



ORLAND
PARK

Union Pacific / Norfolk Southern Merger & Railroad Property Annexations

Committee of the Whole
December 15, 2025



- Transcontinental railroad **spans over 50,000 miles** across 43 states
- Opens **new U.S. markets** for customers
- Serves **10 international gateways** with Mexico & Canada
- Operates from **~100 ports**
- Offering single-line service, **saving 24 – 48 hours** transit
- Combined 2025 **Capital Investment of ~\$5.6B** supports Safety, Service and Growth



Path to Completion



The Board of Directors of both Union Pacific and Norfolk Southern have unanimously approved the transaction



Transaction subject to approval by Union Pacific and Norfolk Southern shareholders



Up to 6 months to file STB application; 16-month review process

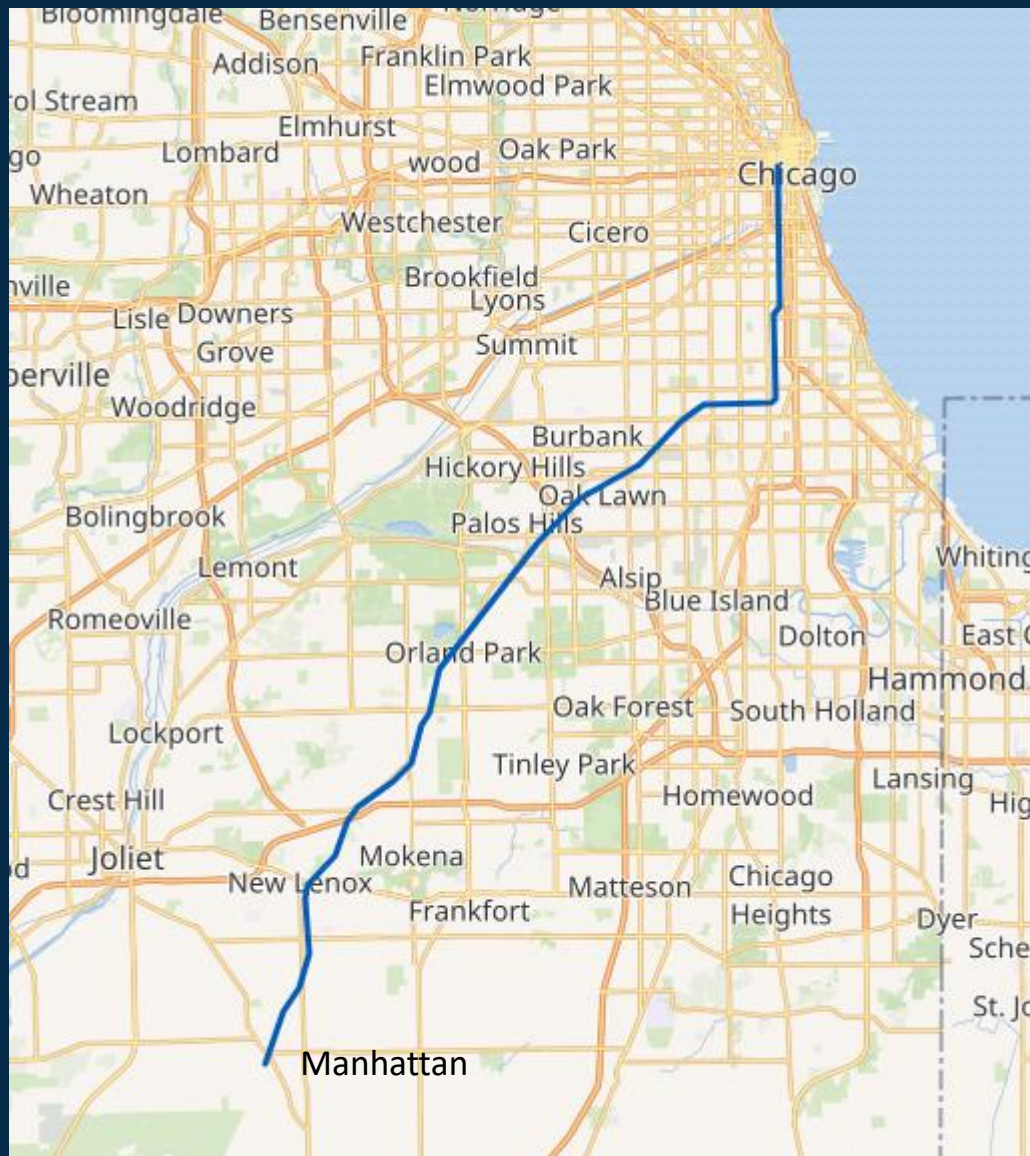


Transaction subject to obtaining Surface Transportation Board ("STB") approval and other applicable regulatory authorities



Targeted close by early 2027; committed to a seamless integration





Rail line owned by Norfolk Southern and leased to Metra Line, which operates the Southwest Service

Current terminus is Manhattan IL



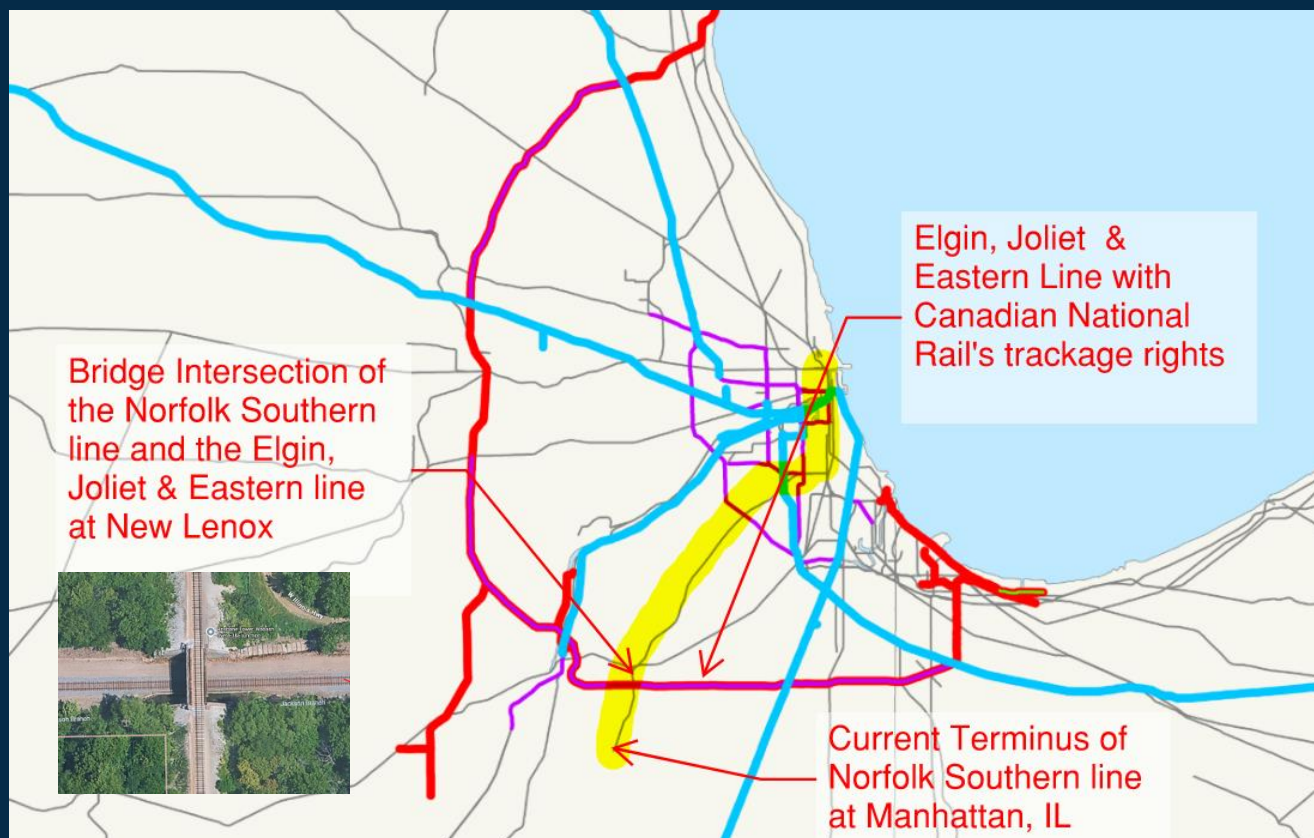
- The original Chicago to St. Louis line of the Wabash Railroad (eventually acquired by Norfolk Southern), ran through Orland Park, and connected Chicago to St. Louis via Decatur.
- In 1979, the Norfolk Southern abandoned the portion of the track from Manhattan, IL to Decatur, IL. A portion of this abandoned track land was eventually acquired by the Will County Forest Preserve District and is today a part of the Wauponsee Glacial Trail.
- Because of this track abandonment, the rail service through Orland Park is exclusively commuter rail service and does not include freight service.
- It is unlikely that freight service would resume on the rail line through Orland Park following the UP/NS merger since the terminus remains Manhattan, IL.



Manhattan, IL

Wauponsee Glacial Trail





- The only possible interconnection to another train line would be to the Elgin, Joliet and Eastern Railway owned by Canadian National (CN). The Norfolk Southern track crosses over the CN track in New Lenox via a bridge and is not interconnected to the CN line.
- Considering CN is a competitor of UP, it is currently unlikely that an interconnection would be built, however, if an interconnection would be built, it would most likely result in freight train traffic through Orland Park which could result in considerable disruptions and public outcry.
- Similar outcry occurred when CN acquired the Elgin, Joliet and Eastern Railway from U.S. Steel. The Village of Barrington continues to deal with the fallout. In order to address congestion concerns, a \$48 million underpass is being constructed in Barrington.

Norfolk Southern & Elgin, Joliet & Eastern Railway Intersection



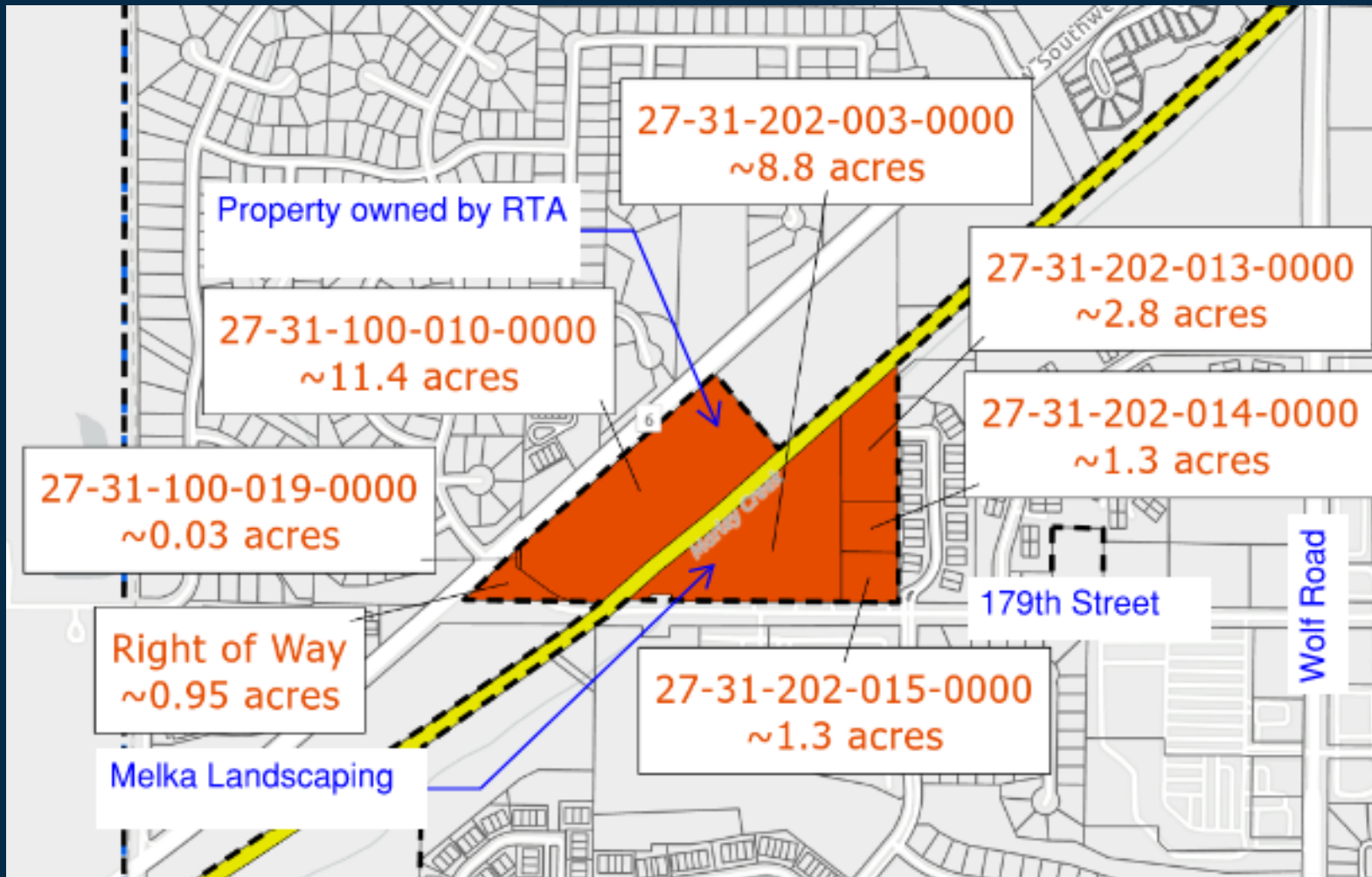
If there is a future connection/expansion of tracks to accommodate rail freight traffic, here are some potential issues:

- Possible increase in the durations of crossing gate-down.
- Potential noise increases near freight corridors.
- Impacts to Metra SWS - possible scheduling pressures regionally.
- Positive - Some reduction in heavy truck traffic if freight shifts to rail.



Upcoming Potential Annexations of Railroad Properties



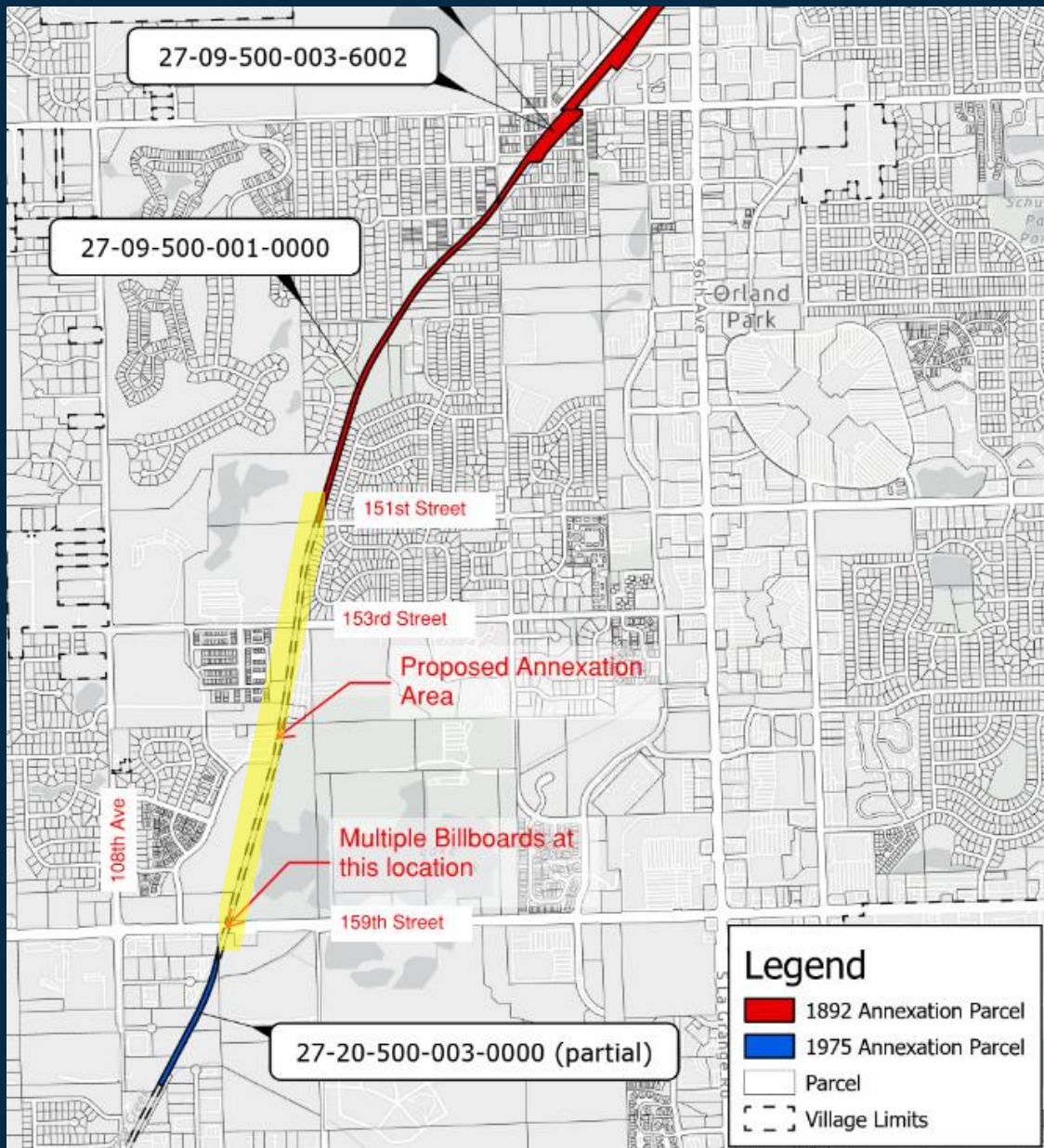


Includes RTA owned property

IL SB – 2111 People over Parking Act, effective in mid 2026

Per IL SB - 2111, NITA replaces RTA, and will have authority to own and develop land for transit- supportive projects





Railroad property is completely surrounded by the Village and is a high priority for annexation.

However, it must be noted that involuntarily annexed railroad properties are not subject to Village's zoning regulations and codes.

Railroad property between 151st and 159th Streets



Questions?

