



The Commonwealth of Massachusetts
House of Representatives
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COMMITTEE
Chairman
Transportation

ENTERED
Office of Proceedings
August 27, 2021
Part of
Public Record

August 26, 2021

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

Re: Docket No. FD 36472
CSX Corp. and CSX Transportation, Inc. – Control and Merger – Pan Am Systems, Inc.
et al.

Dear Chief Brown:

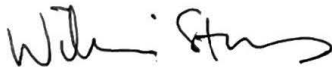
I am writing with regard to the above-referenced application to express my concerns – detailed below – that I believe need to be adequately considered and addressed as a condition to any approval by the Surface Transportation Board.

I have served as House co-chair of the Massachusetts legislature's Joint Committee on Transportation since 2011; I believe I am well positioned to raise these issues, each of which poses risk to both Massachusetts businesses and those residents who depend on local and regional transit options.

- To assist CSX in its freight movements, Massachusetts has made major investments in the Worcester Main Line that enable double-stacking through to Westborough. The commonwealth has also devoted significant resources intended to increase passenger service between Boston and Worcester. Given the commonwealth's and Amtrak's need to provide passenger service within CSX's footprint (I note that the Boston metropolitan region has been consistently ranked as one of the most congested in the nation), and in recognition of state investment that has accrued to CSX's benefit, I believe that the Board should require CSX to engage in good faith negotiations with the Massachusetts Department of Transportation regarding the state's interest in augmenting existing passenger service west of Worcester.
- With the prospect of CSX's involvement in the commonwealth's two major interstate freight lines, I stress the importance of detailed findings demonstrating that other Massachusetts shippers and those dependent on freight movements are not priced out due to a lack of competition.
- The transaction should not separate CSX's participation in Pan Am Southern and CSX's purchase of Pan Am Railways. Given the importance of these facilities and the scope of the transaction, the Board should recognize and consider the transaction and its impact as a whole and not as two separate transactions.
- There are issues related to CSX's use of, and ownership interest in, the Worcester Main Line at Beacon Park Yard that have yet to be resolved following Harvard University's purchase of CSX's easement rights in the yard. Such issues would need to be settled to the satisfaction of MassDOT and the Massachusetts Bay Transportation Authority.

These reasonable requests are an appropriate response to the application and within the Board's scope of review, and I hope they will be addressed as these proceedings move forward. Thank you very much for your time and consideration of my concerns.

Sincerely,



Rep. William Straus
House Chair of the Joint Committee on Transportation