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COOK COUNTY

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EUGENE R. "GENE" DAWSON
Supervisor

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December 9, 2011

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Part of
Public Record

Ms. Cynthia Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, S.W.
Washington DC 20423-0001

VIA Mail and Email

RE: Docket No. FD35087 (Sub-No. 8)

Dear Ms. Brown,

I am writing to you to register my support for the October 14, 2011 petition by the Village of Barrington that urges the Surface Transportation Board to mandate grade separation mitigation at Northwest Highway (U.S. Highway 14) and the EJ&E rail line as part of the oversight process that the Board reserved for itself when it approved the merger transaction in 2008. Barrington Township encompasses the towns and villages of Barrington, Barrington Hills, East Dundee, Hoffman Estates, Inverness and South Barrington – the heart of the area that has been, and will continue to be, tremendously impacted by Canadian National Railway’s increased freight operations on the EJ&E.

Without doubt, at full capacity, the 20-plus trains that CN plans to operate on the rail line will greatly impede regional traffic flow. Most importantly, regular traffic snarls will impede the ability of emergency responders to reach victims who live on the wrong side of the tracks (a groups that encompasses most Township residents) that are in need of emergency transport to our closest medical facility in Lake Barrington – Advocate Good Shepherd Hospital. With a grade separation at Highway 14, one vital unimpeded route will be maintained both for regional commuters and first responders. Since this roadway does not intersect with the commuter rail line running through downtown Barrington, it is the logical choice for a grade separation. Given that it is CN operations that are the causal factor for Barrington’s grade separation needs, it is only fair that CN pay for this entire infrastructure project and not burden taxpayers with any funding responsibility.

The body of evidence that has been presented by the Village of Barrington in support of its petition is quite compelling. It would seem that Barrington has clearly demonstrated that the initial pre-transaction flaws in the Board's analysis of traffic impacts that resulted in Highway 14 being omitted from the list of substantially affected crossings has been confirmed by the new evidence presented in its 2011 traffic study that used post-merger operating data to calculate traffic delays. I urge the Board to admit to the past analytical errors of its environmental consultant and rectify the situation for the communities that will be impacted in perpetuity by CN's freight operations.

Thank you for your consideration of my request.

Sincerely,

A handwritten signature in black ink, appearing to read "Gene Dawson", with a long horizontal flourish extending to the right.

Eugene R. "Gene" Dawson
Barrington Township Supervisor

CERTIFICATE OF SERVICE

I certify that I have this 9th day of January, 2012, caused a true copy of letters from Aurora, Illinois and Lake Barrington, Illinois in support of Barrington's October 14, 2011 petition (STB Docket FD35087 - Sub-No 8) to be served by e-mail upon:

Cunningham, Paul A.
Harkins Cunningham LLP
1700 K Street, N.W., Suite 400
Washington, DC 20006-3817

Dold, Honorable Robert
United States House Of Representatives
227 Cannon House Office Building
Washington, DC 20515

Durbin, Honorable Richard J
United States Senate
Washington, DC 20510-1304

Hirsh, David A
Harkins Cunningham
1700 K Street, Nw, Suite 400
Washington, DC 20006-3817

Kirk, Honorable Mark
United States Senate
Washington, DC 20510

Manzullo, Honorable Donald
U.S. House Of Representatives
2228 Rayburn House Office Building
Washington, DC 20515

Roskam, Honorable Peter J.
Congress Of The United States
318 Cannon House Office Building
Washington, DC 20515-1308

Streeter, Richard H.
5255 Partridge Lane, N.W.
Washington, DC 20016

Walsh, Honorable Joe
United States House Of Representatives
432 Cannon House Office Building
Washington, DC 20515



Suzanne M. Devane