during a public meeting this spring. The gathering was organized by the Village of Glenview.

The strong public interest centers on a proposal by Amtrak to add three daily round trips to its Hiawatha service between Chicago and Milwaukee. The project is under consideration by the Federal Railroad Administration, Illinois Department of Transportation and Wisconsin Department of Transportation.



Glenview officials have been fighting the proposed infrastructure needed to accommodate the increased traffic for nearly four years (<https://jwcdaily.com/2016/09/30/willmore-amtrak-service-hurt-property-values-in-glenviewnorthbrook/>).

Lake Forest, Northbrook, Deerfield and Bannockburn joined the effort in October, 2016, when the FRA issued its Environmental Assessment (<http://wisconsin.gov/Pages/projects/multimodal/rail-chimil/default.aspx>) detailing how it would accommodate freight and passenger (<https://jwcdaily.com/2016/11/04/train-parking->

[lots-become-regional-issue-for-glenview-northbrooklake-forest-deerfield/](#)) traffic in the Chicago-Milwaukee rail corridor.

The Environmental Assessment calls for two holding tracks to let freights stop with engines running while speedier passenger trains pass, according to Jeff Brady, Glenview's director of community development.

Holding Tracks Proposed in Lake Forest, Glenview, Northbrook

Brady said one holding track is approximately three miles long in Lake Forest stretching between just north of the city's westside train station to Highway 176. The other spans Glenview and Northbrook between West Lake Avenue and Techny Road. Former Glenview Village President Kerry Cummings was emotional when she spoke as part of the citizen group.

"When we laid out our master plan one thing we did not envision was Glenview becoming a parking lot for freight trains," said Cummings.

After the Environmental Assessment came out, all five municipalities along with Rep. Brad Schneider (D-Deerfield) and Rep. Jan Schakowsky (D-Evanston) asked the FRA to require a more detailed environmental impact study before the agency makes a final decision.

Once the lawmakers and towns filed their objections with multitudinous communications from residents, the FRA said it would issue a revised assessment. Brady said that is expected in April. Later that month or in May he said there will be another public meeting where people can make their feelings known to the FRA, IDOT and WisDOT.

The first speaker after Glenview Village President James Patterson opened the meeting, Libby Ogard, the president of Prime Focus LLC, a railroad consultant, said the holding tracks were an ineffective short-term solution to a long-term problem.

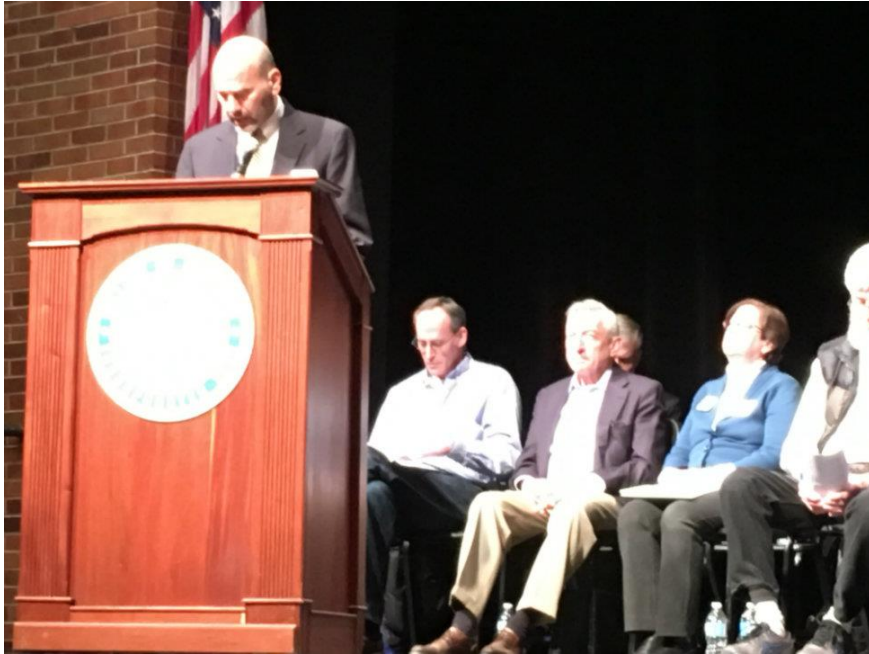
Recognizing that the Chicago area is the freight hub of North America, Ogard said most freight trains are close to 12,000 feet long, rendering a two-mile long holding track useless. She said railroads are making trains longer to reduce payroll. She also said there were better solutions rejected by the FRA in its assessment.

Holding Track 'Is Just Not Feasible'

"A holding track two miles long is just not feasible," said Ogard. "Freight trains should loop around populated areas further west."

Glenview was united in its opposition to the holding tracks with Patterson, Cummings, Brady and Deputy Village Manager Don Owen all talking about steps to fight the holding tracks along with representatives of the community representing varied constituencies.

Kent Fuller, a Glenview resident and retired executive with the United States Environmental Protection Agency, former Glenview Chamber of Commerce President Jim Martin, representatives of organized opposition groups impacted by the proposal and Glenbrook High School District 225 Board of Education President Skip Schein voiced different arguments.



Glenbrook High School District 225 Board of Education President Skip Schein tells the crowd the impact holding tracks will have on Glenbrook South High School.

"Frankly, we won't be able to start school on time," said Schein. "The last thing we need is to delay first responders from getting to our school."

Martin said delays caused by the holding tracks and a universal crossover near downtown Glenview will be bad for business.

"People will go elsewhere to eat and elsewhere to buy things," said Martin. "There goes our sales tax."

Greg Dubofsky, who lives in an area that will be adjacent to the Glenview holding track, said the increased freight traffic over the last six years is already making a difference.

"We don't have a straight hanging picture in our home," said Dubofsky.

When the scheduled speakers were done, Owen asked and state Rep. Laura Fine (D-Glenview), Schakowsky, and Schneider to respond to the presentation.

"This is about the health and safety of the community," said Schneider. "When the mayors or presidents of five communities call me in the same week I know it's something we all have to get involved in."

Schneider said after the meeting in an interview he was impressed with the growth of public opposition to the holding tracks as evidenced by the crowd size. Schakowsky told some people afterward how she saw the fight progressing.

"We have to treat this like a political campaign," said Schakowsky.

While most of the focus was on Glenview, Joanne Desmond of Lake Forest, who is one of the organizers of the Lake Forest ACTION Committee fighting the idea of the holding tracks, spoke as well. Along with some of the same concerns voiced by Glenview residents, she said she was worried about the impact of the holding track on the Middle fork Savanna.

“The Middle fork Savanna is a globally recognized ecosystem,” Desmond said. “It is a safe haven for endangered plants and wildlife.”

Some members of the Lake Forest City Council who attended the meeting — Aldermen Prue Beidler, Melanie Rummel, Michelle Moreno and Raymond Buschmann — and Desmond did not deny their city is not yet showing the same enthusiastic unity as Glenview. They expressed their wish unity will grow.

“I hope there is a willingness to work in consort for our priorities,” said Desmond in a interview after the meeting.

Rummel said she is working with Desmond and the League of Women Voters of Lake Forest and Lake Bluff to organize a meeting similar to the one in Glenview.

“Everyone on the City Council and the mayor want to work on this,” said Rummel.

Original link: www.jwcdaily.com/2018/03/13/1200-rail-against-train-parking-lot-and-amtrak-hiawatha-expansion/

Chicago Tribune

IDOT slows down Amtrak Hiawatha project over community concerns

By Alexandra Kukulka
Chicago Tribune
Sep 11, 2018 at 7:45 am



The Illinois Department of Transportation has pledged to weigh freight and passenger rail needs as part of an overall resolution to the Amtrak Hiawatha line expansion. (Alexandra Kukulka / Pioneer Press)

The Illinois Department of Transportation announced Sept. 7 that it will not allow a federal decision on the proposed Amtrak Hiawatha project to move forward until community concerns "have been adequately considered and addressed," according to a news release.

IDOT has formally pledged to weigh freight and passenger rail needs and impacts on regular vehicle and pedestrian traffic as part of an overall resolution, according to the release.

The Illinois and Wisconsin departments of transportation and the Federal Railroad Administration have proposed increasing service on the Amtrak Hiawatha line, which runs from Chicago and Milwaukee and stops in Glenview, from seven to 10 daily round trips, according to the project's draft environmental assessment.

Officials and North Shore residents have expressed concern about the proposal to build either a 10,000-foot freight train holding track on the east side of the two existing Metra train tracks or an 11,000-foot freight train holding track on the west side of the existing tracks from Glenview to Northbrook.

To build the freight train holding track, a 20-foot retaining wall would need to be built to hold the rail bed, officials said. Building the retaining wall would mean the green space that provides a buffer between the nearby residential areas and the existing tracks would be cut down.

Two new single-track bridges would also have to be built, one of which would cross Shermer Road, officials said. Glenview residents and staff have raised concerns about the bridge because in 2012 a train derailed on the bridge above Shermer Road, killing a Glenview couple.

The study into what improvements are needed to increase service between Milwaukee and Chicago is being led by the Wisconsin Department of Transportation, with the participation of IDOT, the Canadian Pacific Railroad, Metra, Amtrak and the FRA, according to the IDOT news release.

To avoid duplicating the work that's been done so far, IDOT officials will work to provide analysis that addresses the questions and concerns that have been raised by residents and officials within the ongoing Environmental Assessment that is required to meet federal environmental regulations, according to the press release.

"Based on the feedback we received, it's apparent more analysis and outreach are required before this project moves forward," Illinois Transportation Secretary Randy Blankenhorn said in the release. "We will be asking our project team to perform that analysis and do the necessary outreach so the impacted communities are more involved in the decision-making process."

The agencies say that expanding Hiawatha service will address near capacity and over capacity conditions on peak time trains, give passengers more train time options and address "inadequate service reliability" because of conflicts with freight and other passenger traffic in the corridor, according to the assessment.

"Ridership has been steadily increasing and there is growing demand for more public transportation options in the Milwaukee-Chicago corridor. The current service is limited in its ability to meet this demand," Arun Rao, of the Wisconsin Department of Transportation previously said.

Village officials and residents are concerned that the additional round trips are scheduled before and after rush hour, which does not seem to address Amtrak's concern about over crowding on Hiawatha trains during peak travel times, Jeff Brady, Director of Community Development, previously said. Residents and officials have said that Hiawatha trains appear mostly empty when they pass Glenview.

About two weeks after the draft environmental assessment was released, the Glenview Board of Trustees passed a resolution opposing the findings in the assessment. The village cited three concerns: the alleged need to increase Hiawatha service by three round trips, short-term solutions proposed to accommodate rail traffic and environmental impacts.

The Glenview resolution states that village officials prefer establishing a 30-mile freight bypass through the area.

In March, Glenview held a community forum about the proposed project where residents and village officials expressed concerns about coal dust, exhaust fumes, the effect on emergency response times and the potential. Residents also created a community-led Citizens for Alliance to Control Train Impacts in Our Neighborhoods to raise awareness about the proposed holding track.

Trustees in May approved a \$400,000 fund to oppose the project "due to both the need being unwarranted and the absence of data on its full environmental impact," according to the village's website. Of the \$400,000, the board approved a contract for \$160,000 with Transportation Economics & Management Systems Inc. to study the capacity of the rail lines, officials said.

Deputy Village Manager Don Owen said Monday that Transportation Economics & Management Systems Inc. should be completing its study within 30 days. Though he declined to comment on the specifics of the study

since it is still in draft form, Owen said the firm has given village staff indication that there are "viable alternatives" to building the holding track.

Over the years, Glenview officials have asked for data and information about the impacts the freight trains would have on the village, Owen said. But project officials would tell village staff that the proposed project impacts Amtrak trains, he said.

"For several years now, this project team has said, 'Well we're not going to give you data. This is about Amtrak trains, it's not about freight trains.' Our point is, you're planning on changing how freight trains are operating here in Glenview," Owen said.

Glenview has been a long supporter of passenger trains, with two Metra stations in the village, but officials and residents have concerns about freight trains stopping for an unknown length of time in the village, Owen said.

Specifically, the concerns are about the possibility of a freight train stopping on West Lake Avenue, which would delay ambulances heading to and from the hospital, Owen said.

The village is pleased that IDOT is taking the time to study the freight impacts and consider alternatives, Owen said.

Glenview officials have spent time studying the rail corridor and believe there are "better alternatives" that would minimize the impact on the village, Glenview President Jim Patterson said in the IDOT press release.

"We are grateful to the administration for listening to our concerns and directing their teams to study these alternatives," Patterson said in the release.

IDOT spokesman Guy Tridgell said in an email Monday it is unclear how the delay will impact the project timeline and that IDOT has not established a timeline for when concerns should be addressed.

Original link: www.chicagotribune.com/suburbs/glenview/ct-gla-hiawatha-project-delayed-tl-0913-story.html



No North Shore Holding Tracks In Amtrak Hiawatha Expansion: IDOT

"You have my commitment that IDOT will not be moving forward seeking federal support for this project," the department's acting chief said.

Jonah Meadows, Patch Staff

Posted Fri, May 10, 2019 at 6:14 pm CT Updated Sat, May 11, 2019 at 4:11 pm CT



Glenview and Lake Forest opposed holding tracks proposed as part of expanded rail service between Chicago and Milwaukee. (Village of Glenview)

SPRINGFIELD, IL — The Illinois Department of Transportation announced last week it has decided to drop a proposal to build five miles of holding tracks alongside railroads in a pair of affluent North Shore communities. The expansion is part of roughly \$200 million project to increase service on the Amtrak Hiawatha Line between Chicago and Milwaukee from seven to 10 daily round trips.

In a May 2 letter to the state senators representing the North Shore — 9th District Sen. Laura Fine of Glenview and 29th District Sen. Julie Morrison of Deerfield — IDOT's acting secretary confirmed the agency would not back the plan.

"IDOT will not agree to the 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," said Omer Osman in the letter, which was released Friday by officials in both towns.

Last September, former Gov. Bruce Rauner and the former chief of IDOT announced that the Hiawatha expansion had been indefinitely put on hold in response to opposition from north suburban communities.

"We have heard loud and clear the concerns expressed by Lake Forest and Glenview," Rauner said. "We listened to you."

Village officials had questioned the need for the expansion, pointing out current ridership on the line is below 40 percent of capacity. Opponents of the project also argued the environmental assessment conducted by the Wisconsin Department of Transportation, the lead agency on the project, IDOT and the Federal Railroad Administration is insufficient.

"The IDOT letter of May 2nd confirms the lack of operations need or funding viability for a holding track that Lake Forest, Glenview and other communities came to understand many months ago through working with IDOT and elected local and state officials," said Lake Forest Mayor Rob Lansing. "Very nice to have this confirmation"

North Shore residents along the line in Bannockburn, Deerfield, Glenview, Lake Forest, Northbrook and other communities organized against additional tracks included in proposals for the Chicago-Milwaukee inter City passenger rail corridor. They formed groups called Citizens for ACTION, which stands for "Alliance to Control Train Impacts in Our Neighborhoods."

Glenview devoted more than a half-million dollars of taxpayer money to lobby against and otherwise oppose the plan. Village officials raised concerns over the potential for a two-mile holding track installed alongside existing Union Pacific tracks on the west side of town. The village board has been on record in opposition to the project since 2016.

Glenview Village President Jim Patterson said the proposed tracks would have created "significant environmental and other impacts." In a statement, he said village officials were "grateful" for the efforts of residents to participated in the Glenview ACTION committee.

Lake Forest, which would have seen a three-mile holding track, was informed last year by Metra that a third main track would not be needed in the city. It continues to seek an additional Amtrak station on the west side of the city, which a study found could add faster trips for 90 percent of residents and add 190,000 potential passengers within 15 minutes of a stop.

Last month, the Lake Forest City Council budgeted about \$280,000 toward the design of a pedestrian underpass near the Telegraph Road station. Amtrak has suggested such an underpass would be a requirement for adding a Lake County stop.

Glenview Communications Manager Lynne Stiefel said in a release the village plans to host a public forum in June at Glenbrook South High School to update residents on the status of the Amtrak Hiawatha Expansion Project. Though Glenview's spending and lobbying has been focused on eliminating nearby holding projects from any rail expansion, Stiefel said the village government "continues to support passenger rail efficiencies and improvements in our region."

Original link: www.patch.com/illinois/glenview/no-north-shore-holding-tracks-amtrak-hiawatha-expansion-idot

LAKE FORESTER

Illinois to discuss new ways to expand Amtrak Hiawatha service after IDOT letter reinforces suburban concerns

By Daniel I. Dorfman

Chicago Tribune

May 20, 2019 at 8:00 am



An Amtrak Southwest Chief train is loaded before departure Feb. 25, 2019, at Union Station in Chicago. (Brian Cassella/Chicago Tribune)

Leaders in Lake Forest and Glenview are praising a recent announcement from the head of Illinois' transportation department casting doubt over a controversial project to build holding tracks in their communities and allow Amtrak to expand service along its Hiawatha line that runs between Chicago and Milwaukee.

But despite the statement from Illinois Department of Transportation Acting Secretary Omer Osman earlier this month saying the agency would not pursue federal dollars related to the project, representatives from IDOT and Amtrak recently said discussions will continue between all agencies involved in the expansion talks on different ideas to improve Hiawatha service.

The latest development in the ongoing debate over the expansion project came after Osman said in a letter May 2 that IDOT wouldn't help seek federal funding for the addition of holding tracks in Lake Forest or Glenview.

The letter was released after Osman met with State Sens. Julie Morrison (D-Deerfield) and Laura Fine (D-Glenview) about the project, which has created concern among residents in some North Shore communities.

"After careful consideration, the Illinois Department of Transportation will not be supporting the addition of passing siding/holding track in Glenview and Lake Forest to expand Amtrak's Hiawatha service between Chicago and Milwaukee," IDOT spokesman Guy Tridgell said in a statement.

The Amtrak line currently runs seven daily round-trips between Chicago and Milwaukee. The Illinois and Wisconsin departments of transportation and the Federal Railroad Administration had proposed increasing service on the line to 10 daily round trips.

To meet the increased service demand, the proposal included plans to build a three-mile holding track near Lake Forest's Telegraph Road station up north to Rondout and a two-mile track in Glenview.

Morrison said the recent meeting came about after Osman took over IDOT following the inauguration of Gov. J.B. Pritzker.

Residents in both communities, especially neighbors of the proposed sites of the holding tracks, many of whom joined the Citizens for ACTION (Alliance to Control Train Impacts in Our Neighborhoods) group, have raised concerns with safety, additional traffic and environmental changes.

The project long has faced an uncertain future. Last fall, IDOT released a statement that it would only allow a federal decision on the tracks to proceed when concerns from residents were addressed. In a letter last year, Metra officials also said a holding track in Lake Forest was not necessary.



Glenview and Lake Forest residents have raised numerous concerns regarding a proposed expansion project of Amtrak's Hiawatha line from Chicago to Milwaukee. (Alexandra Kukulka/Pioneer Press)

Representatives with Amtrak, though, have said demand for the Hiawatha line continues to increase, announcing a new ridership record this past March. The record was set after more than 858,000 passengers used the line in 2018, which was a 3.6 percent from 2017, Amtrak said at the time.

Following Osman's recent letter, Marc Magliari, a spokesman for Amtrak, said they will continue to discuss ways to increase service along the Hiawatha line with all interested parties.

"We are certainly in touch with both of our state partners – WISDOT and IDOT – on this route and we will have continued discussions about expansion of this service," he said.

Tridgell said IDOT plans to continue discussions over the Hiawatha line, despite the agency's concerns with the proposed holding tracks.

"The department is a strong supporter of passenger rail service on this line and will be working with the lead agency on the project, the Wisconsin Department of Transportation, on other possible solutions to improve service," Tridgell said.

While it remains unclear what issues could influence future negotiations between the lead agencies, officials from Lake Forest and Glenview both said they support Osman's latest decision regarding the proposed holding tracks.

“The (letter) confirms the lack of operations need or funding viability for a holding track that Lake Forest, Glenview and other communities came to understand many months ago through working with IDOT and elected local and state officials — very nice to have this confirmation,” outgoing Lake Forest Mayor Rob Lansing said in a statement.

Glenview spokeswoman Lynne Stiefel said village officials hope community concerns still will influence future discussions regarding the Hiawatha line.

“We continue to seek a win-win alternative that would improve passenger rail without unnecessary negative health, safety and environmental impacts,” Stiefel said.

Original link: www.chicagotribune.com/suburbs/lake-forest/ct-lfr-hiawatha-expansion-update-tl-0523-story.html

Glenview Journal and Topics

Gov. Pritzker Stops By Glenview Village Hall

By Tom Robb on December 13, 2019



(From left) ACTION Glenview members Chuck Balling (founding member) and Monica Garvey, former Glenview Village President Kerry Cummings, Illinois Gov. JB Pritzker, ACTION member Candy Pullano, Glenview Village President Jim Patterson, Gary Dubofsky, ACTION Glenview founding member Bill Attea and Glenbrook High School Dist. 225 Board of Education member Skip Shein at Glenview Village Hall for a private meet and greet with Pritzker and others. (Glenview photo)

Gov. JB Pritzker dropped by Glenview Village Hall Thursday for a private meet and greet with top officials and activists who opposed a now dead Amtrak expansion plan, which would have added new freight train holding tracks in Glenview, Northbrook and other communities.

At Thursday's private meeting and greet were Glenview and Lake Forest municipal leaders, state representatives and senators, a Cook County commissioner and activist from Glenview's Alliance to Control Train Impacts on Our Neighborhoods (ACTION) with Pritzker. Media were not made aware of the event until after it was over.

"We highly value Amtrak service to our community and region, and we are very thankful for Governor Pritzker's and Acting IDOT (Illinois Dept. of Transportation) Secretary Omer Osman's support to remove the freight train holding track from the project and seek reasonable alternatives to expand the Amtrak Hiawatha service," Glenview ACTION Committee Chairman Dave Rahija said.

Rahija's statement referred to a May 2019 letter from Osman to State Sens. Laura Fine (D-9th) and Julie Morrison (D-29th) informing the senators IDOT no longer was in support of the holding track elements of the project.

Attending the meeting were Glenview Village President Jim Patterson, Lake Forest Mayor George Pandaleon and other Lake Forest city officials, Fine and Morrison, both of whose districts include parts of Glenview, State Rep. Jennifer Gong-Girshowitz (D-17th), Cook County Commissioner Scott Britton (D-14th), ACTION Glenview founding members Rahija, former Glenview Park District Executive Director Chuck Balling and former Glenview Dist. 34 School Supt. Bill Attea.

In 2012, discussions quietly began to expand passenger rail service on Amtrak's Hiawatha Line which runs through Glenview to Chicago and Milwaukee. The plan would eventually call for a series of holding tracks for freight trains in the Northern suburbs, including one between Willow Road and West Lake Avenue in Glenview, with additional holding or "siding" tracks in Northbrook, Deerfield, Lake Forest, Rondout and Bannockburn. The plan would have increased the number of Amtrak trains running through Glenview from seven to 10 round trips a day.

Some of those holding tracks were phased out of plans, but proposed holding tracks in Glenview and Lake Forest persisted.

In November 2016, open houses were held by the Wisconsin Dept. of Transportation, the lead agency at the time, including one at Glenview Park Center. Around that same time a preliminary environmental assessment was released, which Glenview officials strongly objected as it did not take issues such as air pollution, noise, vibration and traffic impacts into account.

The new activist group ACTION was formed with chapters in Glenview and Lake Forest. The first meeting in Glenview saw six community leaders come together including Rahija, Balling and Attea.

Public feedback caused the Wisconsin Dept. of Transportation to begin a second, more extensive environmental assessment, which kept being pushed back and expanded until May 2019.

Glenview earmarked \$400,000 for additional studies to present alternatives and lobbying efforts against the holding tracks.



(From left) State Sen. Laura Fine (D-9th), Lake Forest Mayor George Pandaleon Gov JB Pritzker, State Sen. Julie Morrison (D-29th) and Glenview Village President Jim Patterson at a private meet and greet at Glenview Village Hall Thursday. (Glenview photo)

“While the Village of Glenview’s focus has been to eliminate the holding track from the project, Glenview continues to support passenger rail efficiencies and improvements in the region,” Village President Patterson said.

State Sen. Morrison, who was at Thursday’s meeting, said the two ACTION chapters in Glenview and Lake Forest grew to 1,000 members each.

State Sen. Morrison, who was at Thursday’s meeting, said the two ACTION chapters in Glenview and Lake Forest grew to 1,000 members each.

“I am so proud to not only be a part of, but also represent, a community that rose to a challenge and made sure the concerns of its residents were protected. These concerns included safety, the environment and access to our local high school and hospital,” Fine said.

Morrison added: “I represent both Lake Forest and Glenview and when you have both grassroots and municipalities reach out, your job is defined.”

Original link: www.journal-topics.com/articles/gov-pritzker-stops-by-glenview-village-hall/

CERTIFICATE OF SERVICE

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

A handwritten signature in black ink, appearing to read "Joe Kenney", is positioned above a horizontal line.

Joe Kenney, Deputy Director of Public Works
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