



The Honorable Daniel R. Elliott III
Chairman
United States Surface Transportation Board
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The Honorable Ann D. Begeman
Vice Chairman
United States Surface Transportation Board
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The Honorable Debra Miller
United States Surface Transportation Board
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Dear Chairman Elliott and Surface Transportation Board Members:

I am writing to you regarding Canadian Pacific Railway's proposal to acquire Norfolk Southern Corporation. I am concerned about the impact the proposed NS-CP merger will have on freight rail service and Central Ohio's economy

The Columbus Region is one of the fastest growing economies in the Midwest, in large part due to its growth in logistics and manufacturing. It is increasingly important to the success of all businesses to ship and receive goods quickly and safely. Norfolk Southern plays an extremely important part in that process, maintaining roughly 2,200 miles of mainline track in Ohio. Norfolk Southern has continued to improve their network here, resulting in an environment conducive to not only retention of manufacturing but growth as well. In 2014 Norfolk Southern helped nine industries locate or expand resulting in \$75 million of customer investment and 283 new jobs in Ohio. The proposed rail merger places the relationship shippers maintain with their current freight rail partner in jeopardy.

Norfolk Southern is also an important employer and civic leader in our region. The company currently maintains several large bases of employment including a recent \$160 million expansion of the classification yard at Bellevue, Ohio. In total the company employs 3,990

people. I am apprehensive that a merger would lead to significant job reductions through realignment of the workforce.

Finally, as you are well aware the Surface Transportation Board's current rules set a high bar for further consolidation, recognizing that such consolidation inevitably would lead to massive service disruptions for shippers, reduced competition between carriers, and momentum for further consolidation among remaining railroads. It goes without saying that any or all of these circumstances would be contrary to the greater good of the economy which relies on freight rail service.

Given these facts and the current economic pressures on the entire industry, I believe the Board should be focused on public policy solutions that boost economic growth, support strong sustainable rail competition and protect the recent service gains that are helping our shippers and communities. I encourage the Surface Transportation Board to review any proposal by Canadian Pacific very closely in light of the potential significant public interest harms.

Best regards,



Kenny McDonald