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Office of Chief Counsel
November 18, 2026
Part of
Public Record

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. FD 36873

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

COMMENTS OF WILLIAM BOYLE REGARDING UNION PACIFIC'S CANAL STREET YARD, CHICAGO, ILLINOIS

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Dated: November 18, 2026

COMMENTS OF WILLIAM BOYLE

William Boyle, a party of record in this proceeding, submits these comments on the Revised Application under the procedural schedule adopted in Decision No. 30. These comments are limited to one Union Pacific asset in Chicago, the Canal Street Yard, and to facts drawn from a pending federal environmental review of a project at that yard. Mr. Boyle takes no position here on whether the Revised Application as a whole should be approved.

I. Interest of the Commenter

Mr. Boyle lives in the Bridgeport neighborhood of Chicago, near Union Pacific's Canal Street Yard. He filed a Notice of Intent to Participate in this proceeding on October 1, 2026 (Filing ID 312635) and served it on all parties of record.

II. The Canal Street Yard and the Pending Federal Environmental Review

The Canal Street Yard is a Union Pacific-owned rail yard on Chicago's South Side. The National Railroad Passenger Corporation (Amtrak) proposes to acquire it and relocate its Chicago-area maintenance functions there from its 14th Street Yard. The Federal Railroad Administration (FRA) has awarded federal funding for the project, which Amtrak describes as including private investment through a public-private partnership.

On November 6, 2026, FRA released an Environmental Assessment for the project, *Midwest Maintenance Facility Environmental Assessment* (Nov. 2026), prepared by Amtrak on behalf of FRA (the "EA"), in Regulations.gov Docket FRA-2026-2938. FRA had earlier approved a categorical exclusion for the facility on May 12, 2026. The EA states that, because the project now includes elements not evaluated in that determination, FRA "has decided to prepare an environmental assessment to evaluate the totality of the Project" (EA § 1.4, p. 20). Public comments on the EA are due December 7, 2026. After that, FRA will either issue a Finding of No Significant Impact or prepare an Environmental Impact Statement (EA § 1.4, p. 20). The federal environmental review of the yard's future use is therefore not complete.

III. Facts in the EA Bearing on This Proceeding

A. The project requires Board authority obtained by Union Pacific. The EA's list of anticipated permits and approvals includes "Surface Transportation Board (STB) authorization, obtained by UP, for abandonment or relocation of its common carrier obligation through a corridor within the Canal Street Yard" (EA § 2.8, p. 29). A Union Pacific property in this transaction is thus expected to be the subject of a separate request to this Board.

B. Union Pacific's property decisions shaped the site selection. The EA's comparison of locations considered for Amtrak's facility describes Union Pacific's Global One Yard as "UP-owned; not available from UP" and the Canal Street Yard as "UP-owned; available for sale" (EA Table 2-1, p. 22). The EA lists the lack of availability from Union Pacific among the reasons Global One was dismissed (EA § 2.2.3 and Table 2-2, pp. 22–23). Which Union Pacific

Chicago-area yards are, or are not, made available therefore helps determine where a federally funded passenger-rail facility is built, and next to which neighborhood.

C. The facility is next to a dense residential area. The Canal Street Yard is bordered by homes, schools and parks in the Bridgeport, Armour Square and Chinatown communities. The EA identifies moderate noise impacts at four residential clusters and documents existing soil and groundwater contamination at the yard. These matters are before FRA, not this Board; they are noted here only to show that the disposition of this Union Pacific asset has significant local consequences.

IV. Requests

Mr. Boyle respectfully asks that the Board:

1. Include the facts above in the record of this proceeding and take them into account in considering the transaction's effects in the Chicago terminal area;

2. Identify any filing by Union Pacific seeking authority to abandon, discontinue or relocate its common-carrier obligation within the Canal Street Yard as related to this proceeding, and consider it together with this record rather than in isolation; and

3. Ask Applicants to state, in their responses due February 16, 2027: (a) whether Union Pacific plans a filing of the kind described in EA § 2.8, and its expected timing; (b) whether the sale of the Canal Street Yard is part of, or assumed by, Applicants' post-transaction operating plan for Chicago; and (c) whether the transaction will affect the availability of other Union Pacific Chicago-area yards, including Global One, for passenger-rail use.

Respectfully submitted,

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Dated: November 18, 2026

CERTIFICATE OF SERVICE

I hereby certify that on November 18, 2026, I served a copy of the foregoing Comments of William Boyle on all parties of record in Docket No. FD 36873, as shown on the Board's service list, by electronic mail to those parties that have provided an email address and by first-class United States mail, postage prepaid, to those parties that have not.

/s/ William Boyle
William Boyle