

Mikie Sherrill, Governor
Dr. Dale G. Caldwell, Lieutenant Governor
Priya Jain, Commissioner
Kris Kolluri, President & CEO



September 18, 2026

Elizabeth Webster
Surface Transportation Board
395 E Street SW
Washington, DC 20423

Re: Docket No. FD 36873, Union Pacific Corporation- Control- Norfolk Southern Corporation

Dear Ms. Webster:

NJ TRANSIT Corporation ("NJ TRANSIT") is in receipt of the Office of Environmental Analysis' ("OEA") letter dated August 19, 2026, seeking preliminary feedback on the effects of the above referenced transaction on NJ TRANSIT. NJ TRANSIT is a party of interest in the transaction and intends to file comments with the Surface Transportation Board as well.

NJ TRANSIT is the nation's third largest provider of bus, rail, and light rail transit, linking major points in New Jersey, New York, and Pennsylvania. Its service covers over 5,300 square miles and over 920 directional route miles in 116 municipalities. NJ TRANSIT is committed to the quality of life and environmental impact on its riders and is providing this feedback to ensure that the OEA conducts a thorough evaluation of the transaction's impact to the areas and people NJ TRANSIT serves and ensures that any negative impacts are sufficiently mitigated as a condition to approving the transaction.

Preliminarily, NJ TRANSIT notes that any expansion of or improvement to assets owned by Norfolk Southern in and around NJ TRANSIT's operating territory must comply with all applicable federal and state laws and regulations, including the National Environmental Policy Act and Section 106. As it relates to air quality and noise impacts, NJ TRANSIT is concerned that any increase in rail traffic will have a negative impact on New Jersey's communities since greater congestion can lead to heightened noise in sensitive neighborhoods and more pollutants impacting the air, due to both increased train traffic and delayed automobile traffic at blocked grade crossings. These concerns are heightened with the anticipated greater length of freight trains that may idle or slow in these communities as the freight trains pass through and with the magnitude of traffic increases anticipated on the Lehigh Line.

Therefore, NJ TRANSIT recommends that OEA require as part of the transaction that in-use and duty-cycle testing results because of increased rail traffic be presented in the Environmental Impact Statement ("EIS"). Future analysis and air pollution monitoring measures and recommendations should be defined in the EIS and coincide with Federal and State Implementation Plans and local efforts to protect air quality. Monitoring should adhere to the

Environmental Protection Agency (“EPA”) Office of Air Quality Planning and Standards, also known as National Ambient Air Quality Standards, for pollutants which are considered harmful to people and the environment. Any mitigations required because of these analyses should be maintained to manage criteria pollutants and attainment. Regular noise analyses should also be required to evaluate current ambient sound levels, predict future noise changes caused by the increased rail activity and longer train lengths, and mandate ways to reduce potential negative impacts to sensitive receptors, especially in segments identified to exceed thresholds. OEA should also implement metrics and require targeted monitoring of grade crossing downtimes. Proposed capital improvements, monitoring, and mitigations should be coordinated directly with relevant jurisdictional review agencies in New Jersey, such as the United States Army Corps of Engineers, EPA, New Jersey Department of Environmental Protection, State Historic Preservation Office, United States Fish and Wildlife, National Oceanic and Atmospheric Administration-National Marine Fisheries Service, and Natural Heritage Program.

Finally, OEA should conduct appropriate studies to determine whether any mitigations to the Cedar Avenue/Possumtown Road crossing located further west in the Middlesex Borough, Middlesex County, New Jersey are warranted. The close proximity of the Lehigh and Raritan Valley lines at that crossing means that freight trains occupying the Lehigh Line tracks can cause roadway traffic to back up across the parallel Raritan Valley Line tracks and can cause deleterious effects to emergency services and the quality of life in that area.

We thank OEA for its attention to NJ TRANSIT’s concerns and look forward to any future engagement.

Sincerely,

John Geitner Digitally signed by John Geitner
Date: 2026.09.18 15:42:28 -04'00'

Chief – Environmental Programs

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