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ON BENGHAZI



Congress of the United States

House of Representatives

Washington, DC 20515-1306

June 12, 2015

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Honorable Deb Miller and Honorable Ann Begeman
Surface Transportation Board
395 E Street NW
Washington, D.C. 20423

ENTERED
Office of Proceedings
June 18, 2015
Part of
Public Record

Re: Finance Docket No. 35087 (Sub No. 8)

Dear Board Members,

As the Member of Congress representing the Village of Barrington in Illinois, I support Barrington's Reconsideration Petition to the Board submitted June 4, 2015 based on the body of evidence supporting its oversight petitions seeking a grade separation at U.S. Highway 14 and the EJ&E (CN) rail line. With a Satellite Office in Barrington's Village Hall, my staff and I have the personal experience of dealing with the frequent traffic gridlock caused by CN's operations through the Village.

In this particular case, the Board evaluated impacts in 2008 prior to approving the transaction allowing CN to purchase the EJ&E rail line. Based on that evaluation, two grade separations were granted in Aurora and Lynwood to mitigate traffic congestion issues that affect both residents and the efficient operations of regional businesses. Given the traffic analyses shared with my office by Barrington officials, it would appear the analysis conducted in 2008 by the Board on impacts in Barrington and the Sixth Congressional District may have missed the mark in terms of accuracy.

At this juncture, I believe that the Board must use the oversight jurisdiction it retained for the transaction to review the traffic delay discrepancies between its 2008 analysis and Barrington's analyses in 2008 and 2011. If it appears Barrington's impacts are equitable to the impacts in Aurora and Lynwood, Barrington should be awarded grade separation mitigation with appropriate funding by Canadian National as were Aurora and Lynwood.

It is my understanding traffic congestion caused by CN's operations in my District will not be alleviated absent a grade separation. This means that either the railroad or taxpayers will bear the costs for this project, so it is only a matter of economic fairness that taxpayer interests and regional business interests be balanced with the interests of the railroad.

Respectfully


Peter J. Roskam
MEMBER OF CONGRESS

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