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Office of Chief Counsel

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**To: Chief, Section of Administration, Office of Proceedings, Surface Transportation Board,
Washington, DC 20423-0001**

**RE: Union Pacific Railroad Company — Acquisition of Control/Merger — Norfolk
Southern Railway Company; STB Docket No. FD 36873**

Dear Chairman Oberman and Members of the Board:

We write as Utah State Legislators representing Salt Lake City and surrounding cities to submit
comments regarding the proposed transaction involving Union Pacific Railroad and Norfolk
Southern Railway.

Our responsibility is to protect the health, safety, and quality of life of the communities we
represent. We urge the Board to carefully consider the impacts increased rail traffic would have

on Salt Lake City neighborhoods and to require meaningful mitigation if the merger moves forward.

Our communities are already affected by frequent rail activity. Additional train traffic would worsen existing challenges that directly affect residents, businesses, and emergency services. Increased train frequency and longer trains will lead to more blocked crossings throughout Salt Lake City. Extended closures delay police, fire, and emergency medical response, interrupt access to neighborhoods, and create barriers for residents and local businesses. We encourage the Board to require enforceable limits on blocked crossings and real-time coordination with local emergency response agencies.

Additional rail traffic also increases the risk of pedestrian injuries, derailments, and other safety incidents. Utah has the youngest population in the nation and the highest percentage of children per family of any state. That reality should weigh heavily in the Board's consideration. Many neighborhoods along these rail corridors are home to families whose children cross or travel alongside these rail lines every day. The Board should require investments in pedestrian fencing, upgraded crossing warnings, ongoing track maintenance, and other safety improvements necessary to protect the communities that live alongside this infrastructure.

Noise is another significant concern. More trains and more frequent horn use will affect thousands of residents living near rail corridors. Sleep disruption, diminished quality of life, and long-term public health impacts should be considered as part of the Board's review. Where appropriate, the Board should require measures that support and preserve Quiet Zones.

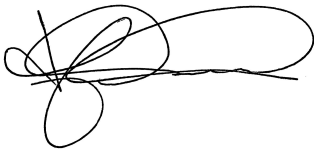
Freight rail is an important part of our economy, but national transportation goals should not come at the expense of the safety and well-being of Utah communities. If the Board approves this transaction, we respectfully request that approval be conditioned on a comprehensive, applicant-funded mitigation agreement that addresses blocked crossings, public safety improvements, infrastructure needs, and protections for impacted neighborhoods.

Thank you for your consideration of these comments and for your commitment to ensuring that local communities are protected throughout this process.

Sincerely,



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