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November 13, 2025

ENTERED
Office of Chief Counsel CSXT-29
November 13, 2025
Part of
Public Record

VIA E-FILING

Chief of Case Administration
Office of Chief Counsel
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Re: **STB Docket No. FD 36836, Norfolk Southern Corporation & Norfolk Southern Railway Company—Acquisition of Control—Norfolk & Portsmouth Belt Line Railroad Company**

Dear Chief of Case Administration:

Enclosed please find letters in regard to the application filed by Norfolk Southern Corporation and Norfolk Southern Railway Company in the above-referenced proceeding from the following parties:

- Vernon L. Tillage, Jr., Councilmember, Portsmouth City Council
- Shameka Council, Suffolk Public Schools Educator and Suffolk Business Owner, Blessed Hands Florals & More
- Carla Carney, Former President, Virginia Peninsula Realtors Association
- Sandra Antoine, Political Action Chair, Richmond Branch NAACP
- Christopher Carter, Owner, C. C. Carter Funeral Home
- Dorthy Murray, Community Advocate and Longtime Resident
- Kenny Hargrove, Assistant Pastor, Zion Joy Church of Deliverance
- Rebecca Jones, Community Advocate
- LaTroy Brinkley, President, Virginia State University – Tidewater Alumni Association and Business Owner, Serendipity Hair Salon
- Brandon Randleman, Community Organizer

Chief of Case Administration
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Respectfully submitted,

/s/ Peter W. Denton

Peter W. Denton
Attorney for CSX Transportation, Inc.

Enclosures

Cynthia T. Brown
Chief of Administration
Surface Transportation Board
395 E Broad Street, SW
Washington, DC 2043

Re: STB Docket No. FD 36836 – Norfolk Southern's Application to Control NPBL

I have always held the belief that public infrastructure should prioritize the community's needs. This involves ensuring fairness, protecting neighborhoods, and fostering opportunities for all residents.

I would like to express my concerns regarding Norfolk Southern's application to take control of the Norfolk & Portsmouth Belt Line Railroad. Over the years, it appears that the current dynamics have limited competition, which has affected access to Norfolk International Terminals. As a result, we see a significant number of container trucks passing through our neighborhoods daily, impacting homes, schools, and Old Dominion University, where I studied.

These trucks contribute to traffic congestion and have implications for air quality and safety, particularly for communities along these routes. This situation also poses challenges for working families and communities of color, making it an important issue of both environmental and economic justice.

I believe that fostering competition can lead to positive outcomes. Allowing both railroads access to the Port would provide shippers with more options, potentially lowering costs and strengthening supply chains. This shift could also reduce truck traffic in our streets, alleviate pollution, and create broader opportunities for the Hampton Roads community.

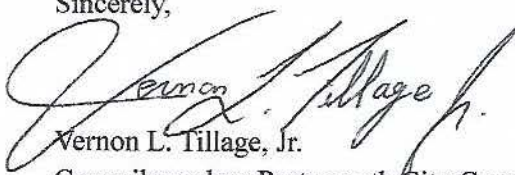
My intention in addressing this matter is not to single out any particular company but to advocate for a balanced approach that considers the well-being of our entire community.

The Port has been shaped by public investment and a shared vision across political lines. It is essential that the benefits of this investment are accessible to all residents, rather than concentrated in the hands of a few.

I kindly urge the Surface Transportation Board to consider these points as it reviews Norfolk Southern's application, with the hope of promoting fairness and competition at the Port.

Thank you for your attention to this important matter.

Sincerely,



Vernon L. Tillage, Jr.
Councilmember, Portsmouth City Council

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

Re: STB Docket No. FD 3686 – Norfolk Southern’s Application to Control NPBL

Dear Ms. Brown,

My name is Shameka Council, and I wear a few hats here in Suffolk, I’m a teacher, a small business owner, and, most importantly, someone who cares deeply about this community and the families who live here. Having been a teacher for over two decades, I have quite often seen the same thing, lines of school buses and cars backed up behind trucks or waiting at rail crossings. It’s become part of our daily routine, but it really shouldn’t be.

As someone who teaches kids every day, I think a lot about what they go through just to get to school. When buses are stuck in long lines of traffic or waiting behind freight trains, students show up late, tired, and frustrated. Sometimes parents call to say they couldn’t make it to work on time because of another blocked crossing. And while we wait, the exhaust from those trucks fills the air our kids breathe. It’s not just inconvenient, it’s unhealthy and unfair.

That’s why I’m concerned about Norfolk Southern’s plan to take full control of the Norfolk & Portsmouth Belt Line Railroad. The way things are set up right now already causes too many backups in our neighborhoods. I worry that giving one company more control could make it even harder to find a balanced solution that works for everyone.

We need a transportation system that keeps our roads safe and our air clean, one that values our families and small businesses as much as it values freight. If more freight could move efficiently by rail, we might see fewer trucks on the road, less congestion around schools, and safer commutes for everyone.

I hope you’ll take the time to think about what this means for everyday people, the parents rushing to drop their kids off, the teachers trying to start class on time, and the students who just want a safe ride to school. These are the voices that matter most.

Thank you for listening and for taking our community’s concerns to heart.

Sincerely,

A handwritten signature in black ink that reads "Shameka Council". The signature is fluid and cursive, with the first name "Shameka" being more prominent than the last name "Council".

Shameka Council
Suffolk Business Owner, Blessed Hands Florals & More
Suffolk Public Schools, Educator

October 23, 2025

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

Re: STB Docket No. FD 36836 – Norfolk Southern's Application to Control NPBL

Dear Ms. Brown,

Traffic congestion is one of the most frequent concerns I hear from residents and commuters throughout Newport News. Major corridors like Jefferson Avenue and Warwick Boulevard already carry heavy volumes of daily traffic, and the steady increase in port-related truck movement has only added to the problem. This congestion not only delays travel, but it also increases the risk of accidents and contributes to air pollution that affects the entire community.

The Port of Virginia is a tremendous economic engine, but we must manage its growth responsibly. By allowing both CSX and Norfolk Southern comparable access to Norfolk International Terminals, the region can move more goods by rail rather than by truck. Rail transportation is safer, more efficient, and reduces the number of large commercial vehicles on our local roadways.

Reducing truck traffic would ease congestion during rush hours, lessen wear on city streets, and improve safety for drivers, cyclists, and pedestrians alike. It would also allow emergency vehicles and public transportation to operate more smoothly, enhancing the overall quality of life in our city.

As the Surface Transportation Board evaluates the proposed changes to the Norfolk & Portsmouth Belt Line, I urge the Board to consider how balanced rail competition can make our roadways safer, our air cleaner, and our region more livable.

Respectfully,



Carla Carney
Former President
Virginia Peninsula Realtors Association

3714 Moody Avenue
Richmond, VA 23225
(804) 690-9119

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

Re: STB Docket No. FD 36836 - Norfolk Southern's Application to Control NPBL

Dear Ms. Brown,

As a lifelong advocate for justice and economic equity, I believe public resources must remain accountable to the people who fund them. The Port of Virginia is one of those resources, a state-backed engine of opportunity meant to serve every Virginian, not to become the property of a single corporation.

Norfolk Southern's attempt to gain full control of the Norfolk & Portsmouth Belt Line Railroad is more than a business move; it's a question of fairness. Allowing one company to dominate access to a publicly supported port undermines competition, limits opportunity, and risks widening the very economic gaps we are working to close.

Fair access and transparency are cornerstones of equity. When competition thrives, costs fall, small businesses grow, and more Virginians, especially in historically underrepresented communities, have a chance to benefit from the prosperity our tax dollars helped build.

I urge the Surface Transportation Board to reject this application and uphold the principles of fairness, inclusion, and accountability that define good governance. Virginia's progress depends on protecting what belongs to the people.

Respectfully,

Sandra Antoine

Political Action Chair, Richmond Branch NAACP
Richmond, Virginia

October 23, 2025

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

Re: STB Docket No. FD 36836 – Norfolk Southern’s Application to Control NPBL

Dear Ms. Brown,

As a small business owner in Newport News, I understand firsthand the importance of fair competition. Whether you’re operating a local shop, a logistics company, or a manufacturing firm, having a level playing field is what drives innovation, efficiency, and growth. The same principle applies to the Port of Virginia and the rail network that keeps it moving.

The Norfolk & Portsmouth Belt Line has long been a shared connector that ensures freight moves efficiently through Hampton Roads. If one company were to gain sole control over this crucial link, it could limit competition, increase shipping costs, and reduce flexibility for port operations.

By maintaining comparable access for both CSX and Norfolk Southern, the Surface Transportation Board can help preserve a competitive marketplace that benefits everyone, from port workers and longshoremen to the small businesses that depend on the flow of goods through our region. Balanced rail access helps keep prices fair, supports economic resilience, and ensures that our transportation system serves the broad public interest.

Newport News thrives on fairness and opportunity. I urge the Board to make a decision that strengthens the Port of Virginia by keeping competition alive and ensuring that every business, large or small, has a fair chance to succeed.

Respectfully,

A handwritten signature in black ink that reads "Christopher Carter". The signature is fluid and cursive, with the first name "Christopher" written in a larger, more prominent script than the last name "Carter".

Christopher Carter

Owner

C. C. Carter Funeral Home

October 23, 2025

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

Re: STB Docket No. FD 36836 – Norfolk Southern's Application to Control NPBL

Dear Ms. Brown,

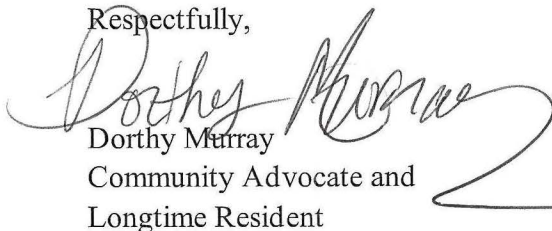
Every Newport News resident knows how costly and disruptive road repairs can be. Potholes, lane closures, and resurfacing projects are often the result of heavy truck traffic that our roads were never designed to sustain at such high volumes. This ongoing wear and tear don't just slow commutes, it carries a real financial cost to taxpayers.

As the Surface Transportation Board reviews the proposed change in ownership of the Norfolk & Portsmouth Belt Line, I hope the Board will consider the long-term infrastructure implications of this decision. Increasing the proportion of freight that moves by rail instead of truck would extend the lifespan of our roads and bridges, lower maintenance costs, and reduce the need for constant repaving projects.

Ensuring that both CSX and Norfolk Southern maintain fair and comparable access to Norfolk International Terminals would make this possible. Rail provides an efficient alternative that reduces the strain on our local infrastructure while keeping the Port of Virginia competitive and productive.

Newport News families already contribute to maintaining our transportation network through local and state taxes. A balanced, well-managed rail system would help protect that investment and ensure that our roads serve residents, not just freight, for years to come.

Respectfully,


Dorothy Murray
Community Advocate and
Longtime Resident

October 23, 2025

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

Re: STB Docket No. FD 36836 – Norfolk Southern's Application to Control NPBL

Dear Ms. Brown,

The Hampton Roads region is growing rapidly, and Newport News is at the heart of that progress. From our shipyards and military facilities to our universities and small businesses, this city represents the best of Virginia's potential. To sustain that momentum, we must make smart, forward-looking decisions about how goods and people move throughout our region.

The proposed changes to the Norfolk & Portsmouth Belt Line present an opportunity to shape the future of freight transportation in Hampton Roads. A balanced approach, one that allows both CSX and Norfolk Southern comparable access to Norfolk International Terminals, would ensure that the Port of Virginia remains efficient, competitive, and aligned with our shared goals for regional growth.

Rail access is more than moving freight; it's about reducing congestion on our highways, protecting the environment, and creating a transportation system that supports business while respecting community needs. When we plan for long-term balance, we attract investment, improve sustainability, and create a stronger foundation for the next generation.

I encourage the Surface Transportation Board to consider what's best for the region. A decision that promotes fairness, collaboration, and shared prosperity will keep Hampton Roads, and Newport News, moving in the right direction.

Respectfully,


Kenny Hargrove
Assistant Pastor
Zion Joy Church of Deliverance

October 23, 2025

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

Re: STB Docket No. FD 36836 – Norfolk Southern's Application to Control NPBL

Dear Ms. Brown,

Newport News has always been defined by its connection to the water and the land, from the James River to our shipyards, parks, and neighborhoods. Protecting that environment is vital to our health, our economy, and our sense of community. As the Port of Virginia continues to grow, it is important that this progress happens in a way that safeguards the air we breathe and the quality of life we enjoy.

In recent years, our region has seen an increase in truck traffic associated with freight movement through the Port. More trucks mean higher emissions, more noise, and added strain on communities that border major transportation corridors. These impacts are particularly felt in neighborhoods where residents already experience environmental stressors from industrial activity.

By ensuring that both CSX and Norfolk Southern maintain comparable access to Norfolk International Terminals, more freight can move by rail instead of highway. Rail is not only more fuel-efficient but also reduces carbon emissions and traffic congestion, supporting Virginia's broader environmental and sustainability goals.

As someone who cares deeply about the health of our region, I urge the Surface Transportation Board to consider how balanced rail access can protect both economic opportunity and environmental wellbeing. A cleaner, more efficient freight system benefits everyone, from businesses to families who call Newport News home.

Respectfully,

A handwritten signature in black ink, appearing to read 'Rebecca Jones', with a long, sweeping horizontal line extending to the right.

Rebecca Jones
Community Advocate

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

Re: STB Docket No. FD 36836 – Norfolk Southern's Application to Control NPBL

Dear Ms. Brown,

As a business owner and lifelong resident of Suffolk, I care deeply about how infrastructure decisions affect the people who live and work here. As someone who employs residents and partners with community organizations, I understand that public infrastructure should always put community first, protect neighborhoods, support small businesses, and create opportunities for everyone.

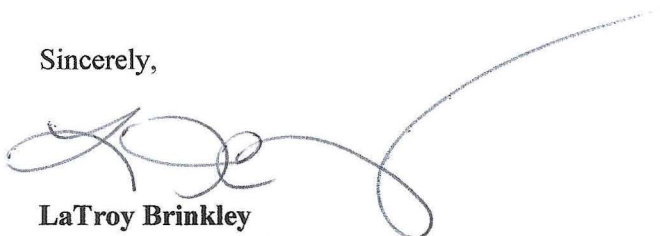
It is because of this belief; I write to express my concern that Norfolk Southern's effort to take full control of the Norfolk & Portsmouth Belt Line would move us in the wrong direction. By blocking CSX from direct rail access to Norfolk International Terminals, Norfolk Southern has forced thousands of containers onto trucks that rumble through nearby communities - bringing traffic, pollution, and safety concerns to families who deserve better.

In Suffolk, these challenges are especially visible. The configuration of the rail line has caused frequent delays at crossings and heavy truck activity in several predominantly Black and Brown neighborhoods. These backups disrupt daily life and highlight broader issues of fairness and environmental justice.

This isn't about choosing one railroad over another. It's about protecting our residents, our environment, and our local economy. Fair competition means lower costs for consumers, cleaner air for our children, and stronger, more resilient communities.

For those reasons, I respectfully urge the Surface Transportation Board to deny Norfolk Southern's application and keep fairness, access, and community well-being at the heart of our transportation system.

Sincerely,

A handwritten signature in blue ink, appearing to read 'LaTroy Brinkley', with a long, sweeping horizontal line extending to the right.

LaTroy Brinkley
Business Owner, Serendipity Hair Salon
President, Virginia State University – Tidewater Alumni Association

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

Re: STB Docket No. FD 36836 – Norfolk Southern’s Application to Control NPBL

Dear Ms. Brown,

My name is Brandon Randleman, and I am a community organizer in the City of Suffolk, Virginia. I am writing in support of CSX Transportation as they appear before the Board to request that Norfolk Southern not be given complete control of the Norfolk and Portsmouth Belt Line, which would block CSX from having direct rail access to the Norfolk International Terminals (NIT).

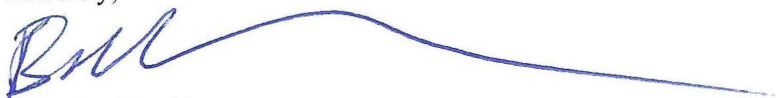
Through my work organizing around a variety of neighborhood concerns in Suffolk, one of the most frequent issues raised by residents is the significant increase in truck traffic throughout our city. The heavy volume of long-haul trucks often creates major congestion, particularly through communities of color, and contributes to severe wear and tear on local roadways that residents rely on daily. Too often, the financial burden of repairing this damage falls on the city and its taxpayers.

Another issue that continually frustrates our community is the way our local rail system is managed. Residents regularly experience long delays caused by slow-moving trains. When these concerns are brought to Suffolk City Council, we are told that the city’s authority is limited, as the rail system falls under the control of Norfolk Southern and federal regulators. As a result, community concerns have frequently gone unheard.

For these reasons, I strongly support allowing CSX to have direct access to the Norfolk International Terminals. Expanding rail freight capacity will help reduce the number of trucks on our roads and ease the traffic congestion that burdens our neighborhoods. Moreover, if CSX is given access to the rail systems we hope they will engage directly with the Suffolk community, ensuring that citizens have a voice when rail-related issues arise and that they work collaboratively with residents to address the longstanding impacts these operations have had—especially in Black and Brown communities.

Thank you for your attention to this matter and for considering the voices of the citizens of Suffolk as you make your decision.

Sincerely,



Brandon Randleman
Community Organizer
Suffolk, Virginia

CERTIFICATE OF SERVICE

I hereby certify that I have caused this Letter in Docket No. FD 36836 to be served electronically or by first class mail, postage pre-paid, on the Secretary of Transportation, the Attorney General of the United States, Administrative Law Judge Jenifer Soulikias, Applicants' representative, William Mullins, and all parties of record in this proceeding.

/s/ Jensen Matsuda

Jensen Matsuda
Attorney for CSX Transportation, Inc.

November 13, 2025