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BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36873

UNION PACIFIC CORPORATION AND UNION PACIFIC RAILROAD COMPANY
— CONTROL —
NORFOLK SOUTHERN CORPORATION AND NORFOLK SOUTHERN RAILWAY COMPANY

STATEMENT OF PARTICIPANTS (I-75 CENTRAL CORRIDOR COALITION, INC. and GEORGIANS FOR PASSENGER RAIL, INC.) IN SUPPORT OF MOTION TO PERMIT BOARD-INITIATED EX PARTE COMMUNICATIONS AND TECHNICAL CONFERENCES

Come now I-75 Central Corridor Coalition, Inc. and Georgians for Passenger Rail, Inc. and respectfully submit this statement in support of the Applicants' Motion to Permit Board-Initiated Ex Parte Communications and Technical Conferences.

We support the Motion because the proposed procedure would provide the Board with an additional means of obtaining focused information on issues that may be important to its consideration of this transaction, while preserving transparency and the integrity of the public record.

The Applicants' proposed procedure seems to be appropriately structured. It suggests Board members would determine whether a meeting is necessary, then identify the specific issues to be addressed in advance and cause the communication(s) to be reflected on the public docket. The proposal would seem to provide the Board with an additional tool for advancing a thorough examination of all pertinent issues in connection with this merger.

INTERCITY PASSENGER RAIL

Of particular importance to us is the future of intercity passenger rail and the role that the resulting merged railroad will play in the continued development of the national passenger rail system.

The United States is now engaged in a significant effort to develop and expand intercity passenger rail. The Federal Railroad Administration's (FRA) Corridor Identification and Development (Corridor ID) Program was established to guide intercity passenger rail development throughout the country and to create a pipeline of projects ready for implementation. FRA describes the program as a comprehensive planning and development program for new and enhanced intercity passenger rail corridors. The program provides a structured process through which corridor sponsors work with FRA and other stakeholders to advance passenger-rail projects from planning toward project development and implementation. Reference: https://railroads.fra.dot.gov/corridor-ID-program

Importantly, the Atlanta–Savannah Corridor is among the corridors selected for the FRA Corridor ID Program, with the Georgia Department of Transportation identified as the corridor sponsor. Several other corridors impact the state of Georgia including the Charlotte, NC–Atlanta, GA corridor awarded to NC DOT and the Chattanooga-Atlanta Corridor awarded to the City of Chattanooga. Thus, the federal

government and the State of Georgia have already established a formal framework for advancing intercity passenger rail development along these important Georgia corridors. Reference: https://railroads.dot.gov/sites/fra.dot.gov/files/2026-04/CID%20Obligation%20Status%Report-3.31.26-PDFa.pdf

Furthermore, Amtrak's "Connects US" vision likewise reflects a national strategy for expanding and improving intercity passenger rail. Amtrak has described the Connects US vision as a comprehensive strategy for developing and expanding intercity passenger rail, including improvements to existing routes and the development of new routes and connections to additional communities. Amtrak has also identified cooperation with states, local communities, the federal government, and host railroads as important to building upon and expanding the national network. Reference: https://assets.amtrakconnectsus.com

These initiatives demonstrate that intercity passenger rail development is not limited to individual projects considered in isolation. Rather, the country is developing a broader national network in which new and enhanced corridors can connect with existing services and with one another. The success of that effort will depend upon long-term cooperation among federal and state transportation agencies, Amtrak, local communities, and the freight railroads whose infrastructure will often be essential to the development and operation of passenger service.

The proposed merger therefore has significance beyond the immediate competitive and operating issues presented in this proceeding. The resulting railroad will control a substantial rail network over which present and future passenger rail services may need to operate. Its policies, operating practices, willingness to coordinate with public agencies, and approach to infrastructure and capacity planning can affect the feasibility, cost, scheduling, reliability, and ultimate development of intercity passenger rail projects.

The future of intercity passenger rail development will either be enhanced or made more difficult by the willingness of the merged entity to support and enable intercity passenger rail as a robust part of the national transportation system.

For that reason, we believe the Board-initiated communications contemplated by the Motion provide an appropriate opportunity for the Board to explore the Applicants' plans and commitments concerning intercity passenger rail. This inquiry need not add another layer of legal argument to the proceeding. Rather, it would permit the Board to obtain a clearer understanding of how the merged railroad intends to work with Amtrak, FRA, state transportation departments, and other public agencies as new and enhanced passenger rail corridors are developed.

Among the issues that could appropriately be discussed are the merged railroad's approach to accommodating future passenger-train frequencies; coordination concerning infrastructure capacity and improvements; operating and dispatching considerations; cooperation with corridor sponsors participating in the FRA Corridor ID Program; and the railroad's willingness to work constructively with Amtrak and public agencies seeking to expand the national intercity passenger rail network.

These matters are particularly relevant in light of the scale and long-term nature of the proposed transaction. Decisions concerning the operation and development of the combined freight network can have consequences extending for decades. It is therefore important that the Board understand how the merged entity views its role in the development of passenger rail and how it intends to work with the public and private partners responsible for bringing new and enhanced passenger rail service to communities throughout the country.

CONCLUSION

For these reasons, I-75 Central Corridor Coalition, Inc, and Georgians for Passenger Rail, Inc. support the Motion to Permit Board-Initiated Ex Parte Communications and Technical Conferences. We respectfully encourage the Board, where appropriate, to use the proposed process to examine the Applicants' plans, commitments, and willingness to support the continued development of intercity passenger rail.

The FRA Corridor ID Program and Amtrak's Connects US vision demonstrate the continuing effort to build a more connected national intercity passenger rail system. The Atlanta–Savannah Corridor is one example of this effort and illustrates why cooperation between public transportation agencies, Amtrak, and host freight railroads will be essential. The proposed merger presents an important opportunity for the Board to understand how the resulting railroad intends to participate in that broader national effort.

Respectfully submitted,

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Chairman

I-75 Central Corridor Coalition, Inc. (501c6) and Georgians for Passenger Rail, Inc.(501c3)

October 8, 2026

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CERTIFICATE OF SERVICE

This will confirm that I have served all parties of record in this matter with a copy of the foregoing STATEMENT OF PARTICIPANTS (I-75 CENTRAL CORRIDOR COALITION, INC. and GEORGIANS FOR PASSENGER RAIL, INC.) IN SUPPORT OF MOTION TO PERMIT BOARD-INITIATED EX PARTE COMMUNICATIONS AND TECHNICAL CONFERENCES

By sending an email copy to all parties in the docket list.

This the 9th day of October 2026



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